

SPICE UK website advertisement for Sail UK Yacht Sailing Adventure Day

Sail UK Yacht Sailing Adventure Day

DATE: Saturday 20th May 2006
PLACE: The Solent
MEET: Port Hamble Marina, Hamble
TIME: 8.45am for 9.00am start
COST: £75 Guests £83 Deposit £25 (Sharing with other SPICE groups)

This one day adventure is ideal for people who want a sailing taster and also for those who want to get out on the water and find their sea legs before the weekend trips begin. Starting from Port Hamble Marina, Hamble, which has a good pub, a chandler, and free parking the sailing day will begin at 9:00am. We will begin the day with a breakfast snack and tea or coffee. Following the Safety Briefing, the yacht and crew will set out to sea for a trip into the Solent. The Solent is a large body of water that is sheltered from strong southerly or northerly winds. It is the most popular cruising ground in UK waters. At approximately 4:00pm, the yacht will return to Port Hamble Marina, Hamble to give everyone a chance to pack their belongings and clean the yacht before departure at approximately 5:00pm. All the sailing will be under the instruction of a RYA Cruising Instructor. The yacht used will be an IMX38, which is a Racer/Cruiser. She is a very sexy boat outside, with a huge wheel, masthead rig, and a large sail wardrobe. The price includes instruction, lunch and snacks, soft drinks, all safety equipment, marina and diesel fees. Waterproofs are available free of charge. Cancellation Policy: As per the terms and conditions of the supplier, in the event of cancellation more than six weeks before the commencement date of the event, any amounts paid, except the initial deposit of £25, will be refunded. No amounts will be refunded in the event of cancellation less than six weeks before the commencement date of the event.

Sail UK Ltd's Correspondence

Sail UK Yachting & Racing

209 Blandford Road, Hamworthy, Poole, Dorset BH15 4AY

Tel. 01202 668410, Fax 01202-680220

Email: SailUK@aol.com, Website: www.sailuk.net

Event: Yacht Adventure Sailing Day

Yacht: "Braveheart"

Date(s): Saturday 20th May 2006

Location: Port Hamble Marina, Southampton

Arrival Time: 9:00AM

Departure: Approximately 5:00PM

Included: Lunch, Snacks, Soft Drinks,
Coffee/Tea, & Waterproofs

Sail UK Can Provide this Info the Week Before:

Skipper:

Mobile No.:

Also Included in this Information Pack:

- Event Description
- Packing List
- Directions (by Car and Train)

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Yacht Sailing Adventure Day **Saturday 20th May 2006**

This one day adventure is ideal for people who want a sailing taster and also for those who want to get out on the water before the weekend trips begin.

Starting from Port Hamble Marina in Southampton, which has a good pub, a chandler and free parking, the sailing day will begin at 9.00am. We will begin the day with a breakfast snack and tea or coffee.

Following the Safety Briefing, the yacht and crew will set out to sea for a trip into the Solent. The Solent is a large body of water that is sheltered from strong Southerly or Northerly Winds. It is the most popular cruising ground in UK waters.

At approximately 4.00pm, the yacht will return to Port Hamble Marina to give everyone a chance to pack their belongings and clean the yacht before departure at approximately 5.00pm

All the sailing will be under the instruction of an RYA Cruising Instructor. The yacht used is an IMX38, which is a Racer/Cruiser. She has 10 individual berths, a heads and a galley. She is a very sexy boat outside, with a huge wheel, masthead rig, and a large sail wardrobe.

The price includes, breakfast, lunch and snacks, soft drinks, all safety equipment, all marina fees and the diesel. The price also includes the instruction.

Dedicated to Your Success: We Are Your Best Choice for Yacht Training, Racing and Events

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PACKING SUGGESTIONS:

The following is a packing guide for sailing. Please pack your gear in a soft-sided bag. We recommend dressing in layers; fleece is an ideal fabric for yachts. We supply waterproofs and life jackets free of charge during your event.

1. A Sleeping Bag and Pillow – necessary!
2. A Towel and Wash-kit
3. Deck Shoes or other rubber soled shoes that grip (trainers are ok) – no hard or dark soled shoes
4. Sailing Wellies (these protect your feet from rain, but are not essential)
5. At least two pairs of Sailing Trousers, cotton Trousers, Jogging Bottoms, or Shorts. If you do not have specific sailing trousers, we recommend twill trousers with an elastic waist. Jeans are not great for sailing, as they will remain cold and damp if they get wet
6. Long Sleeved and/or Short Sleeved Shirts.
7. Fleece Jumpers, Sweaters, and Sweatshirts
8. Plenty of Socks
9. Pyjamas – even if you don't wear them at home, you might want to on board the yacht!
10. Sunglasses and sun-block
11. For Cold Weather – thermal underwear, warm sailing gloves, a warm hat, a warm scarf
12. For Warm Weather – shorts and a sailing hat or cap with a brim
13. A change of casual clothes for the evenings
14. A camera
15. Your personal RYA cruising log book. (These cost about £5 and can be bought from a Chandlers or through the RYA). Your skipper will sign off the event in your logbook at the end.
16. Earplugs, torch, penknife

Please make sure that you bring enough clothing to keep you warm. It often feels cooler out on the water, and you can always remove a layer if you get too warm.

