

Civil Service Sailing Association - Channel Sailing Division

SKIPPERS NOTES – Yacht Sea Essay of Hamble

Newsletter No 01/19

Introduction

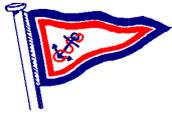
This is an occasional document issued by the Yacht Secretary, which will be placed on the CSD website and/or sent to all CSSA approved Skippers in CSD when there is new and/or important operational information to promulgate. There is no intention to produce newsletters on a regular basis. Each one is numbered in sequence every year so recipients can identify if any are missing.

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Cleaning

Members of the Yacht Husband Team have just concluded the winter maintenance and layup with one of the worst jobs of the year - cleaning the boat! They still find it necessary to have to spend an inordinate amount of time deep cleaning those areas of the galley and heads, which appear to be invisible to some skippers and crews. For example the fridge, especially around the back of the lid and rim, was encrusted



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with dried coffee spills, rotting food and the start of black mould. If you spill it or drop and scatter it you clean it up - completely please!

River Tidal Streams.

In last year's only SNL we again advised you about the extreme tidal rates that flow through MYH during the ebb of high spring tides and which can compromise safe and incident free berthing. Following an incident during the 2018 Summer Cruise we would remind you that such tidal streams can occur in other rivers!

Deck Log

Skippers are further reminded that it is essential to keep a detailed deck log to regularly record position, course, wind etc as back up to the Plotter if it should fail. Also it should be used to record significant events, i.e. any Mayday or urgency messages received, any injuries, illnesses and the treatment given, any groundings or collisions.

You should be aware that the deck log is the primary exhibit to be produced at any inquiry/investigation.

Mainsail Cover

We have replaced the mainsail cover with an improved version as the old one had worn out. It is made of a stronger fabric and has the same strap and buckle arrangement as on the old one with a stronger zip. The around mast fitting is slightly different but still uses four straps and clips to fasten.

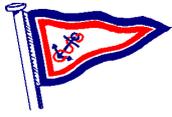
Lazy Jacks

These have been replaced. The new lazy jacks run up to pulley blocks on the mast and then down to cleats on either side of the mast (see photos at end). This is same arrangement as was on the Dufour 405 and is much easier to adjust than the previous Jeanneau arrangement where the lazy jacks were tied to the mast at the top and adjusted on the sail cover itself.

Note that the lazy jacks and sail cover are not designed to support the boom. Skippers should be prepared to adjust the lazy jacks when the boom height is varied and especially when the main sail profile is flattened using the boom vang.

Reefing Pennants

Skippers are requested to ensure that the reefing pennants are pulled out if the mainsail has been reefed before the main is stowed and then the pennants stowed within the stowed main. This ensures that when the mainsail is hoisted the pennants are not tensioned which can cause damage to the leech and main halyard



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Electric Panel Closedown

Please ensure that all 12-volt switches are OFF before you leave the boat. We have had a situation where the freshwater pump switch has been left on and if one of the taps had been open the pump would have continued to run even when the tank is empty. Eventually the pump would have overheated which at worst risks the whole boat going up in flames and at best needing the pump replaced at considerable expense and inconvenience.

Handover Clearance Note (HCN)

There is a change in the HCN procedure. The outgoing skipper completes the HCN ensuring that it is carbon copied onto the pink sheet. The white (top) sheet is then detached and sent by whatever means to the Yacht Husband. This will ensure that the Yacht Husband is made aware of any defects as soon as possible and take the necessary action. The oncoming skipper signs the pink copy accepting the yacht and noting any defects on takeover. If any faults occur which require urgent attention please contact the Yacht Husband directly. The contact details are on the front cover of the Handover Clearance Notebook

Danbuoy Light

The Danbuoy light should be checked on taking over the boat to ensure that it is working properly. To do this the black clip should be eased gently away from the white body of the light. The light should come on. If it does not it probably means that the battery needs replacing. The battery is 9v and a spare is kept in the battery box. The wiring to the reed switch in the lamp is fragile and care is needed when replacing the battery. Be aware that the black clip contains a magnet, which holds the reed switch in the body of the light open. The switch/magnet is unidirectional. If on replacing the clip the light does not switch off turn the clip upside down and try again. The light should switch off when the clip is firmly home.

Heads

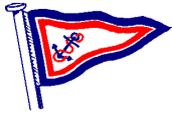
There were numerous instances of the aft heads holding tank blocking last season. It has proved inconvenient and unpleasant to unblock it. We think that the pipework from the tank to the seacock has become encrusted (a problem we have encountered on previous boats) and so we have had the pipework into and out of the tank replaced.

To minimise the risk of further blockages in future we have instituted a policy of no paper, sanitary products or wet wipes to be put down the heads. Used toilet paper, sanitary products and wet wipes should be put in the nappy sacks provided.

Please remember to dispose of the nappy sacks ashore, someone didn't last year!

Location of the Cruising Chute

Skippers should be aware that the new Cruising Chute is stored in the shed, not on board under the forward cabin berth as it is considerably bigger than the old one and



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won't fit. It will be placed on board for the Summer Cruise however. If you use the chute please ensure that it is dried off before putting it back in its bag and replacing it in the shed.

Flogging Jib Sheets

Please do not let the jib sheets flog unduly when going about or coming head to wind. Not only is this bad practice, it damages the sheets and the jib.

Engine Seawater Cooling System

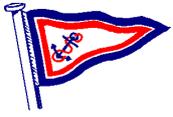
During 2018 three crews reported failure of the impeller/seawater cooling system resulting in calls to Sea Start for assistance. The problem appeared to be related to a failure of the system to prime itself on engine start up. An incorrectly refitted weed filter lid although tight could be a contributing factor.

Sea Essay is Registered on RYA SafeTrx

You should be aware that the Coastguard is phasing out the CG66 register in favour of using the RYA's SafeTrx database now it has been approved by the MCA. They will continue to refer to the CG66 for another 15 months but it is unavailable for new entries.

There is a SafeTrx App through which skippers could register their passages and report departures and arrivals on Sea Essay but would require them to enter the boat's details as a separate entry. Those details are available in the Ops Manual but to prevent multiple entries and shore contact details in the database we would prefer that the App is not used.

Adrian Barnes
Yacht Secretary



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