

## SEA SCAMP CONSOLIDATED NOTES To SKIPPERS & MATES 2003 -19

### SAFETY ISSUES

**SAFETY** -There is a laminated copy of the **SAFETY BRIEFING** – stowed in the plastic Laminates “wallet” on chart table book case, there is also a Summary MOB Pick Up Procedure laminate.

**SPINLOCK 5D DECKVEST LIFEJACKETS** - automatic Hammar inflation, crotch strap, sprayhood, automatic light and double safety line – **refer to separate information sheet**. STOWED on 6 hooks above water locker. Fitting and repacking instructions – see laminate in laminates box and 3 U tube videos on our website. Please note that the small section of yellow zip under Velcro flap is designed not to be closed – so that when gas bottle goes off all zip opens.

**LIFE RING LIGHTS** – now fitted with APOLLO flashing lights – 5 year battery life.

**OPERATION** – remove light from pushpit bracket and light automatically switches on.

**ROUTINE TESTING – LOOK AT INSTRUCTIONS** in Black Maintenance Manual. Carefully remove light from bracket without activating the light . Manually activate the switch slider on the side of the lower portion of the case. Light should activate. Return switch slider to off position, making sure the release toggle is still attached to the switch.

**1st AID** - Mouth to Mouth resuscitation face mask in green container fitted above 1<sup>st</sup> Aid boxes

**AIS** transponder (2019) – Automatic Identification System, which transmit Sea Scamp’s position and receives other vessels (which have AIS) positions. Skippers and Mates must familiarize themselves with this equipment. Down load the ICOM MWA-500TR manual

[.https://www.icomamerica.com/en/downloads/DownloadDocument.aspx?Document=570](https://www.icomamerica.com/en/downloads/DownloadDocument.aspx?Document=570)

**RADAR REFLECTOR** – ECHOMAX 230 Radar Reflector. All Skippers and Mates should recognise that however effective a radar reflector maybe, it will be useless if other vessels are not keeping proper radar watches. You must use No 1 eyeball and your ears in poor visibility.

**SPOT LIGHT** – we have new rechargeable LED spotlight. If you use it, recharge on the mains, charger in battery charger accessory box in port saloon centre lower locker

**SAFETY HARNESSSES** – now many crew wear lifejackets in appropriate conditions, & all l/j’s have integral harnesses, there is less requirement for separate safety harnesses so only 2 on board.

**RED HAND HELD FLARES** – the replacement flares are much smaller than the old ones.

Gloves and safety glasses are stowed in the Flare Container.

**GAS DETECTOR** -sensor in the bilges which is not damaged by water ( obviously it will not work when submerged). It is activated when the “Ships” power is switched on and there is a test button.

Operating instructions are in the Black Maintenance Ring Binder and on a laminated card.

**GAS SYSTEM** – a over/under pressure regulator has been fitted – there is no need to reset it when gas first turned on, the fitting on top of the gas bottle has been upgraded – turn central silver knob ON/OFF and turn large wing nut to remove fitting when bottle changed – this can be done with bottle in position. Spray with WD40 every time a gas bottle is changed.

**FIRE EXTINGUISHERS** – The 2 1kg ABC 8A/34B at main hatch & forward saloon bulkhead are fitted horizontally – the RNLi recommend this so that the powder inside is shaken up continually. A larger 2 kg 13A/55B extinguisher is stowed in the lower middle port saloon locker , with a plastic protective cap over the end. There is an automatic “clear agent ” extinguisher in the engine compartment.

**FOGHORN & SPARE CANISTERS** – stowed in locker under chart table. **BELL** - to be rung when at anchor in fog, is stowed in its own container in the lazarette, port side forward.

**POLLUTION REGULATIONS** – as well as the SOLAS regulations we have to comply with the MARPOL pollution regulations – refer to the RYA “TIDE LINES” leaflet in the Red Ships Papers Ring Binder .

**MOB PRACTICE** - should be carried on every trip, voyage or adventure.

### M O B GEAR –

**The HYPOHOIST** in its yellow bag should be stowed n bag in new Bosun’s locker.

**HANDY BILLY** -stowed in red rucsac hooked onto beam-shelf over the heads out pump.

When needed remove both in their bags to take on deck. Re-stow the handy billy by loosely flaking the rope into the bag and leave shackles & blocks at the top. When needed next time the rope should not be in a tangle.