TRANSPORTATION TO PORT HAMBLE MARINA

Hamble Yacht Services is located at the far end of Port Hamble Marina, just through the village of Hamble itself. There is plenty of free car parking available.

Main Routes:

From Birmingham: M6, M42, M40, A34, M3, M27 Eastbound

From London: M25, M3, M27 Eastbound

From the West: A303, M3, M27 Eastbound

At its southernmost end, the M3 joins the M27. Follow the M27 Eastbound signposted Eastleigh (East) and Portsmouth (East) Airport. Follow the M27 Eastbound for approximately 6-7 miles, and exit at Junction 8 following the signs to Hamble. This will take you across a large roundabout under the motorway, and on to a second roundabout at the top of a short steep hill. At this second roundabout, take the second exit, leaving a Tesco store to your left. You will then be on Hamble Lane.

The road then takes you to the village square with a post office on your right, a car park to your left, and a mini-roundabout straight ahead. Turn left at this roundabout and 200 yards on to your right is the entrance to Port Hamble Marina. Turn in here, down a short steep hill with a sharp left hand turn at the bottom. At the end of the road is Hamble Yacht Services.

By Train:

The easiest route by train is to Southampton Parkway Airport station. From there you will be able to take a taxi (approx. 20 mins) to the Marina.

Weather recordings from Bramble Beacon and
Southampton VTS Centre for period 1000-1600 on 20 May 2006

Weather Reports from Southampton Met for the Period 1000 - 1600 on 20 May 2006

Date	Time	Wind Speed (knots)	Wind Direction (degrees)	Maximum Wind Gust (knots)	Air Temperature (degrees C)	Water Tempaature (degrees C)	Barometric Pressure (millibars)	Depth (metres)
20/05/2006	10:00	10.7	263	19	9.3	0	989.8	1.86
20/05/2006	10:05	9.3	282	12.8	9.8	0	989.9	1.84
20/05/2006	10:10	12.1	275	15.5	10.8	0	990	1.83
20/05/2006	10:15	9.1	284	13.6	12.1	0	990.1	1.83
20/05/2006	10:20	7.2	270	13.2	12.3	0	990.1	1.83
20/05/2006	10:25	8	253	18.3	13	0	990.4	1.83
20/05/2006	10:30	10.1	274	18.5	13.3	0	990.3	1.85
20/05/2006	10:35	9.6	286	22	13.3	0	990.6	1.86
20/05/2006	10:40	9.3	274	13.8	13.9	0	990.7	1.87
20/05/2006	10:45	10.5	273	14.8	13.8	0	990.8	1.87
20/05/2006	10:50	13.6	241	18.3	14	0	990.5	1.89
20/05/2006	10:55	21	268	23.9	14	0	990.7	1.9
20/05/2006	11:00	12.8	262	26.8	13.3	0	990.8	1.92
20/05/2006	11:05	15.6	289	22.3	13.9	0	991.1	1.93
20/05/2006	11:10	11.9	294	23.9	14.4	0	991.1	1.94
20/05/2006	11:15	11.3	270	22.3	14.3	0	990.9	1.95
20/05/2006	11:20	15.2	262	21.2	14.6	0	991.3	1.95
20/05/2006	11:25	14.7	268	27.4	14.4	0	991.2	1.97
20/05/2006	11:30	16.5	257	25.5	14.8	0	991.2	2
20/05/2006	11:35	14.1	262	27.4	15.4	0	991.3	2.02
20/05/2006	11:40	16	280	22.3	14.9	0	991.6	2.04
20/05/2006	11:45	17.5	250	26	14.8	0	991.3	2.04
20/05/2006	11:50	18.7	260	27.2	14.6	0	991.5	2.04
20/05/2006	11:55	15.9	291	31.5	14.6	0	991.8	2.06
20/05/2006	12:00	19.1	268	30.1	15.3	0	991.8	2.08
20/05/2006	12:05	20.9	248	28.8	15.1	0	991.9	2.09
20/05/2006	12:10	22.9	254	29.7	14.9	0	992	2.1
20/05/2006	12:15	16.2	270	16.9	14.4	0	992.2	2.09
20/05/2006	12:20	13.3	266	22.1	14.3	0	992.2	2.09
20/05/2006	12:25	16.4	261	23.5	14.3	0	992.1	2.09
20/05/2006	12:30	17.2	259	23.1	15.1	0	992.1	2.09
20/05/2006	12:35	15.8	263	25.5	15.3	0	992.1	2.09
20/05/2006	12:40	16.9	290	26	15.1	0	992	2.09
20/05/2006	12:45	13.7	254	23.1	14.8	0	992.2	2.1
20/05/2006	12:50	14.4	269	24.5	15.5	0	992.3	2.12
20/05/2006	12:55	18.2	257	27.8	15.9	0	992.3	2.12
20/05/2006	13:00	17.8	253	21.6	15.8	0	992.4	2.13
20/05/2006	13:05	17.6	259	32.8	16.1	0	992.5	2.16
20/05/2006	13:10	20.1	264	29.3	16.4	0	992.8	2.17
20/05/2006	13:15	18.4	255	28	16.2	0	992.8	2.2
20/05/2006	13:20	20.4	275	33.4	16.4	0	993	2.22
20/05/2006	13:25	17.8	282	31.1	16.6	0	992.8	2.22
20/05/2006	13:30	19.1	253	32.8	16.4	0	992.7	2.26
20/05/2006	13:35	24.8	254	22.3	15.8	0	993.1	2.29
20/05/2006	13:40	18.6	252	23.7	15.8	0	993	2.33
20/05/2006	13:45	25.8	248	27.8	15.6	0	992.6	2.38
20/05/2006	13:50	27.7	254	33.4	15.4	0	992.8	2.41
20/05/2006	13:55	24.4	252	27.2	15.5	0	992.9	2.45
20/05/2006	14:00	22.2	260	29.1	14.8	0	993.3	2.47
20/05/2006	14:05	23.5	255	25.3	15	0	993.3	2.52

