

**Welcome on board**

**Let's Go**

Maire and I welcome you on board our boat.

We have sent you this leaflet because, like the airlines, your safety is our primary concern. One of the major reasons behind accidents and stress is not being given an adequate explanation of what you should do when on board, as well as what to in an emergency either on our boat or if we become involved in a rescue on another persons boat.

You will see that this leaflet is divided into various parts that will enable you to decide what you want to do on board the boat:

Tourist – if you want to just sit in your seat and enjoy the view

Deckhand – if you want to help mooring the boat up

Watchkeeper – if you want to helm the boat without the skipper being present

Its up to you what you want to do, the skipper can manage the boat by himself so there is no need to feel you have to help, but if you do you'll be welcome and you'll be taught about what is needed as well as having a browse through this leaflet.

The first part is safety, please read this carefully no matter what you want to do, it contains important information.

We hope you have a great time on Let's Go and if you have any suggestions please let us know.

Also please remember that there is no such thing as a silly question, if you have one just ask.

## Safety

There are some rules that apply to everyone, they are there for the safety of the boat and its occupants and you will be asked to follow them.

**Lifejackets** You will be given one before the boat leaves the harbour. Please make sure that it fits you and you know how to put it on. The lifejacket will automatically inflate if you are in the water. If it doesn't pull the cord to inflate it. Please do not wear it inside of the cabin (in case it goes off and you can't get out of the cabin).

**Alcohol** Please do not drink alcohol when the boat is moving. The consumption of alcohol is associated with 10% of all accidents at sea.

**Smoking** Please do not smoke on board of the boat and especially if you are in your bunk or cabin.

**Fire extinguishers** You will be shown where these are on the boat.

**Radio** If you hear the words *securitee*, *pan pan* or *mayday* please stop talking and listen – important announcements follow.

## Living on the boat

**Shoes** Please don't wear shoes on board that you have worn on land. Land based shoes have bits of grit in them that can damage many of the surfaces on boats. Please wear boat only deck shoes or go barefoot.

### Showers

If we are at anchor then all the fresh water we have is on the boat. More importantly at anchor there is a very limited amount (22L) of hot water. You need to use it carefully if we are not to run out. When you shower use the *Navy Shower* method.

<https://www.youtube.com/watch?v=DDg0kgM0uwl>

### Heads

More commonly known as the "loo". On Let's Go there are two buttons, one for the flush and another to empty the bowl. Note that the one that empties the bowl also has a macerator (cuts the waste up into small pieces). The macerator is easy to block and the golden rule to remember is "you block it, you clean it". So don't put anything into the loo that hasn't passed through you. The only exception is the special toilet paper provided for this loo.

Please – no sanitary materials, watches, tablet wrapping, lost dreams or goldfish!

## **Suggested Personal Items**

### *Sun protection*

- The Med has very strong sun and ultraviolet light
- Sun cream is on the boat, but you may prefer to bring your own.
- Wide brimmed hat
- Sunglasses
- Unless you are used to the Sun bring some long sleeved shirts and trousers
- Lip salve (with sun protection if possible)

### *Footwear*

- On the boat you may want to wear deck shoes or go barefoot .

### *Being at sea*

- Being at sea, rather than on land, is very different; its wet and moves and things dropped overboard disappear for ever.
- Sea sickness is miserable. Sturgeron is very effective but you need to buy it in England, you can't get it in France .
- If you wear glasses bring a spare pair .
- Bring photocopies of your passport, driving licence, EU 101, Travel insurance. Remember, in France (and else where) you have to carry your passport all the time.
- Wear a waterproof watch or at least a cheap one that won't be missed if it gets seawater in it.

### *Long voyages*

- Voyages can be long, with little to do off watch
- Books
- MP3 player

### *Clothes*

- Waterproofs are kept on board so you don't need to bring these
- Most days shorts and T shirts are all you need
- Eating dinner out is one of the luxuries of cruising, casual clothes will be needed for this.

### *Bedroom and toilet* Also known as the cabin and heads

- Towels are on the boat
- Your cabin will have a sleeping bag
- Pillow cases and pillows are provided

### *Luggage*

- Don't bring too much, a carry on bag should suffice
- Don't bring mains chargers for your phone, there are lots of USB ports, but please bring a cable.
- A "sports bag" is ideal – no rigid or wheeled bags they are difficult to store in a confined space.

## **Tourist**

In the unlikely event of an emergency (and it may be on another boat) please stay in your seat unless asked to do something *by the skipper*. Otherwise please enjoy the view.

# Deckhand

Knowing how to do relatively simple things like tying knots will make your time on board much more enjoyable, so in this part of the leaflet are a few things you should know. Most of them have active YouTube Video links so you can watch and learn.