**BOARDING LADDER** – Stowed in RED bag strapped to beam shelf over water locker.

No need to unstrap bag – **JUST UNDO VELCRO FLAPS AND LIFT B/LADDER OUT !**

**BOSUN'S LOCKER** – with lift off lid – under chart table – Flare container, Hypochoist, Bosun's chair, 3 harnesses . On internal shelf – black triangle and cone. Please ensure that your crew stow these items here. Please Note that the Stowage Plan, appendix 2, in the Sailing Manual is 8 years out of date !

**VHF RADIO** –(2019) ICOM IC-M330GE. The push button menu operation is intuitive, to download the manual see [https://icomuk.co.uk/files/icom/PDF/productManual/IC-M330\\_330G\\_IM\\_ENG\\_0.pdf](https://icomuk.co.uk/files/icom/PDF/productManual/IC-M330_330G_IM_ENG_0.pdf)

**RADIO CHECKS** – use National Coast Watch Ch 65 – 3 lookouts in the Solent + Needles  
Complete list see Red ships papers ring binder and in Hand over check list .

**HAND HELD VHF - 2015** - new Entel HT 20 hand-held VHF radio. Similar to the old H/held. The charging shoe is fixed to the bulkhead at the front of the port quarter-berth. Please ensure the lithium-ion battery is kept fully charged. Check its battery life indicator and if necessary recharge it from the ship's battery when the engine is running. Do not over charge the battery ( i.e. do not leave it permanently on charge). If you have trouble communicating on Channel 80, check it is in International mode not US or Canadian . To change mode press W/X button and scroll to Intl.

**TACKTICK SPEED TRANSDUCER (Paddle wheel)** – removal & refitting procedure - on a laminate on underside of lower forward port saloon locker, included in the Hand over check list binder ( and ever since it was installed in the black maintenance ring binder) – read it and follow instructions.  
Do not delegate this vital safety task to an untrained crew member.

**TACKTICK WIRELESS SPEED & DEPTH INSTRUMENTS** – the Dual Display in the cockpit shows both speed & depth, it is solar powered and receives data by a radio signal from a transmitter in the starboard forward lower saloon locker near the depth transducer, the speed one in a new position in the port forward lower locker - this only needs removing periodically to clean off barnacles etc – same procedure as last year – remove one split ring from the spindle. A “protector” has been fitted so that the buttons on the display cannot be depressed by mistake. The display should be switched off when Sea Scamp is moored, to conserve the internal battery and display lighting switched off except when night sailing. Exposure to sunlight whilst you are on board will keep the display battery topped up. REFER TO THE LAMINATED QUICK START GUIDE & Manual. {The old speed transducer casing the plug is held in place by a bolt and should not be tampered with.} The speed transducer settings were checked July 2007 over the Arran measured mile and a speed correction of -14 % made to adjusted the display to agree with the GPS.

**COMPASS** If you leave a mobile phone near the compass, or sit near it with one in your pocket, you will create a temporary magnetic deviation. Please make sure your crew are aware of this.

#### **PAPERWORK**

**HAND OVER CHECKLIST** -When leaving ship please ensure that the GPS / Chart table and Navigation lights are switched off (as well as both Battery Isolation switches) - if you leave these lights switched on the next crew may not notice that they are on when they turn the isolation switch on – and so run the battery down.

**CHART TABLE BOOKCASE** – The 2 Ships Papers & the Training Ring binders have been reorganised. There is 1 one (slim) Ring binder “TRAINING & MEMBERSHIP” which contains the 4 Training plastic pockets and 8 “Membership” plastic pockets – all the things most frequently used - Fees & Allowances, Refit Allowances, Members list, Sailing programme, Charter sheets & application forms.  
All the other contents of the 2 old ships papers files are in a single Red Ring Binder.

**BLACK MAINTENANCE RING BINDER** - Equipment – manufacturers manuals & leaflets  
SEA SCAMP – Vital statistics, Equipment Schedule, Sail Layout & Sail Plan, Standing Rigging,  
Running Rigging & Warps, Spares Inventory  
ENGINE OPERATING INSTRUCTIONS & NAVIGATION LIGHTS, ELECTRICAL SYSTEM & POWER CONSUMPTION

**QUICK START GUIDES** to various equipment & procedures – including VHF & MAYDAY, are stowed in the plastic container in the new bookcase.