20/05/2006	14:10	19.7	249	23.3	15.6	0	993.5	2.55
20/05/2006	14:15	23.5	257	30.5	16	0	993.3	2.6
20/05/2006	14:20	24.3	255	26.2	16.2	0	993.4	2.62
20/05/2006	14:25	17.8	263	31.7	16.2	0	993.8	2.64
20/05/2006	14:30	22.1	236	28.4	16.2	0	993.7	2.68
20/05/2006	14:35	21.7	241	25.5	15.3	0	993.8	2.7
20/05/2006	14:40	24.1	239	31.7	15.1	0	993.6	2.76
20/05/2006	14:45	23.8	236	31.9	14.8	0	993.7	2.79
20/05/2006	14:50	25.9	246	34	14.8	0	994.2	2.85
20/05/2006	14:55	26.1	248	28.2	14.8	0	993.9	2.89
20/05/2006	15:00	28.7	246	30.7	15.3	0	994	2.93
20/05/2006	15:05	27.3	243	30.7	14.4	0	993.9	2.99
20/05/2006	15:10	26.9	241	31.3	14.8	0	994.2	3.02
20/05/2006	15:15	22.3	250	34	14.6	0	994.2	3.06
20/05/2006	15:20	30.6	254	34.2	14.8	0	994.4	3.09
20/05/2006	15:25	28.2	250	30.3	14.8	0	994.6	3.14
20/05/2006	15:30	27.5	250	35.9	15.4	0	994.6	3.18
20/05/2006	15:35	30.1	250	30.5	14.3	0	994.7	3.23
20/05/2006	15:40	32	248	37.3	14.3	0	994.8	3.29
20/05/2006	15:45	30.8	250	40.6	14.6	0	994.8	3.33
20/05/2006	15:50	32.8	250	42.2	13.7	0	995	3.41
20/05/2006	15:55	30.9	250	35.9	14.8	0	995	3.45
20/05/2006	16:00	30.1	248	34.8	15.3	0	995.1	3.49

Weather Reports from Bramble Met for the Period 1000 - 1600 on 20 May 2006

Date	Time	Wind Speed (knots)	Wind Direction (degrees)	Maximum Wind Gust (knots)	Air Temperature (degrees C)	Water Temperature (degrees C)	Barometric Pressure (millibars)	Depth (metres)
20/05/2006	10:00	24.6	243	29.7	11.3	13.8	988.6	2.7
20/05/2006	10:05	22.8	248	28.3	11.2	13.7	989.1	2.66
20/05/2006	10:10	21.3	259	25.7	11.4	13.7	989.4	2.64
20/05/2006	10:15	18.6	259	25.7	11.4	13.7	989.6	2.62
20/05/2006	10:20	14.5	270	17.3	11.7	13.7	989.7	2.61
20/05/2006	10:25	14.5	270	17.3	11.7	13.7	989.8	2.59
20/05/2006	10:30	15.6	268	19.2	11.6	13.7	990	2.58
20/05/2006	10:35	14.6	263	17.9	11.6	13.7	989.9	2.58
20/05/2006	10:40	17.2	264	22.7	11.7	13.7	990	2.58
20/05/2006	10:45	18.3	264	22.7	11.7	13.7	990.2	2.57
20/05/2006	10:50	18.5	273	22.3	11.4	13.7	990.2	2.57
20/05/2006	10:55	17.8	272	23.5	11.6	13.7	990.4	2.58
20/05/2006	11:00	16.3	271	19.9	11.7	13.6	990.4	2.59
20/05/2006	11:05	17.9	267	22	12.1	13.6	990.4	2.6
20/05/2006	11:10	17.9	261	22.9	12.3	13.6	990.5	2.62
20/05/2006	11:15	20.5	267	26.1	12.6	13.6	990.7	2.63
20/05/2006	11:20	19	267	26.1	12.7	13.6	990.8	2.64
20/05/2006	11:25	21.8	275	27.3	12.7	13.6	990.7	2.64
20/05/2006	11:30	20.4	270	25.6	12.8	13.6	990.7	2.66
20/05/2006	11:35	22.1	270	25.6	12.8	13.6	991	2.67
20/05/2006	11:40	21.5	268	25.7	13	13.6	991	2.67
20/05/2006	11:45	23.2	265	30.1	12.9	13.6	991	2.68
20/05/2006	11:50	24.4	262	29.2	12.8	13.6	991.2	2.67
20/05/2006	11:55	20.8	260	24.5	12.9	13.6	991.2	2.66
20/05/2006	12:00	20.8	258	28.5	13	13.6	991.5	2.67
20/05/2006	12:05	22.6	255	26.9	13	13.6	991.7	2.68
20/05/2006	12:10	21	258	26	13.1	13.6	991.9	2.69
20/05/2006	12:15	21.1	259	29	13.1	13.6	992	2.69
20/05/2006	12:20	19.9	259	29	13.2	13.5	992	2.72
20/05/2006	12:25	20.5	255	23.4	13.3	13.5	991.9	2.74
20/05/2006	12:30	20.2	254	25.1	13	13.5	991.9	2.76
20/05/2006	12:35	21.3	254	25.1	13.4	13.5	991.9	2.77
20/05/2006	12:40	20.8	258	25.6	13.6	13.6	992.2	2.78
20/05/2006	12:45	23.4	245	28.4	12.9	13.6	991.9	2.8
20/05/2006	12:50	25.1	238	29.3	12.9	13.5	992.2	2.81
20/05/2006	12:55	24.7	241	29	13.1	13.5	992.4	2.81
20/05/2006	13:00	23.2	241	28.7	13.4	13.5	992.2	2.82
20/05/2006	13:05	27.3	238	33.9	12.9	13.5	992.3	2.85
20/05/2006	13:10	26.5	234	31.5	12.9	13.5	992.2	2.87
20/05/2006	13:15	25.7	234	30.5	13.1	13.5	992.5	2.88
20/05/2006	13:20	27.3	234	32	13	13.5	992.4	2.92
20/05/2006	13:25	27	236	33.1	13.1	13.4	992.9	2.95
20/05/2006	13:30	27.8	236	33.1	13.1	13.4	992.9	2.97
20/05/2006	13:35	26.3	233	32.2	13.1	13.4	992.5	2.99
20/05/2006	13:40	28.5	236	36.4	13.3	13.4	992.3	3.02
20/05/2006	13:45	28.1	236	36.4	13.2	13.4	992.9	3.04
20/05/2006	13:50	30.4	234	37	13.1	13.4	992.5	3.07
20/05/2006	13:55	29.7	234	37	13	13.3	992.8	3.08
20/05/2006	14:00	28.4	233	36.3	12.8	13.3	993	3.12
20/05/2006	14:05	30.4	233	36.3	12.8	13.3	992.5	3.15

