

SKIPPERS NOTES – Yacht Sea Essay of Hamble

Newsletter No 01/2020

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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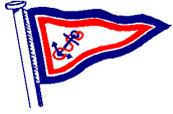
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Groundings

As far as we are aware all skippers are reporting any grounding that occurs during their time on Sea Essay. It is essential that this continues and is done in an honest manner, as we are required to report any such occurrences to our coding association which can order an examination by a surveyor before the boat can sail again.



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A heavy grounding would be one in which the boat stops abruptly or can't be freed under its own power.

Light groundings are when the boat touches bottom at low speed, stops gently and can be freed by going astern or fwd as necessary.

All groundings should be recorded in the log at the time, noting position, speed and direction of impact (astern or fwd) and the nature of the bottom. These details should also be recorded on the Handover Clearance Note. The Yacht Husband should be informed by phone or email as soon as possible. These actions are in line with the MAIB recommendations following the Cheeki Raffiki incident.

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. The Log is to be completed in ink; mistakes may be crossed out but should remain legible.

The deck log is the primary exhibit to be produced at any inquiry/investigation.

Reefing Pennants

Skippers are again requested to ensure that if the mainsail has been reefed the reefing pennants are pulled through the Boom as the main is lowered and then laid within the sail cover. This saves excessive strain on the mainsail, main halyard, pennants, blocks, winch and the crew's muscles when the sail is raised next time.

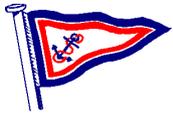
Closedown Checklist

Note that the Closedown Checklist has been amended to remind you about completing the Logbook and the stowing of reefing pennants.

Operating Manual

The CSSA, voluntarily, requires its Divisions to operate the Association's yachts in accordance with the MCA Code of Practice (CoP) - The safety of small commercial sailing vessels (CoP). Skippers are expected to be familiar with the CoP. In particular, Skippers must follow the advice on competence and manning set out in Annex 7 of the CoP

You are reminded that there are boat manuals kept in the locker under the chart table seat. Among them is the Operating and Training Manual Volume 1 which contains the mandatory information you are required to be familiar with. Soft copies are available from the Yacht Secretary by request.



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Use of RYA SafeTrx when on Sea Essay

Sea Essay is registered on the RYA SafeTrx database which has replaced the CG66 system. The Coastguard will refer to the SafeTrx register if they receive an emergency call from or about the boat and if necessary, contact the nominated shorebased CSD representative (Yacht Secretary) for crew and NOK details.

An adjunct to the database is a SafeTrx App through which skippers can register their individual passages and report departures and arrivals on Sea Essay through their smartphone. We are told that use of the App does not compromise the main database entry but any emergency called due to a missed arrival time etc, based on an App entry will most likely only result in the shore contacts named for that particular passage being notified. If you do wish to use the App could you please enter the details of the shorebased CSD representative (see back of Crew List) as well as any others you may like to be notified.

The key thing to remember about using the App is that it is dependent on being within cellular range, do not rely on it, always use DSC and the VHF for emergency and distress calls.

Sea Time Skippers

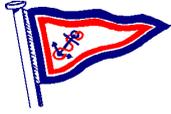
Just a reminder that Sea Times are intended to provide members with opportunities to experience, learn and practice. Within the bounds of safety and seamanship the Approved Skipper allocated to a Sea Time should accommodate their wishes, hopefully elicited well before the event commences.

We have produced a set of notes to outline the expected approach to Sea Times and they are attached to this SNL.

Damage to the Vang

For those of you who sailed SE later last year you will be aware that the Vang outer collar has been taped up to hold it together. The outer collar between the top (outer) part and the lower (inner) part broke and the collar on the lower part had completely worn through.





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When left tensioned the vang tends to become slightly banana shaped causing stress on the internal and outer collars. After use it should be released immediately. Similarly, the mainsheet should not be left tightened down hard when leaving the boat as this also compresses the vang and stresses it.

On no account should the vang be used to try to bend the mast aft!