The Emergency Radio Procedures crib sheet has been permanently fixed to the cork board.

**PENCILS** – only use 2B pencils on the charts, last year a number of HB ones were found on board.

#### **MOORING**

**ROCNA ANCHOR** - ROCNA anchors are a new generation of modern anchors – performing very well in tests on most types of seabed including seaweed. Designed to set fast with high holding power – designed to overcome limitations of older type anchors – i.e. the dragging of the CQR plough – which can also collapse.

The Roll bar ensures that the anchor will adopt the correct setting attitude , the ROCNA will set much faster than other anchors – usually within 1 metre of it landing – be careful if you motor backwards to set it – usually no need to do this. In rock it may be hard to free - use a tripping line -attach to anchor through hole in blade under the roll bar. Have a look at the user guide in section 22 of the Black Maintenance Ring Binder .

**ROCNA ANCHOR** - This is now the main bower anchor - 10kg ROCNA with 41 Metres of chain in the water. The kedge is the Bruce anchor with 10 M of chain & 31 M of warp. Make sure your crew tie the anchor down properly with the cords and secure it with the small metal clip.

**ANCHORING** – clean anchor and chain properly – no mud in forepeak please. When anchoring in strong currents or big waves use the **CHUMMY**. - The purpose of the chummy is to weigh down the anchor chain so that more of it lies along the sea bed, so increasing its holding power. It is stowed in the front end of the kedge locker and consists of a 10 kg lead weigh with a shackle to attach it to the anchor chain with its dedicated yellow retrieving line.

To fit the Chummy

1. On foredeck – remove shackle with marlin spike or pliers, fit shackle around the chain onto chummy.
2. Secure bitter end of yellow retrieving line to a deck cleat.
3. Pass shackle and chummy over the bow roller and secure it just in front with retrieving line.  
If there is already a high load on the anchor chain then it will be necessary to snub the chain with a rope so chain can be lifted in the bow roller.
4. Lower chummy until it is just above the seabed – secure the retrieving line.

**MOORING ON BUOYS** – Do not use a warp, use the old blue & white main sheet.

**WARPS** – when mooring please ensure that your crew lay them properly to avoid chafe .

**BERTHING & SPRINGS** at Shamrock Quay . Recently we had a damaged toe rail at the stern.

A spring had been secured to the aft port cleat , lead through the aft fair lead , along the topsides onto a pontoon cleat. This rope fouled the aft port toe rail.

Both springs should be positioned so that they lie over the bronze jib car track. To achieve this position Sea Scamp port side too on the hammerhead with the forward fair lead opposite the pontoon cleat. Attach the Bow spring to the pontoon cleat opposite the cockpit , lead over jib car track & secure to the samson post.

Attach stern spring to middle pontoon cleat , over jib car track & secure to the port jib sheet winch. Move jib car to one side so it does not foul the warps.

**BOW ROLLER CLOSER** – we now comply with another safety regulation – “closer” fitted on the bow anchor chain roller – turn “handle” to disengage so chain can be led over roller – **MUST be closed it when not in use.**

**2021 Delete bow closer**

**HAWSE PIPE** – turned round so that the hole is facing aft – to minimise water ingress.

It is important to ensure that the strain on the anchor chain is taken by the sampson post & that the chain is led aft from the hawse pipe.

**LASHING OF TILLER WHEN MOORED** – sometimes the tiller is secured in some unorthodox ways – most totally ineffective – to stop rudder moving around with the tide/current and so putting load on to the mooring warps. Please use the black cord , small bowline loop around one of the Running back stay deck rings, double hitch around tiller, rope through other deck ring and back to tiller with another double hitch.

## PROPULSION

**OUTBOARD** – new 4 stroke SUZUKI DF2.5S outboard (2014) . Read the operating manual before you try to use it and note that it must be run in for the 1<sup>st</sup> 10 hours. **Most important** – do not put oil in the petrol, there is a separate oil reservoir on the engine (yellow filler cap under the cover). **EVEN MORE** important if for any reason the outboard has to be laid horizontally on the ground, it must be laid with the oil reservoir on the lower side – i.e. operating handle underneath - see manual.