20/05/2006	14:10	31.9	237	40.1	12.8	13.3	992.4	3.18
20/05/2006	14:15	31.1	240	37.8	12.8	13.3	993	3.22
20/05/2006	14:20	32.3	238	39.8	12.8	13.3	992.8	3.26
20/05/2006	14:25	32	237	40.1	12.8	13.3	993.3	3.31
20/05/2006	14:30	32.8	238	41.4	12.8	13.3	992.6	3.35
20/05/2006	14:35	34.2	238	41.4	12.8	13.3	992.7	3.39
20/05/2006	14:40	33.6	238	41.5	12.9	13.3	992.4	3.45
20/05/2006	14:45	32.9	238	41.5	13	13.3	992.8	3.47
20/05/2006	14:50	32.2	237	41	13	13.3	993.2	3.52
20/05/2006	14:55	31.8	238	38.4	13	13.3	993.4	3.56
20/05/2006	15:00	31.7	237	39.3	13	13.3	993.4	3.6
20/05/2006	15:05	33.5	236	40.3	12.9	13.3	993.5	3.63
20/05/2006	15:10	32.8	236	40.3	12.8	13.3	994.1	3.67
20/05/2006	15:15	32.1	238	40.9	12.8	13.3	993.2	3.74
20/05/2006	15:20	31.8	240	38.8	12.8	13.2	993.4	3.8
20/05/2006	15:25	32.2	240	38.8	12.8	13.3	994.1	3.84
20/05/2006	15:30	31.4	241	40	12.8	13.3	993.7	3.89
20/05/2006	15:35	31.3	242	38.2	12.9	13.3	994.4	3.96
20/05/2006	15:40	28.4	241	35.7	12.9	13.3	994.4	4.03
20/05/2006	15:45	29.3	241	36.3	13	13.3	994.6	4.07
20/05/2006	15:50	30.1	242	36.5	13	13.3	994.7	4.13
20/05/2006	15:55	31.3	243	37.8	13	13.3	994.2	4.19
20/05/2006	16:00	32.4	242	38.8	13	13.3	994.2	4.25

MAIB Safety Bulletin 2/2006

MAIB SAFETY BULLETIN 2/2006

Gybing on yachts - two separate accidents resulting
in life threatening injuries to crew members

MAIB SAFETY BULLETIN 2/2006

This document, containing safety lessons, has been produced for marine safety purposes only, on the basis of information available to date.

The Merchant Shipping (Accident Reporting and Investigation) Regulations 2005 provide for the Chief Inspector of Marine Accidents to make recommendations at any time during the course of an investigation if, in his opinion, it is necessary or desirable to do so.

In two separate, but virtually identical accidents, two crew members of yachts involved in racing were very seriously injured when they were struck on the head by fine tuning blocks which form part of the main sheet arrangement on this type of boat. Both accidents occurred when the yachts were undertaking planned gybes in strong winds.

This Safety Bulletin is issued so that the safety lessons from the MAIB's preliminary examination into the causes and circumstances of the two accidents are promulgated to the owners, operators and crew of yachts ahead of the main 2006 summer yachting season.

