

# LAROS

## Ultimate 18 Drop Keel UY418

### Safety and Operating Manual

#### Index

Introduction

Section 1

Section 2

Section 3

Yacht Preparation

Crew Preparation

Emergencies

#### Introduction

Laros is a 30 year old GRP trailer sailer 18ft(5.5 metre) in length that has been carefully maintained by the owner and Churchill Fibreglass and Marine to ensure the boat is in top seaworthy condition.

The boat is strongly built and self righting with the keel in the retracted position. When the keel is fully lowered the keel case is deemed to be sealed and comply with Clause 3.03 b of AYF Special Regulations Part 1 for racing boats. (“ Centreboard and daggerboard trunks shall not open into the interior of the hull.”)

Positive keel lock down is achieved by tying 10mm rope under the keel case and over the top of the keel.

Section 1

Yacht Preparation

#### Location and Storage of Equipment

FLARES

V-SHEET

HEAVING LINE

LIFE BOUY with DROGUE

PFD's

BILGE PUMP HANDLE

BILGE PUMP

Rear Starboard cockpit locker

Rear starboard cockpit locker

Pushpit rail aft port quarter

Pushpit rail aft port quarter

One PFD 1 per crew will be carried in the port quarter berth.

Petrol tank locker, lanyard attached to backstay

Aft of cockpit, port side of keel lifting winch

|                            |   |
|----------------------------|---|
| BUCKETS                    | Three 9 litre buckets with 2 metre lanyards are carried. There is a bucket in each of the cockpit lockers and one in the bilge.   |
| KEEL LIFTING HANDLE        | Permanently attached centre aft cockpit   |
| MEDICAL KIT                | Forward port V berth locker   |
| TOOLKIT                    | Forward port V berth locker   |
| FLASHLIGHT                 | Forward Starboard V berth locker  |
| ENGINE TOOLKIT             | Forward Starboard V berth locker  |
| BOLT CUTTERS               | Central V berth locker forward of porta potti   |
| BATTERY                    | Central V berth locker forward of porta potti. Lead acid.   |
| FIRE EXTINGUISHER          | Immediately below entrance to cabin   |
| FIRE BLANKET               | Rear starboard cabin hutch  |
| MARINE RADIO 27mhz         | Mounted rear port Cabin Roof  |
| AM/FM RADIO                | Rear port cabin hutch   |
| STOVE and COOKING FUEL     | Starboard. Two burner metho fuel.   |
| SAILS                      | Stored on V berth apart from mainsail (unless otherwise stated.<br>GENOA up to 18 knots<br>WORKING JIB 18 –30 knots<br>STORM JIB 30 knots plus ( stored in starboard V berth locker)<br>SPINNAKER - Full - Star Cut.<br>Cruising                                    |
|                            | MAINSAIL - UP TO 18 KNOTS<br>First Reef - 18 to 30 knots. Luff reduced by 25%<br>Second Reef - 30 knots plus. Luff reduced by 40%   |
| ENGINE, FUEL & CONSUMPTION | Five Horse Power HONDA fourstroke mounted rear port quarter. Fuel stored in a 13 litre tank in the rear starboard quarter. Consumption 1 litre/hour.  |
| WATER                      | Three Litres per crew member in bottles in Central V berth locker forward of Porta Potti. Personal water bottle carried in cockpit. For passage races a 1.8 litre thermos of boiling water will be carried strapped to the outside of the starboard V berth locker. |
| NAVIGATION LIGHTS          | Mounted on pulpit and pushpit rails. Emergency navigation light are stored in a container on port side of battery box in central V berth locker.  |
| SWITCH BOARD               | Face of rear port cabin hutch. Switch position from top to bottom. Radio, Masthead, Navigation, Cabin light master, Log Light, Log.   |
| ANCHOR                     | 8S danforth with 50 metre nylon 5 metre heavy chain.  |

|                                 |  |
|---------------------------------|--|
| TOILET. Use and urine disposal. | Porta Potti is located at the centre of the V berth and can be used by female crew for urine disposal. All male urine must be excreted into pee bottles and thrown over the side. <b>Nobody may stand up to pee over the side of the boat.</b> |
| SEACOCKS                        | A seacock is located on the sink outlet in the front starboard galley locker.  |
| KNIFE                           | Cockpit knife is located in forward port sheet bag.  |
| SOFT WOOD PLUGS                 | Soft wood plugs are stored in the 'cockpit sheet bag' located in the port cockpit locker.  |