If laid down the other way, water and oil will probably get into the cylinder and you will have an expensive invoice from the service agent. There is a new type of lock to secure it when clamp it to the guard rail.

**PROPELLER USE:** The Max-Prop works automatically. By putting the engine in gear the blades will engage in either forward or reverse. The best way to feather the propeller is:

- Power at 2 to 3 knots in forward. - Kill the engine while still engaged in forward.
- When the engine has stopped, if the shaft is still spinning engage the transmission in reverse to stop the freewheeling.

**ENGINE CONTROL LEVER** – (Morse/Teleflex) replaced 2011. Spare lever in the engine spares box.

Before starting engine put lever in vertical position , jiggle it about & push red button in – this takes engine out of gear (opposite to old lever), push forward half ahead & start engine then return lever to vertical , red button pops out & you are in gear ready to move.

When changing from Forward to Reverse & vice versa – do not “crash” through the gears.

Forward --> vertical - Pause --> Reverse.

**Fuel hatch** – the key to open it is hanging on the dipstick hook, attached by a short cord to the ump so it can't be lost. – If lid jams, it must have been put in at an angle – remove and gently lower into position and turn to tighten.

**Cockpit sole slats** – be careful when removing and replacing the middle slat – lift up by edge opposite engine control lever and replace edge under engine control lever first – so that you or your crew do not damage the red button.

**WATER IN FUEL** - Regularly check to see if any water has collected in the Filter.

**PRIMARY FUEL FILTER** - apparent misty bit a base of glass is an optical illusion. To drain off any water in filter = Place container under filter. Unscrew plastic butterfly nut underneath – A FEW TURNS ONLY – DO NOT REMOVE IT, water will trickle out. Screw butterfly nut up TIGHT.

**FUEL TANK WATER DRAINAGE** – tank now tilted so any water should run towards drain tap at forward port end of the fuel tank. You will need to remove the forward end of the port quarter berth inside bulkhead, after draining out any water please make sure stopper is replaced in the drain pipe and drain tap is turned off.

**ENGINE WATER STRAINER SEA COCK** – green handled, point it aft for the OFF position.

**GEAR BOX OIL – capacity 0.6 l AQF** + oil around gears - To check oil level.

1. Unscrew dipstick, wipe clean
2. Replace & screw in fully (finger tight) remove & check oil level – indented ring near bottom
3. Top up as necessary
4. Replace dipstick and screw up FINGER TIGHT

**ENGINE OVERHEATING** - At 2100 rpm in flat seas the engine will propel Sea Scamp at 6 + knots but at lower speed against strong tides or in rougher seas.

Only run the engine at higher rev's for short periods. If the engine overheat alarm sounds, you should immediately check the engine cooling water outflow – if steam is coming out of the pipe or there is a reduced water flow - STOP THE ENGINE IMMEDIATELY - as the cooling water will be boiling or there is a blockage and major engine damage will occur if the engine is left running. If there is still a good flow of cooling water- reduce the engine rpm significantly and let the cooling water cool the engine down.

**DIESEL RECEIPTS** - Please put all diesel fuel receipts in the plastic pocket at back of log book.

**RED / WHITE DIESEL** – The French are likely to fine you if they find Red Diesel in jerry cans, so when crossing the Channel either ensure jerry cans are empty before you leave, if you think you will have to motor across, fill up jerry cans with red diesel but empty them into main tank before you reach French waters or fill the jerry cans with white diesel from a roadside filling station.

**EMERGENCY FUEL CUT OFF** -we are now able to switch off the fuel supply from outside the engine bay. Pull the cable loop just inside the starboard side of main hatch. Only use in the event of fire in the engine bay. A notice will be fixed by the pull loop at the end of April.

**OUTBOARD** - Regularly remove the cover and spray thoroughly with WD 40. At the end of a cruise, with the cover on, wash down with fresh water to get rid of the salt. (i.e.- pour a bucket of fresh water over it). On your final trip back to SEA SCAMP, turn off the fuel switch before you come alongside, and use up all the fuel in the carburettor as you approach.