A handwritten signature in black ink, appearing to read 'Stephen Meyer', with a stylized flourish at the end.

Stephen Meyer
Chief Inspector of Marine Accidents

This bulletin is also available on our website: <http://www.maib.gov.uk>

Press Enquiries: 020 7944 3232/3387; out of hours: 020 7944 4292

Public Enquiries: 020 7944 3000

INTERNET ADDRESS FOR DFT PRESS NOTICES:

<http://www.dft.gov.uk>

BACKGROUND

In separate, but similar accidents, two crew members of yachts suffered serious head injuries when the boats were performing a gybe.

The yachts, which were identical Jeanneau 'Sunfast 37', Bermudan rig 10.75m vessels, were sailing under reefed mainsails only; one with a single reef and one with 2 reefs, in winds of about 30 knots. In both accidents the injuries occurred when the crew members were struck by the fine tuning block, which forms part of the main sheet arrangements on these boats, (see Figures 1 and 2) as the boom passed across the cockpit during the gybe. One of the crewmembers was also thrown across the cockpit by the impact and sustained further injuries as a consequence.

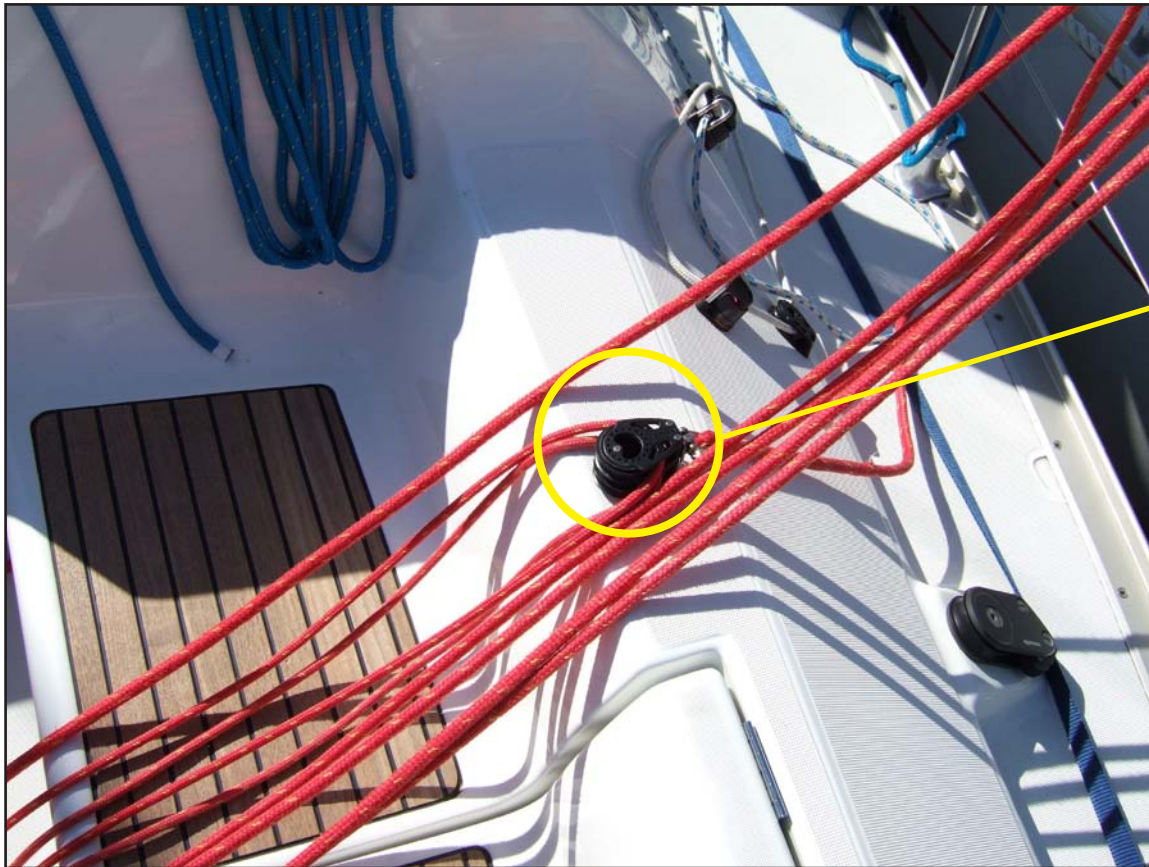
In both cases, the gybe manoeuvre was planned and the boats' crews properly forewarned, though in one case the manoeuvre could be considered a crash gybe, as the crew were physically forcing the mainsail across the wind in order to position the boat favourably prior to the start of a race.

Both of the injured crew suffered life threatening injuries as a result of the accidents and spent a considerable time in intensive care units.

The crews on both boats all had previous sailing experience, but this was the first time either crew had sailed together as a unit. Some of the individuals, including one of the injured persons, had not sailed on boats as large or with the degree of racing performance as the yachts on which the accidents occurred.

