



THE NATIONAL YACHT CLUB



OFFSHORE RACING

RACE PREPERATION

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PEACE OF MIND

- Have the boat surveyed. Hauled out, hull inspected and bottom painted.
- Rudder checked. Rudder fittings checked.
- Steering cables & pulleys inspected.
- Thu-hull fittings inspected.
- Engine shaft, prop etc. inspected.
- Batteries checked out.
- Masthead, spreaders & rigging thoroughly inspected.
- Ship's main compass checked and adjusted for deviation by a qualified person
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OFFSHORE NECESSITIES

- Certified life raft WITH PAPERWORK.
- Class B EPIRB (Emergency Position Indicating Radio Beacon) WITH PAPERWORD.
- Boat folder all manuals.
- Emerson suit/Wetsuit.
- Sea Anchor.
- Satnav or GPS .
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SYSTEMS



SAIL INVENTORY

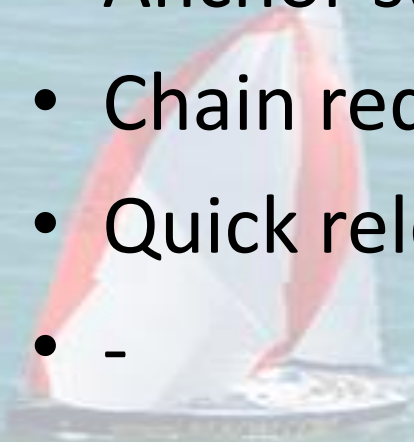
- Main- bat pockets.
- Head Sails – bat pockets.
- Genoas.
- Storm sails.
- Spinnakers.
- All Sails: stitching, reef points checked by a sail maker.
- All running rigging, blocks and winches inspected and refurbished if necessary.
- Sail repair kit.
- Wool.
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SAFETY ITEMS

- VHF radio + hand held (spare antenna).
- Life jackets & safety harnesses for all.
- Crew strobe lights.
- Man O'r board recovery system.
- Fire extinguishers in working order.
- Horn.
- Signal mirror.
- Hand held strobes.
- Nav lights + spare.
- Assorted LED lights/head torches and spare batteries.
- Pumps, bailers and buckets.
- Boat hook/weed catcher.
- Heaving line.

GROUND TACKLE: OVERSIZE! OVERSIZE!

- Anchor storage, low and fast (think Mast foot).
- Chain required.
- Quick release.
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FIRST AID

- Prescriptions/medications etc.
- Bandages and band aids.
- Antiseptic cream & spray.
- Codeine.
- Vaseline.
- Chap stick.
- Sunscreen.
- Dioralyte.
- Talcum Powder
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HIGH PRIORITY ITEMS

- Mask. Snorkel.
- Binoculars with compass bearing.
- Spare Foul weather gear (consider vacuum pack).
- Spare Sailing boots.
- Hammocks to keep clothes high & dry.
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EASY SAILING



NAVIGATION

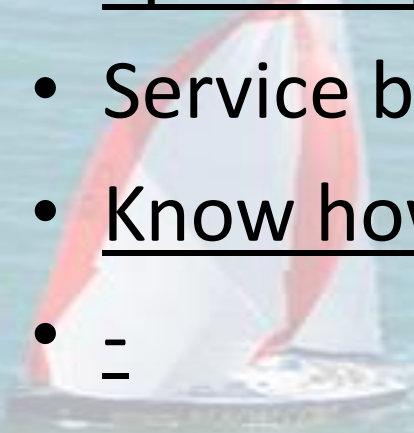
- Ship's main compass.
- Hand bearing compass.
- Short wave/ Long wave Radio.
- SI + 'Race Info' laminated.
- Almanac.
- Parallel rulers.
- Pens. Pencils & erasers with Velcro attachment.
- Note books water proof.
- Triangle, protractor etc.
- Charts
- Spare winch handle (hidden away)
- Tides, tables, etc. All premarked
- Plotter
- Spare GPS
- Nav software
- Internet
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TOOLS

- Multi screwdrivers, large and small pliers.
- Large and small vice grips .
- Wire cutters.
- Required Spanners Engine.
- Sparkplug wrench & gaper.
- 2 set Allen keys.
- Scratch owl.
- File.
- Hacksaw and blades.
- WD 40.
- Silicone.
- Lots of duct tape.
- Assorted small box split pins etc.
- Fire maker
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ENGINE

- Spare Impeller.
- Service be present learn.
- Know how to bleed.
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RACE PLANNING

- SI when issued.
- Race Cat + Boat prep when deciding to enter.
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WHY WE GO OFFSHORE