**PETROL CAN** - stored in its own locker on the push pit, use the same key for the main hatch padlock.

## **ELECTRICAL**

**ELECTRICAL SAFETY** - for your protection a RCD has been fitted & the old mains light removed from the saloon. Mains socket, RCD and battery charger now permanently fixed to saloon bulkhead on port side. The battery charger is wired to the House battery (No 1) and can be left connected all the time you are on board so you can use the saloon lights whenever you want. When leaving Sea Scamp at the end of your voyage please disconnect the shore power cable - blue cable with meter when in MDL Marinas as we have to pay for the electricity – orange cable in other marinas. The RCD has a Test button – use it and there is a second socket for other appliances. But remember if you are unable to connect to mains power that the engine should be run 1 hour a day to keep House battery charged. One of the Dri-fit sockets on battery box front is not operational (taped over).

**ELECTRICS** -Upgrade continues - main changes – **Battery on/off** switches moved to front of Battery box – one switch for both batteries. Switch @ 12 o'clock= OFF @ 3 o'clock= both ON. It is now possible to "jump start" the engine battery if it is run down – slide little latch back & move switch to 4 o'clock. When engine started switch back to 3 o'clock and re-engage latch.

If you wish to charge the engine battery by mains, there are sockets and a plug in the battery box. Put waterproof blanking cover on one not used. Make sure House battery is reconnected as usual battery to be charged. If it is necessary to remove battery box the electrical connection have been upgraded – simply disconnect the colour coded plug/sockets, and disconnect the two heavy starter cables on posts. The bow light and focsle wiring has been renewed.

**BATTERY MONITOR** – Mastervolt BATTMAN Pro (2019) When all electrics switched off – Usage should be 0.0 A – if any reading shows then the monitor needs to be recalibrated – see instructions. Check Alarm is ON. **Remember** the meter will only reset to 100% when engine has run for 5 mins.

**BATTERY CHARGING** – On battery charger press Standby button so the car symbol lights up.

Whilst charging, the empty battery symbol glows orange & when charged the full battery symbol glows green. The charger can be left connected when the battery is fully charged,

Despite lower energy consumption by the LED lights you still need to re-charge the batteries, the engine should be run for an hour per day, check charging levels etc using the DCM battery monitor.

**BATTERIES** – 2 maintenance free batteries: No 1 Ships–100 ah sealed & No 2 Engine 44 ah AGM

**LIGHTS** – The Tricolour and Anchor light ( photo electric) are both LED's as are all the interior lights. The bow /stern /steaming and deck light are conventional bulbs and use significant amounts of power. **CHART TABLE LIGHTS** – Red & White LED strips fitted above chart table ,separate dimmers, with a master on-off switch. Current taken is proportional to the brightness, so only use the Brightness you need. When fully on they are very bright. **NAV. LIGHT SWITCHES** - fitted with LEDs so you will see if they have been left on accidentally.

**EMERGENCY BATTERY CUT OFF SWITCH** – **RED** switch – isolating both batteries - has been fitted **OUTSIDE** the engine compartment, on port side a under the step. Only to be used if there is an engine bay fire.

### **SAILS & RIGGING**

**STORM JIB** – adjust tack , jib car about half way along track and lead jib sheet between lower and cap shrouds. It is about 15% smaller than old one, 45% area of No 2 jib.

**STORM TRYSAIL** – renovated in 2015, when the trysail is fitted to its track ready to be hoisted, the tack ring can be secured using a sail tie through the ring and tied off on the mast cleat. The sheets should be led to the blocks on the stern counter..

**GENOA** – new 2016, please treat it with respect – do not over sheet, no flogging etc.- give the slot some space and keep the genoa a few inches off the shrouds, the best position of the jib cars will need to be experimented with. When not in use it should be carefully folded and stowed in the G1 bag to avoid UV damage.

**RUNNING BACK STAYS** – Dyneema Running Backstays which will not damage the mainsail like the old wire ones  
**JIB SHEETS** - old blue ones have been replaced with thinner (12mm) speckled red/white & very dark green/white ropes (ex spinnaker sheets) – **there is** a short bright red Dyneema rope strop to attach the jib sheets to the clew rings of the foresails. The strop is permanently attached to the 2 jib sheets and should not be removed so both now have to be coiled up together, one end of the strop is passed through the clew ring and then through the small loop at the other end of the strop, the strop knots should be positioned close to the clew ring. This strop means that we no long have large bowlines at the end of the jib sheets which frequently got caught on the mast or on the shrouds, the new strop worked very well during the recent Round the Island Race. Please do not undo the strop knots.