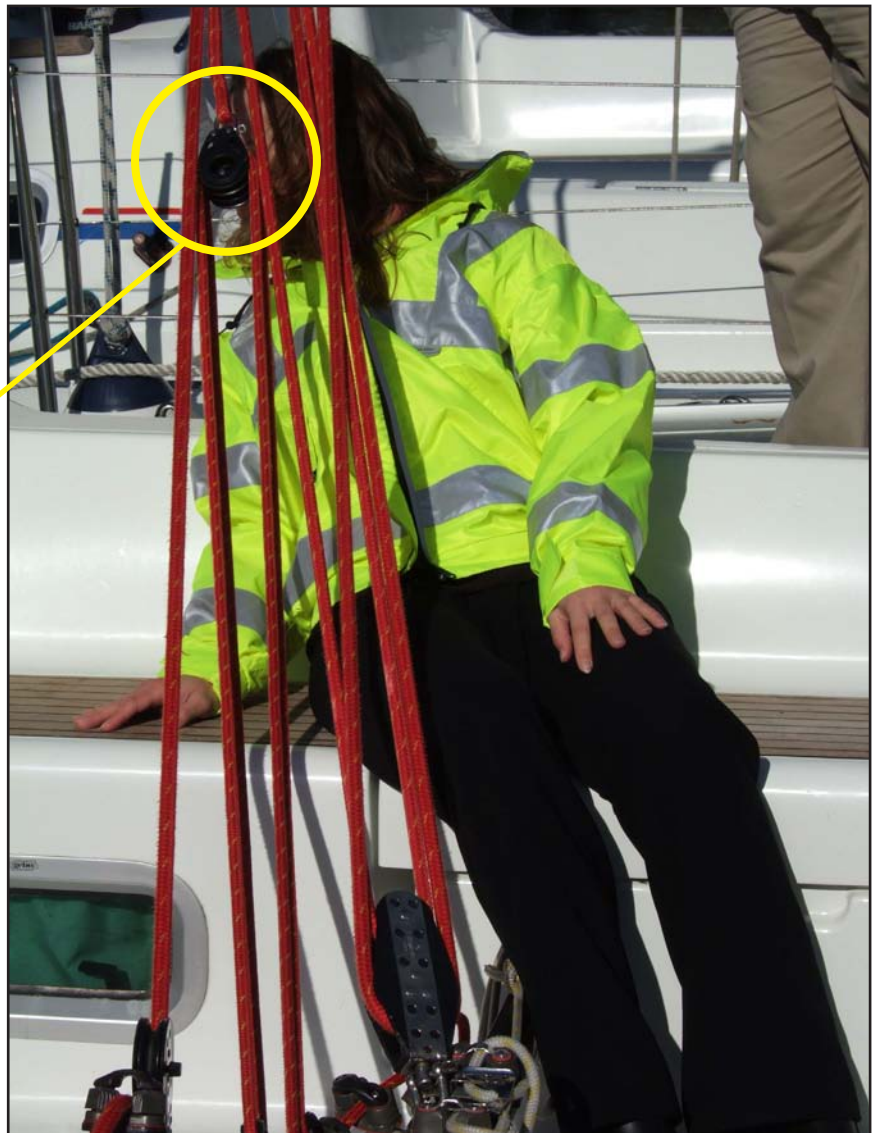
SAFETY LESSONS

- 1. Skippers should ensure that when giving a brief before sailing, they take into account the crew's experience on similar boats and their familiarity with the rig, fittings and associated hazards on the boat.**
- 2. The main hazard associated with a gybe is generally perceived to be the movement of the boom. This accident demonstrates the need to ensure that all crew members are also made aware of the dangers of being struck by the sheets and associated gear as the boom passes overhead during the gybe.**
- 3. Charter companies should ensure that the briefing given to crews on handover should stress any specific hazards on the boat which members of the crew may not have previously encountered.**



Fine tuning block

Figure 1



The fine tuning block is at head height when sailing - crew should keep clear of this, particularly during a gybe

Figure 2

RYA website entry - *Gybing Caution*



MAIB and RYA stress gybing caution

 [Print Article](#)

Related Links

- [MAIB Safety bulletin](#)
- [MAIB website](#)

The Marine Accident Investigation Bureau has recently investigated two separate incidents of life threatening injuries, both sustained by crew members who were struck on the head by mainsheet fine-tuning blocks on 37 foot racing yachts.

There is concern that the similarity of these incidents could indicate a need to increase awareness within racing and cruising crews of the danger of all running rigging during fast gybe manoeuvres.

Note to skippers/instructors: When briefing crews about potential dangers, as well as stressing the importance of avoiding the boom, especially during a planned gybe and at all times when sailing downwind, remind them that all parts of the running rigging can also become lethal projectiles, especially any sheet blocks that are hanging unsupported in the mainsheet arrangement.