## **Knots**

You need to be able to tie two knots

### *Clove hitch*

[https://www.netknots.com/rope\\_knots/clove-hitch](https://www.netknots.com/rope_knots/clove-hitch)

<https://www.youtube.com/watch?v=VTFER6FTzWI>

### *Bowline*

[https://www.netknots.com/rope\\_knots/bowline](https://www.netknots.com/rope_knots/bowline)

Remember the rabbit comes out of the hole goes around the tree and back down the hole

### *Tie up a cleat*

In addition, you should also see the attached document on how to tie up the boat using the OXO knot.

<https://www.youtube.com/watch?v=3763ViBASKk>

## **Mooring up**

Use the headset – it saves shouting (always a bad sign) and gives clear communication

No jumping ashore – could injure yourself - remember “mind the gap”. Use a rope instead. Here’s a video that shows you how to lasso a cleat or a bollard.

### *Using a spliced eye in a rope to attach it to a cleat on the boat*

<https://www.youtube.com/watch?v=DQS7an5cyK8>

### *Lasso a cleat on the dock*

<https://www.mby.com/videos/how-to/video-lasso-cleat>

Don’t worry about the bit after he lassos the cleat

*Coil a rope*

[https://www.youtube.com/watch?time\\_continue=17&v=Fvee4diOUB4](https://www.youtube.com/watch?time_continue=17&v=Fvee4diOUB4)

At the end of the video he shows the rope with a short end after winding the rope around the coils. Leave this end a little longer and then with a clove hitch you can hang it from a rail.

*When it all goes wrong (and it will from time to time)*

Put a fender between whatever we are about to hit, don't try and push away unless the boat is going very slowly – broken limbs spoil a holiday!

[https://www.youtube.com/watch?v=U2pvvB5w\\_b4](https://www.youtube.com/watch?v=U2pvvB5w_b4)

*Putting it all together – stern too mooring (the Mediterranean Moor –you will do this!)*

<https://www.youtube.com/watch?v=MmaYOXulaGM>

*Putting it all together – mooring up alongside*

<https://www.youtube.com/watch?v=QanKVeHZMns>

**Please - if you don't understand something or you feel it puts too much pressure on you say so and we'll find an alternative solution**

# Watch Keeper

More responsibility comes with being an unsupervised watch keeper, and unless you have a suitable experience there is a lot to learn. However, at sea there is usually time to acquire the knowledge and skills you need and if you want to learn to be a watch keeper let me know in advance and I'll be delighted to teach you. Remember that a seven ton boat travelling at over 20 knots can do a lot of damage to a smaller boat and a 250,000 ton ship travelling at over 20 knots can do a lot of damage to us, so the need for good watch keeping is essential.

The helm must not left unattended. If you are unable to take over the watch (effects of alcohol, sea sickness etc) then say so. Please do not take your mobile phone to the helming position. If you are in control of the boat then using your phone may distract you from keeping a good lookout and result in an accident.

It is important you keep a good lookout. Although there are lots of aids (radar etc) the best instrument is your eyes, don't get distracted by the displays.

This leaflet as well as Action Cards for various emergencies are all available at the helm.

## **Call the skipper if:**

Any vessel comes within 1 nm

There is poor visibility (rain, fog, spray)

Increase in the wind or waves

A radio transmission is heard (may in French, Italian, Croatian or any other language) with any of the following words in – *Mayday, Securitee, Pan Pan, All Ships*

Any alarm sounds eg engine alarm, bilge alarm,

Approaching a traffic separation scheme

Unable to maintain course

Any hazard seen (tree, floating container etc) but try to avoid it first

Anything unexpected occurs or you are in doubt about what to do

## **You will be shown the location of essential equipment location and how to use it.**

Fire extinguishers manual

Control for engine extinguisher

Grab bag

First Aid kit

VHF fixed radio

VHF portable radio

EPIRB

Satellite tracking device

Liferaft

## **You also need to know how to use**

Autopilot (switch it off)  
Engine (Start and stop)  
Slow the boat down  
Horn  
Windscreen wipers and washers  
Radio (basics) incl Mayday (Ch 16 and Ch 13)

## **Man over board**

On the first day practice the Man Overboard drill (just in case its me)

## **Port and Starboard**

Please don't use left and right to indicate direction – it all depends which way you are looking. This can cause confusion and accidents.

Port and Starboard are the correct terms but learning to use them can be difficult the first few times you are on a boat. Around the boat you will find red (for Port) and Green (for Starboard) tape in various locations. Please use the colour when giving information – for example “getting close to a boat on the red side”.

Incidentally, these are also the colour of the navigation lights on a boat.

## **Passage plan**

The plan for the voyage will be written down and available at the helm. It is important that you note the time of weather forecasts, safety broadcasts and NAVTEX information. When on watch you will have to listen listen to or read these and write them in the logbook.

## **Log book**

While you have the helm you should complete the logbook each hour.