

## Notes to Sea Scamp SKIPPERS & MATES – MAY 2021

**COVID PRECAUTIONS** – Sanitizer Hand gel by heads out pump & by galley sink,  
Cleaning notes on page 3 of Hand Over Check list

**PONTOON ACCESS** -MDL have imposed card keys on all marina users, we have 3 on board. They acknowledge that the card key system is impractical for Sea Scamp and have reactivated the numeric key pad at entrance to pontoon K just for us. The special code for **Sea Scamp is 6048** and must not be divulged to non-members. Access to the main facilities block is by the card key – all card keys must be returned to the little blue wallet stowed in the chart table pencil box – ensure that your crew return them. Replacement card keys cost £10. Do not ask at the Harbour Office what the code is.

**SAILING MANUAL** – the 2<sup>nd</sup> edition of the Sailing manual will be published shortly, on the club website, [www.seascamp.org.uk](http://www.seascamp.org.uk) in the members section – have you got your password ? If not apply to Mike Sharples.

The main changes are :

Appendix 1 : **SAFETY BRIEFING & SAFETY EQUIPMENT DETAILS**

Appendix 2 : **SAFETY EQUIPMENT & GENERAL STOWAGE**

are now published separately – so that they can be easily updated when the stowage plan changes or new equipment added. A copy is in the white Training Manual.

Detailed operating instructions for equipment – engines, electronics etc have been transferred to the New **TECHNICAL MANUAL** –

New sections added to Sailing Manual for ANCHOR CHAIN CHUMMY, WINCHES, ASYMMETRIC SPINNAKER & , RIGGING THE PREVENTER -

list of other changes to be circulated in due course.

**TECHNICAL MANUAL – NEW** - in front section of the Black Maintenance Ring binder – also to be loaded onto our website. Summary instructions for equipment are also on laminates stowed in plastic wallet on chart table bookshelf.

**CARBON MONOXIDE ALARM** – fitted to carlin above sink.

**ELECTRICAL SYSTEM NOTES** –in the Technical Manual - please read through them especially if you have an electrical problem – then phone Simon Smewing.

**ENGINE STARTING** - it is important that the oil pressure and charge indicator red lights come on when engine control switched on, but before engine starts. If they do not – problem must be investigated. Otherwise we could have an oil pressure failure situation without anyone knowing.

**ENGINE FIRE** – cut off fuel – pull wire loop starboard side of companionway

- turn off engine – press "STOP" button on control panel.

- turn off Battery Master switch on front of battery box

- Do not open engine cover - Automatic fire extinguisher will operate

**MOTORING** – it is very important to allow the engine to drop down to idling revs when changing from forward to reverse & vice versa. **MORSE GEAR LEVER – FORWARD – NEUTRAL PAUSE – REVERSE.**

**Train all your crew to do this to avoid propeller & gear box damage.**

**BATTERY SWITCH – on front of battery box** - Do not turn off battery power switch when engine running if you do you will damage the alternator

**PROPELLER** : we now have a Darglow **FEATHERSTREAM** 4 blade 13" feathering prop.

**SAILING**– to feather prop. - stop engine in neutral, switch off and engage reverse gear.

**DECK LIGHTS** – we have LED deck-lights on both lower spreaders - one angled to foredeck and other to mast base – they do not dazzle the helm – but angle can be easily adjusted if necessary.

**LIFE SLING** – Oscar has been replaced by Winward Winnie on the port aft guard rail

**BAROMETER** - back on chart table rack, New ships clock on forward saloon coachroof panel.

**FOREPEAK LIGHT SWITCH** moved to 1st deck beam in front of curtain -port of mast

**ANTI SEA SICK AID** – special glasses to be worn for 6 minutes – they work for French Navy !  
Stowed in drawer under chart table.

**ROPE ROUND PROP ?** - Dive goggles and snorkel in plastic box in lazarette – port forward  
With a short extension tube for the snorkel

**EMERGENCY** knife, pliers and spike/shackle key in leather wallet attached to starboard quarter berth bulk head

**SALVAGE** -When towed backwards by lifeboat etc – make sure tiller is securely lashed centred.

**CONSOLIDATED SKIPPERS & MATES NOTES 2003-19** - see section 16.6 of the Technical Manual

REMINDERS from previous years :

**EMERGENCY Battery Bilge pump** –TO BE USED IF WE HAVE A SERIOUS LEAK. Permanently fitted in bilge compartment in front of the main bilge pump, is it connected through a non-return valve to the same seacock as the cockpit bilge pump. To test pump – squeeze sensor end for 5 seconds, release and wait for pump to stop. Only connect the bilge pump lead to one of the sockets on the battery box. This goes via an in-line fuse 6.25A (Spares in electrical box) to the ships battery. Note that this does not go via the Battery Monitor. . Clean removable nozzle regularly - there is a spare pump stowed in plastic box in port quarter berth locker - you can check how to remove nozzle on this.

**PREVENTER** – you are reminded that when a Preventer is needed that the GOLD rope should be used.

**MAIN HALYARD** – after main sail dropped, unshackle halyard and fasten it to twisted D shackle fitted to starboard cap shroud rigging screw.

**MAINSAIL REEFING** – please instruct your crew that when reefing the main that the sail slides must be removed from the luff track –**INCLUDING** the last slide above the boom – if this is not removed, the bottom of the mainsail luff will be at a severe angle and the force is liable to break that slide or its securing tape.

**WATER HOSES** – The water hoses have been removed from the pontoons at Shamrock Quay, when the 1” yellow adaptor is fitted to the orange end of our hose it will fit the pontoon tap (remove any fitting left on the tap 1<sup>st</sup> )  
**TELL** your crew to make sure our adaptor is re-attached to our hose.

**EPIRB** – stowed in cradle at head of starboard quarter berth, Quick laminated guide attached. Fuller guide on laminate (box on chart table book rack) and full guide in Red Ships Ring binder. Test BEACON every month –(GPS only once a year– done on 3rd April) to conserve the battery.

**FOREHATCH** – use the small clip alongside the latch - it to prevent the latch flap from self locking when you are on board.

**RUBBISH BAGS** - bring your own.

**WET OILIES-** please remind your crew not to sit on bunk cushions in oilies or to leave life jackets on them. Cushion covers get very damp in high humidity, no matter how dry they may feel when left in the sun. Cover lower berths in black bin bags in wet conditions or stack them on upper berths.

**PROVISIONAL MEMBERS** – Skippers are reminded to give feed back to Membership Secretary.

**WARPS** – if you find broken whipping at end of warp or rope please re-whip it before the rope unravels –they are expensive to replace. Teach your crew how to whip.

**DEFECTS BOOK** – please enter defects you find in the book and where possible rectify them and those previously listed if you can. **SUGGESTIONS FOR NEXT REFIT** – section at back of Defects pages in Hand Over Checklist. Any suggestions you make will be considered by the Refit committee for the next years refit budget.

**REGULATORY - MCA CODE** - The MCA Code for Small Commercial Vessels has been used by the MCA inspectors for some time now, it applies to all commercial yachts i.e. Those owned by sea schools, yacht charterers and clubs – unless the latter meet certain criteria laid down in the MCA SCV Code. Sea Scamp meets these criteria. In order to be exempt from the SCV code, members clubs have to be able to demonstrate to an Officer of the MCA that the vessel is a “pleasure vessel” within the meaning of the code, this includes being able to produce its own constitution, membership list and accounts also being affiliated to the RYA and Provisional Members “joining” at least 2 days prior to sailing. The relevant documents are in the Red Ships Papers Ring Binder. The MCA Inspectors are empowered to stop any vessel and inspect it.