MCA Report of Inspection dated 22 May 2006



Maritime and Coastguard Agency

REPORT OF INSPECTION* AND/OR SURVEY*

Of *United Kingdom /

*Dependent Territory or *Foreign Vessel

(*delete as appropriate)

1. Maritime and Coastguard Agency HQ, Inspection Branch - 105 Commercial Road, Southampton, SO15 1EG - United Kingdom
Tel: +44 (0)2380 329100 Fax: +44 (0)2380 329104

Page 1 of 5

MCA Copy

2. Name of Ship: ROANNE MEX		3. Flag of Ship: BRITISH	
6. IMO: -	5. Call Sign:	4. Type of Vessel: SAILING (COB)	
7. GT:	7a. UNITE (standard)	4a. UK Class: X11	6a. UK Official No: 900891
8. Year of Build: 1996	6b. IV No:	6c. Length (m): 11.38	7b. KW:
9. Date of Report:		10. Place of Inspection: HAMBLE, SOUTHAMPTON	
3a. Classification Society:		Inspection At Sea/Anchor/Passage? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
3b. & c. Company Details (Name, Address, Unique (Company DOC No), Tel/Fax (to be taken from ISM certificates, where applicable))			

11. Relevant Certificate(s)			
a) Title	b) Issuing Authority	c) Dates of Issue	Expiry Date
1. SCV Certificate	YDSA	30.9.04	25.8.09
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			

d) The information below concerning the last annual or intermediate survey shall be provided

Date	Surveying Authority	Port	Country
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			

12. Deficiencies NO <input type="checkbox"/> YES <input checked="" type="checkbox"/> If yes see attached FORM B		13. Ship Detained NO <input checked="" type="checkbox"/> YES <input type="checkbox"/> If yes Date of Release:	
Type of Inspection GI	Type of Survey(s)		

This report must be retained on board for a period of two years and must be available for consultation by MCA Officers at all times.

MCA Office Address SPRING PLACE 105 COMMERCIAL RD SOUTHAMPTON	MCA Office Stamp	Name (duly authorised person or authorised authority)
		Signature
		Telephone +44 (0)
		Fax +44 (0)
		email mca.gov.uk

* This Inspection Report has been issued for the purpose of informing the Master/Skipper that an inspection has taken place. This report cannot be construed as a seaworthiness certificate in excess of the certificates the ship is required to carry.



Maritime and Coastguard Agency

REPORT OF INSPECTION* AND/OR SURVEY*

Of *United Kingdom /
*Dependent Territory / *Foreign Vessel

(*delete as appropriate)

Page 2 of
MCA Copy

2. Name of Ship: ROARING MEG	6. IMO No: or Call Sign or Official no: 900891
9. Date of Inspection/Survey: 22.5.06	10. Place of Inspection/Survey: HARBLE SOUTHAMPTON

15. Nature of Deficiency

No:	15. (a) Code	15. (b) Description of Deficiency	(c) Regulation references	16. Action Code ¹
1	0650	I THE FABRIC ON BOTH LIFEBUOYS IS DAMAGED & REQUIRES REPAIRING		17
2	0650	CORRECT LIFEBUOY STOWAGES TO BE PROVIDED		17
3	0650	LIFEBUOY LIGHTS TO REPLACE		17
4	0660	AS INFLATABLE LIFEJACKETS ARE PROVIDED USED 2 ADDITIONAL LIFEJACKETS ARE REQUIRED		17
5	0660	CONFIRMATION THAT THE LIFEJACKETS HAVE BEEN SERVICED REQUIRED		17
6	0660	CONFIRMATION THAT THE LIFEJACKETS ARE TO THE CORRECT STANDARD REQUIRED		17
7	0620	CONFIRMATION THAT THE LIFERAFTS ARE EITHER ORC OR MCA APPROVED		17

Remarks

MCA Office Address As Page 1	MCA Office Stamp	Name (duly authorised surveyor or inspecting master)
		Signature
		Telephone +44 (0)
		Fax +44 (0)
		email mca.gov.uk

REPORT TO SURVEYOR - The Master, Skipper or Owner is requested to confirm in writing to the MCA Office as above by / / (date) that all / item Nos of the outstanding requirements listed above have been met and to indicate where and when the vessel will be available for re-inspection/survey (to be deleted by surveyor if not required).

Office use only: Confirmation received on / / (date) Signature

¹ Please prefix inspection deficiencies with 'I' and survey deficiencies with 'S'.
² For codes see reverse of copy.



Maritime and Coastguard Agency

REPORT OF INSPECTION* AND/OR SURVEY*

Of *United Kingdom /

*Dependent Territory / *Foreign Vessel

(delete as appropriate)

Page 3 of 5

MCA Copy

2. Name of Ship: <u>Rossini M3C</u>			5. IMO No: or Call Sign or Official no. <u>900891</u>		
8. Date of Inspection/Survey: <u>22.5.06</u>			10. Place of Inspection/Survey: <u>HARBLE Southampton</u>		
15. Nature of Deficiency					
No:	15. (a) Code	15. (b) Description of Deficiency	(c) Regulation references	15. Action Code ¹	
8	0628	LIFERAFTS To Be Provided On The Vessel Deck As Required By The Blue Code		17	
9	0700	Remainder Fire EXTINGUISHERS BARBERS To Retain		17	
10	0730	CORRECT NO OF FIRE EXTINGUISHERS To Be Provided As Required By The Blue Code		17	
11	0720	MANOVS To Be Provided For EXTINGUISHERS A FIRE IN THE Engine Space		17	
12	0640	Distress Flares Missing		17	
13	0371	1st Aid Kit Missing		17	
14	0640	Out of Date Collision Avoidance Flares To Be Discard Of		17	

Remarks

MCA Office Address

As Page 1

MCA Office Stamp

Name

(duly authorised surveyor or surveyor)

Signature

Telephone +44 (0)

Fax +44 (0)

email

mca.gov.uk

REPORT TO SURVEYOR - The Master, Skipper or Owner is requested to confirm in writing to the MCA Office as above by / / (date) that all / item Nos of the outstanding requirements listed above have been met and to indicate where and when the vessel will be available for re-inspection/survey (to be deleted by surveyor if not required).