**JIB CAR POSITIONS** - depends on the sail being used, wind strength, point of sail etc. Refer to Sailing Manual : p34 – adjust jib car so that “all tell tales streaming”

**MAINSAIL** – As a rule of thumb the end of the boom should be outside the line of a perpendicular up from the deck by the toe rail / guard rails - about one metre off the centreline. Equally the genoa should be set a few inches off the shrouds - going upwind sail by the luff of the genoa and trim the main to suit. If the mainsail luff keeps lifting don't worry too much, just get it set so that the leach tell tails are streaming out - pulling the main in further to get the luff set perfectly just puts the breaks on ! But whatever you do, don't pinch the genoa - vital to keep it full and driving.

The goose neck is a bit higher up the mast so the boom will be closer to horizontal. The two upper battens are longer than previously so when stowing the sail make sure that the battens lie along the boom and do not tie the sail ties too tight – no need to crush our nice new sail ! Please remember to put the sail cover on when you moor. The leach on the old sail was like paper because of UV degradation.

**MAIN SAIL LUFF TRACK** – the slides should be lubricated with Silicon spray (in port fwd upper saloon locker) – NOT yellow grease or washing up liquid. The spray works well on main hatch runners.

**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 damage the luff track.

**BOOM** – Before lowering the mainsail remember to use the **BOOM CUP** , stowed in lazarette, it is much safer furling the mainsail when the boom is held in the cup.

The permanently fitted upright is at the aft end of the coach roof beside the Tack Tic display. The upper part, with a cup for the boom, is stowed in a tube in the lazarette beside the bilge pump. When needed simply insert the upper section into the permanent tube, press it down until it clicks,(ensure the cup is rotated to the correct position, red marks in line, it is set at an angle to suit the slope of the boom), carefully lower the boom into the cup. The mainsail can now be furled more safely than when the boom was swinging about over the coach roof. After use return the boom cup back to the tube in the lazarette.

**BOOM CRUTCH** – position it against the toe rails in line with the aft end of the lazarette hatch and lock it into position by tightening the main sheet – you will now be able to motor and steer with the boom in the crutch. -

**MAIN HALYARD** – after main sail dropped, unshackle halyard and fasten it to twisted D shackle fitted to starboard cap shroud rigging screw and then cleat off the halyard tightly to stop if flappig.

**PREVENTER** – new rope –lurid yellow/gold

**TOPPING LIFT** -if you remove topping lift from end of boom ( when someone is hoisted up the mast?), ensure that the swivel shackle at the end of the boom is re-fitted correctly - Open jaw facing forward otherwise the bit you pull catches on the block used for tensioning the mainsail foot and the boom bail (end fitting ) will not rotate when you reef.

**SPINNAKER & WHISKER POLES** – new stowage arrangement - front end clipped to D rings by the pulpit , rear ends rest on deck blocks – make sure they are tied down properly.

**SPINNAKER SHEET WINCHES** – thanks to generosity of some members. Installed aft of the jib winches at cockpit coaming – Lewmar 16's 2 speed but NOT self tailing – spinnaker sheets should never be cleated off.

Just to confuse every one – the 2 cockpit jib and mast main halyard winches are 2 speed and self tailing and the mast jib halyard winch is self tailing but only one speed. Same winch handle fits all winches.

**ASYMMETRIC SPINNAKER** - when hoisted the head of sail should be 300mm (about 1ft) from the mast block. Tack down haul- use the blue/white rope (old main sheet) – replace it in the Asymm bag.

**SPINNAKER SHEET BLOCKS** -another pair of blocks have been fitted to the deck ring in front of the existing blocks (which are also used for the storm trysail sheets).

**SPINNAKER SHEETS** - we have one new spinnaker sheet – red/white to accompany the other yellow one, both these and the 2 shorter guys – blue /white & gold/white, need the short rope ends whipped to the main bight at the snap shackle ends. The sheets should be led through blocks @ stern – you will get better sail control. The spin. pole guys should be lead through the midships blocks. Additional light weight sheets.