CSD1-2-1

As you may have noted from the January edition of Civil Service Sailing, our mentoring scheme CSD1-2-1 has established itself in a modest way. Both mentors and mentees have got value out of it, as you will see from the case studies on the CSD website.

The Club is particularly indebted to the Approved Skippers who have acted and continue to act as mentors. Clearly the scheme goes nowhere without the generous use of your time and expertise.

We have a couple of potential mentees and we should like to grow the scheme a little. The bottom line is we need a few more mentors to make this happen and to widen the scope for matching.

Please let Colin Hurd (csd121coord@outlook.com) know if you would be prepared to act as a mentor or if you would like further information.

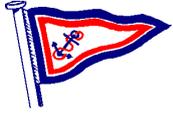
A Second Shed

CSD has taken a second shed, No 24, for the storage of infrequently used bulky maintenance items including the spare set of sails and ladders. This will make shed 1 less cluttered and easier to use. The cruising chute, wet weather gear, cleaning materials, fuel can and spare lifejackets will still be kept in shed 1.

Force4 Store Closures

Please be aware that the Force4 chandleries at Mercury and Hamble Point have closed. The nearest ones are at Port Hamble and Deacons at Swanwick. Replacement gas cylinders can be purchased at either place on the CSSA account.

Adrian Barnes
Yacht Secretary



Guidance Notes for Sea Time Skippers.

Objective: To provide a hands-on sailing opportunity for members of varying experience and abilities. They can range from absolute beginners with no experience, to day sailors, and to those who just want to go sailing and maybe get their hand back in after a period of non-sailing.

Planning: It is VITAL that you know who is coming, their sailing experience and their objectives and expectations as early as possible (recommend at least a month beforehand). This is to give you maximum time to explore with all of them what they would like to do, tempering it with what you consider to be sensible and practicable and subsequently produce a plan for their Sea Time.

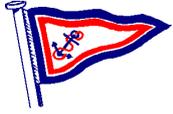
You also need to appoint a purser who looks after the victualing taking account of personal preferences. To aid this you and/or the Purser need to establish what meals you are going to victual for, e.g. breakfast, lunch and maybe evening meal. You can establish a "Pursers Fund" with an estimated cost for the victuals and mooring fees based on your plan. You should note that the club does not reimburse mooring fees but encourages the use of other MDL marinas where the berthing is free. The Pursers Fund should be shared equally over the total crew including the skipper unless there are compelling reasons that will make this unfair. Share out any surplus of stores and money at the end of the trip. It is important that they are told beforehand the likely sleeping arrangements; it is unlikely they will have an ensuite cabin to themselves.

Mates: The sailing experience of the crew will have a bearing on whether or not you take a mate. You are required to sign a statement that "The Approved Skipper declares that the Crew is of a suitable size and sufficiently competent to undertake this voyage and believes that they are medically fit to participate in this voyage." If you decide that you need a mate additional to the crew then they pay half the berth fee.

Safety: Remember it is mandatory that you give a safety brief before departure to cover such subjects as lifejackets and tethers, MOB, fire, power winch, VHF, Plotter and EPIRB and any possible hazards of the planned passage.

Where to go and what to do: This will depend on tidal and expected weather conditions. The Skipper needs to take the members' expectations into account and maximise their involvement. Some want to helm, some navigate etc. It is important that all get fair shares, we have all come across the "wheel hogs". It is up to you but bear in mind this is not a formal sailing course so try to keep it light. For the shorter Sea Times possible passages could be Poole/Weymouth and back, round the Island, or just a general cruise to Solent ports.

Important Points: Always bear in mind the experience of your crew and don't stay out too long so that they get bored, cold or worse seasick. Ensure that they drink enough and don't get dehydrated. If night sailing is planned ensure the crew is



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adequately fed beforehand (ashore or prepared onboard) and that food and warm drinks are readily available throughout the night passage (especially for when you might be off-watch).

Keep them interested e.g. Knot tying, collision regulations, discussions on why have they come, how far do they want to take their sailing etc.

Do debrief on completion and pass-on any useful comments, positive and negative to the Sea Time Organiser