Office use only: Confirmation received on / / (date) Signature

1 Please prefix inspection deficiencies with 'I' and survey deficiencies with 'S'
2 For codes see reverse of copy

Pages 1 and 2 of Sail (UK) Ltd's Safety Policy document
and Sail (UK) Ltd's Risk Assessment document

Sail UK Yachting & Racing

ENEFCO HOUSE, THIRD FLOOR, THE QUAY, POOLE, DORSET BH15 1HE

TEL. 01202 668410, FAX 01202-680220

EMAIL: sailuk@aol.com, WEBSITE: www.sailuk.net

Sail UK Yachting & Racing Safety Policy

1. The Principal accepts overall responsibility for safety.
2. Sail UK Yachting & Racing reserve the right to alter or amend or cancel waterbourne activities in the interest of safety.
3. Sail UK Yachting & Racing Skippers/Instructors have responsibility for the safety of the boat and crew under their care, and have delegated authority to vary courses and itineraries as they see fit, in the interest of safety.
4. It is the responsibility of Sub-Contract operators to ensure their craft comply fully with the terms and conditions of the Code of Practice for Small Commercial Vessels, and that they are insured against third party risks to a minimum value of £2,000,000/claim.
5. Skippers/Instructors shall introduce new crews to all safety equipment including issuing and fitting lifejackets and harnesses BEFORE GOING TO SEA, as part of their introductory briefing.
6. The introductory briefing shall include a detailed demonstration of galley and gas discipline.
7. The introductory briefings shall be reinforced by detailed lectures on emergency procedures and actions to be taken on the following listed items during the early part of the cruise:
 - Fire prevention and fire fighting
 - Sinking and the use of the liferaft
 - Man overboard recovery
 - Gas spillage prevention and removal techniques
 - Use of flares and other distress signals
 - Use of VHF radio in distress and emergency situations
 - Helicopter rescue
8. We insist on the use of life jackets at sea, by all crew, in the following circumstances:
 - When the Skipper/Instructor says so
 - In the dinghy
 - In restricted visibility
 - When abandoning ship
 - For non-swimmers on deck or in the cockpit
 - For children on deck or in the cockpit

9. We insist on the use of harnesses in the following circumstances:
 - When the Skipper/Instructor says so
 - In rough weather
 - Whenever sail is reduced to working jib and reefed mainsail
 - At night
 - In reduced visibility
 - When alone on deck at sea
10. Instructors and students operating open day boats must wear life jackets at all times.
11. Helmsmen of open powerboats must wear and use engine kill cords at all times.
12. Crew must not be left on board without the skipper for extended periods.
13. The skipper must not leave the boat at sea, unless abandoning ship.
14. No alcohol is to be consumed on board at sea.
15. No smoking is allowed below decks.
16. No smoking is allowed on or in the vicinity of open day boats or powerboats.
17. Any deficiencies in the emergency or first aid equipment shall be noted on the course report form. These deficiencies in the emergency or first aid equipment shall be replenished at the earliest opportunity. The Skipper shares responsibility for ensuring that this is done.
18. Skippers shall carry out the following checks daily:
 - Deck level survey of rigging
 - Check on the effectiveness and availability of lifesaving equipment
 - Pump and over-pump bilges
 - Check sea cocks
 - Check bilges and enclosed spaces for gas build up
 - Fuel system, particularly diesel piping between injector pump and injectors
 - Navigation lights
19. Skippers will have crew lists and student details before the students' arrival time. Details of next of kin should be noted on those forms and kept with this document during the course.
20. A copy of this safety policy must be kept on board every cruising vessel operated by Sail UK Yachting & Racing.

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Assessment of Risk for Sail UK Yachting & Racing Sail Training (Cruising & Racing)

Assessment Undertaken:

Signed:

Date:

Hazards	Control
Drowning	Use Lifejackets and harnesses as specified in the safety policy. Practice MOB technique including recovery to deck.
Cold	Use waterproofs provided.
Head Injuries	Warning about Booms included in briefing.
Finger Crushing	Warning and proper winch operation included in briefing.
Fire and Explosion	Use galley and gas discipline as specified in the safety policy.

Annex 9 of the *Blue Code* - Skippered Charter – Safety Briefing

ANNEX 9

SKIPPED CHARTER - SAFETY BRIEFING

- 1 Before the commencement of any voyage the skipper should ensure that all persons on board are briefed on the stowage and use of personal safety equipment such as lifejackets, thermal protective aids and lifebuoys, and the procedures to be followed in cases of emergency.
- 2 In addition to the requirements of 1, the skipper should brief at least one other person who will be sailing on the voyage regarding the following:-
 - .1 Location of liferafts and the method of launching;
 - .2 Procedures for the recovery of a person from the sea;
 - .3 Location and use of pyrotechnics;
 - .4 Procedures and operation of radios carried on board;
 - .5 Location of navigation and other light switches;
 - .6 Location and use of firefighting equipment;
 - .7 Method of starting, stopping, and controlling the main engine; and
 - .8 Method of navigating to a suitable port of refuge.

Safety cards will be considered to be an acceptable way of providing the above information.