## Section 2

### Crew preparation and boat management.

1. Safety Policy - Who is responsible?  
*Everyone who sails on the boat has a responsibility for the safety of other crew members and the vessel. Care should be taken to ensure that everyone can enjoy the event and return to port safely. This care extends to all crew members who must ensure that they conduct themselves in a safe and responsible way at all times, that they wear the designated safety gear, train themselves in the requirements for Sea Safety and Survival, and know the layout, safety rules and operation of the boat.*  
  
**The owner's aim is to take all reasonably practicable measures to control risks against injury.**
2. Hazard Identification and control strategies  
**MOB procedure**  
 Throw life bouy after MOB. Watch continuously where MOB fell.  
 Hit MOB button on GPS.  
 Helmsperson. Follow the Quickstop method by tacking with a backed headsail or gybing as soon as possible, providing conditions make it safe to do so. Ensure that the boat is under control at all times.  
 Clear all ropes and prepare for a pickup. Start the engine and leave in **neutral**.  
 Approach MOB to windward and to leeward and throw heaving line. Pull in heaving line and secure MOB so that he/she is not going to drift off and he/she is in a safe situation. The best method to retrieve the MOB on **LAROS** is via the transom ladder. If this is not possible bring them aboard at the beam on a halyard.

3. **Fire Procedure**

The boat carries a dry powder extinguisher that is suitable for use on most types of fire. The fire can also be extinguished by using a fire blanket to starve the fire of oxygen, Water is effective against metho fires. Water must not be used on electrical or petrol fires.

Remove people from danger and always point the extinguisher at the base of the flame.

4. **Abandon ship procedure**

In the event that it is necessary to abandon ship the skipper will be responsible for the instruction. The safest place to be is often the boat until it is obvious that it must be abandoned. We should not attempt to abandon the boat whilst it is still afloat and in no immediate danger of sinking.

5. **Crew Clothing**

A three layer clothing system is recommended with thermals, a middle layer and wet weather gear on top. A PFD 1 INFLATABLE VEST IS STRONGLY RECOMMENDED TO BE WORN AT ALL TIMES. The minimum acceptable PFD is a PFD 2.

**Wet Weather Gear.** Good quality wet weather gear will be worn. The minimum acceptable standard is “Burke Super Dry Jacket and Trousers.”

6. **Crew briefing**

A CREW BRIEFING WILL BE HELD PRIOR TO THE START OF THE EVENT.

Weather at the start. In the event that the weather conditions do not look suitable for a boat the size and capability of **LAROS** the crew shall discuss the matter and decide whether to start.

### **Section 3**

### **Emergencies**

1. **Broaching**

Due to the circulation of water in opposing directions in the trough versus the top of the waves a boat may broach. In the trough the water moves towards the boat turning the bow further if the boat starts to turn side on (broach). Keep the boat at right angles to the wave and maintain speed.

2. Loss of mast.  
Do not start the motor. Check if the hull has been breached. Control the mast and boom to ensure no further damage. Clear the deck of tangled ropes. Bring the mast and boom along side and retrieve if possible. If retrieval is not possible remove stays(bolt cutters?) and halyards and discard. Clean up loose ropes and wires. Start the motor.
3. Man overboard  
Refer to Section 2 for the detailed procedure.
4. Fire  
Refer to Section 2 for a detailed discussion
5. Aground  
Make a Mayday call. Calculate the tide effect and heel of boat. Take flares from their storage.
6. Capsize  
Immediately carry out a head count, assess injuries, assess the state of the rig and if the hull is breached, assess the situation and plan to recover – ability to make port, radio, flares, communications, life threatening dangers.
7. Flooding  
Buckets are the most efficient. Block off the hole if any using whatever fits. A small sail tied over the exterior of the hull may be useful.
8. Abandon ship  
The call to abandon ship will be given by the skipper or in his absence the next most senior person.
9. In the water – survival strategies  
Hypothermia – maintain warmth by using the **HELP** position and staying close together. Use the **HUDDLE**. Keep the head covered.  
Search and rescue  
Watch and listen. Do not waste flares, battery power in torches or radios.