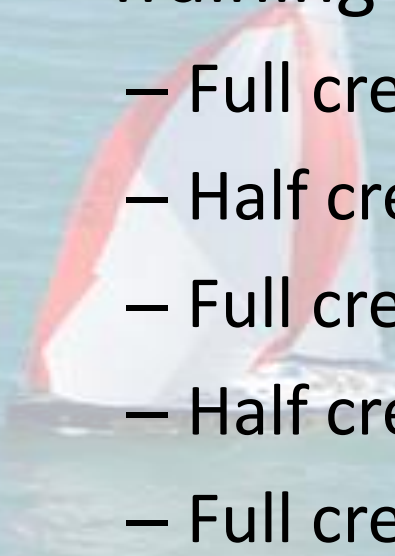


FOOD & SUSTENANCE

- Dried.
- Pre cooked.
- Energy release.
- WATER bully bully bully, name and shame.
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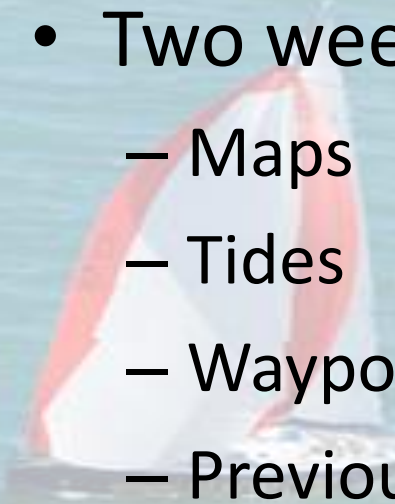
RACE PLANNING

- Training
 - Full crew
 - Half crew (racing set up)
 - Full crew night
 - Half crew night
 - Full crew safety
 - Half crew safety
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RACE PLANNING

- Two week planning
 - Maps
 - Tides
 - Waypoints
 - Previous knowledge
 - Routing previous races
 - Polars
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The Race

- [The Race](#)



NEVER GOES TO PLAN



RACE PLANNING

- 4 day planning
 - Crew weather brief
- 2 day planning
 - Crew weather brief
 - Initial routing
 - Weight/water/food/fuel/gas
 - Beer Int
- 1 day
 - Sail selection packing battoned/non battoned
 - Locals
- Race day
 - Final decisions.
 - 2 day routing.
 - Start pre (shore sightings).

CREW BRIEFING

- **Lifejackets & Harnesses**

Everyone will have a personal harness & lifejacket allocated and marked.

- Decide when they MUST be worn
 - if the crew is a non-swimmer (Check if there are any non-swimmers on board)
 - at night
 - in heavy weather including sometimes just simple wind against tide
 - in reduced visibility
 - at the skipper's request
 - BUT they can be worn at ANY TIME that you feel comfortable wearing it - there is nothing soft in being safe - don't be embarrassed.
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CREW BRIEFING

- **Safety/Life Lines**

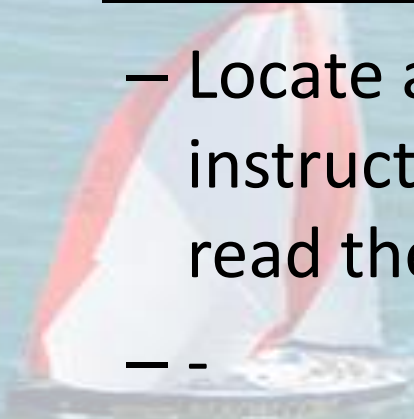
- When unclipping to clip on a different point it is best to have a 3-way safety line (clip on before clipping off) but if not, always follow your safety/life line from your lifejacket to the clip on point and then unclip. This will prevent you from accidentally unclipping someone else's.
- When entering the cabin, unclip your safety/life line from your harness side only once you safely inside. Remember always to clip on before leaving the cabin.
- When on deck, use the D clips, the jackstays or shrouds (point these out). NEVER use the guardrails or stanchions.
- Unclip when your centre of gravity is low and holding on. In heavy weather, consider putting two lines on if you have to go forward on deck.

CREW BRIEFING

- **Fire Extinguishers**

- Locate all fire extinguishers and read the instructions to all crew. There will be no time to read them if there is a fire.

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NEVER GIVE UP



CREW BRIEFING

- **Flares & EPIRB**

- Locate all flares. Ensure that the crew know what to use, when and how, even in the dark. Get them to feel for the shooting end and the holding end. Eyes closed?
 - Red - used in an emergency situation for position indicating
 - Orange Smoke - daylight emergency & pinpointing position
 - White - used to prevent collision at sea e.g. in a fog
- Ensure that the crew know how to operate the EPIRB and the location. How does it unclip? Eyes closed?