**SPINNAKER PACKING** – ensure your crew pack both spinnakers correctly – ideally 2 crew. In the saloon tie the head to grab rail and gather up each luff in turn into neat bights with one had while holding the bights already made with the other. Pack the sail into its bag starting with the foot followed by the belly . Lay the two luffs into the bag on top of the rest of the sail and secure head, clew and tack rings to on of the bag ties. If spinnakers not packed this way they cannot be hoisted properly. See <https://www.youtube.com/watch?v=IFdZM9euwnw>

A bit it ponderous but it does show clearly how it should be done, and that one person can do it unaided.

**COAMING CLEATS** -the cleats on the cockpit coaming have been repositioned and cam cleats fitted for the mainsheet horse control lines.

**BLOCKS** – We have a collection of spare blocks – stowed in fwd lower saloon locker – put them back after use – please do not bung them under chart table as someone did last autumn. Additional blocks have been fitted to the deck ready for use: Foredeck – for the preventer/spinnaker down haul and 2 on aft deck for the Storm Try sail Spinnaker sheets or anything else you want to use them for.

## OTHER MATTERS

**WATER HOSES** – The water hoses have been removed from the pontoons at Shamrock Quay (2019), 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.

**FOREHATCH** – the hatch coaming has been raised by 2” so give height challenged crew more head room. The 2 latches should not be overtightened – if they are the foam seal will be compressed and may leak. The blue cover still fits –use it in heavy weather –clip on at forward edge, slide cord under 2 aft frame clips and tie securely. Tell your crew about the small clip alongside the latch - use it to prevent the latch flap from self locking when you are on board..

**TABLE** -Our new light weight table is stowed with leg hinges facing forward, above the upper starboard salon berth – which was lowered to accommodate it – so there is the same headroom as before, it is secured in place by a turnbuckle. It is supported, as previous, with a horizontal support at the bulkhead and a hinged leg. The support is stored above the fire blanket clipped at one end and retained by a sliding barrel bolt. To remove the support, undo the barrel bolt & move outwards. The support fits onto the bulkhead and is retained on the port side with a sliding barrel bolt. To fit table, lower hinged leg putting pin into hole in the floor then lock table in place with the turn buckle next to the bookcase and engage the barrel bolt on underside of the table, on portside, into the horizontal support. We can now use this in the cockpit, see separate notes how to rig the support bar which is secured to the boom crutch. It is stowed high up on the inner side of the starboard quarter berth.

**VENTILATION** - When not under way, lift off the lazarette hatch whenever possible. When leaving at end of your cruise, please prop the hatch open on the two lugs which have been fitted in order to increase ventilation. Do not let anyone stand on the propped open hatch cover. Last year someone left the hatch propped open whilst under way – there are some horrible marks on the hatch surface.

**HEADS PUMPS & SEACOCKS** - the dual action pump inside the heads has been removed and replaced by 2 (IN & OUT) pumps alongside the bowl. The sea cocks have been replaced and should be opened before the heads is used (ON = LEVER in line with pipe). The OUT seacock left on all the time you are on board.

**HEADS** – We have a new more robust heads out pump – Whale Sanitation, similar to the main bilge pump, it will be easier to clear blockages – unscrew plastic plate on side of pump, But remind your crew to only put toilet paper in the heads – nothing else manmade. The pump is bigger than the old one and is located on the side planking. We also have a new heads out valve = lift port hand flap , turn orange lever in line with pipe to open and turn it forward to close.

**HEADS OUT VALVE** – when you open it – make sure the orange lever is fully open.**HEADS CLEANING** – use the special marine cleaner conditioner/cleaner - Domestic lavatory cleaning fluids rot the rubber valves which then invert, replacement cleaner available from good chandlers.

**DECK** – when cleaning brush across the grain **NOT** along it. Replacement decks are expensive.

**HATCH PADLOCK AND STORE KEYS** – spares held by harbour office – must be signed for and returned, There is a spare “emergency” padlock key in the ships bell container in the lazarette – return if you use it.

**SAILING MANUAL – STOWAGE LIST** – please note that there have been numerous changes since 2009

**FORCE 4 CHANDLERY** – we do not have a credit account so all “Sea Scamp” purchases must be paid for and a reclaim submitted to the Treasurer.

## RED ENSIGN



– Sea Scamp is now on the National Historic Ships UK Register and a member has kindly purchased a Red Ensign with the NHS Register logo on it . This was expensive so please furl the ensign at night ( use a bit of string).  
<http://www.nationalhistoricships.org.uk/>