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CREW BRIEFING

- **VHF Radio**

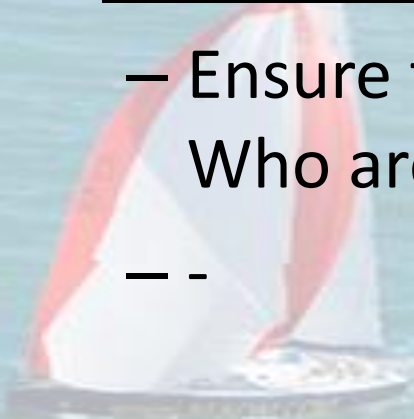
- The radio is used to keep in contact with other vessels, the shore and is the best way to get help. It must be used by a licensed radio operator or under the supervision of a licensed radio operator. As long as there is 1 license holder on board, anyone can use the radio. It is imperative to adhere to the correct radio etiquette.
- Is there Digital Selective Calling, if yes what is the system for activating MAYDAY? Is the GPS connected and switched on?
- Ensure that all crew can locate the mayday instructions and remember to change to CH16, 25 watts full power. Keep on calling until reply or help. Check list beside radio
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CREW BRIEFING

- **First Aid kit**

- Ensure that the crew all know where the kit is.
Who are the trained first-aiders on board?

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CREW BRIEFING

- **Man overboard**

- Ensure that the crew all know where the MOB gear is located & how to use it, especially lifting strops and how to connect to halyards/boom etc
- Ensure the crew all know how to operate the MOB button on the GPS and SRC Distress button.
- It is important for all crew to be able to perform a MOB rescue.
- Have a bit of fun practising (with a fender and a bucket or line!) at a convenient time during the day under engine then progress to under sail.
- Practice same at night.
- Practice short handed (night crew/guard rail break)
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CREW BRIEFING

- **Life raft**

- Know where it is stowed and how to launch it.
- Inform all crew if a grab bag has been prepared and stow within easy reach.
- Only abandon to the liferaft if the boat is sinking or on fire.
- THE LIFERAFT IS A DANGEROUS PLACE TO BE. Step up to the liferaft, not down into it! Fastnet 1979
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CREW BRIEFING

- **The Stove**

- Locate the gas bottle stowage and remember to turn off AT THE BOTTLE after each use
- Locate the fire blanket and use it for ANY stove fire
- Use matches to light the stove - do not use a gas lighter. Remember to light the match first, then place over hob and turn gas switch on.
- Even in calm weather take care when pouring hot drinks. In bumpy weather, you must ensure your body is protected by wearing oilskins.

CREW BRIEFING

- **Heads**

- Show all crew how to operate. Ensure everyone knows how to operate the seacocks, holding tanks, environmental laws of emptying tanks (usually 3M off shore) etc.
- *Only bodily waste to go down.* Vomit to go overboard or in a bucket. Any other items to be disposed of with the garbage.

CREW BRIEFING

- **Engine**

- Everyone needs to know how to start the engine
BUT. BEFORE STARTING THE ENGINE always

- check that the engine is in neutral
 - check that there are no lines over the stern that may foul the propeller
 - check cooling water discharge after the engine has started

CREW BRIEFING

- **Bilge Pumps**

- The bilge pumps are not only used in an emergency. All crew need to know where they are positioned on board, how to operate and clear any blockages.
- Could we pump for hours on end?

CREW BRIEFING

- **ON DECK**

- Boom

How low is the boom? Watch this for accidental gybing during downwind sailing particularly, but watch out for it at ALL TIMES. Most times, it is the main sheet that catches you; beware of the 'arc' of travel of the mainsheet. Fingers can receive rope burns as a minimum grabbing for the sheet! Can you rig a boom preventer?

- Sails

All crew must know how to operate the sails.

- Reefing

is essential for fast sailing to help prevent excessive heeling but reefing may be essential for crew and boat safety if the wind and weather conditions deteriorate. Practice Practice Practice: D/Wind reefing main, best configurations, shorthanded.

CREW BRIEFING

- **ON DECK**

- Winches

- Keep fingers away from winch, 'feed the horse flat hand', always pull away from the winch when taking turns on it.

- Anchor

- This is not often needed, but in a hurry can be a saviour if engine fails at the wrong moment in shallow water but everyone must know how to release it.

- Feeling seasick

- Try to get sick downwind to prevent it blowing back in your face or on to other crewmembers. Do not worry too much about getting to the guardrail particularly in bad weather or if the boat is heeling. Remember that the boat is made of material that is rather tough and it can be cleaned. A bucket of seawater will work wonders in washing down. Allocate a crewmember to look after them and if need be usually against their wishes get them below. Consider clipping them on. Get them helming.

CREW BRIEFING

- Crew welfare

- **It is imperative that all crew have a good time and enjoy themselves. We are all here to have fun.**

- Remember to eat and drink at regular intervals to prevent hunger and dehydration. They can be major contributors to seasickness. Wind and heat both dehydrate. By the time you feel thirsty, you are already dehydrating.

- Remember to keep warm. Even on a hot day, a breeze at sea can be quite cooling. Being cold can also contribute to seasickness.

- Buddy buddy system

- Seasickness

- Persons with special request/medication.

CREW BRIEFING

- Daily schedule
 - Watches
 - Handover of watches
 - Where are we now
 - Where are we going
 - What next
 - Damage repairs
 - Charging
 - Cooking
 - Running rail
 - Who's in charge
 - Bat Charging

D2D '09---QUESTIONS

