

# Sailing Crew Safety Briefing



**March 2016**

# Contents

1. About Centurion 48s
2. Lifejackets & Harnesses
3. Man Overboard (“MOB”)
4. Liferaft
5. Grab Bag
6. Radio Distress Calls
7. Flares
8. EPIRBs & PLBs
9. Boom & Winches
10. Seacocks
11. Diesel Engine (Start & Stop)
12. Fire Extinguishers
13. First Aid Kit & Medications
14. Anchors
15. Seasickness
16. Watch-keeping
17. Toilet
18. Cooker
19. Logbook

# 1. About “Marauder” (1/2)

- With the Centurion 48S, the naval architect Ed Dubois has designed a superb racer cruiser to seduce lovers of authentic high performance and comfortable yachts.
- The key features are impressive speed under any wind angle, stability of direction, precision steering with total and permanent control in a functional steering area where most maneuvers can be controlled at a flick of the finger, perfect seaworthiness under any weather, exceptional stiffness, low pitching, and overall comfort below deck (three double cabins, each with private bathroom; light and airy saloon).
- Moreover, the Centurion 48S is built on the basis of the most innovative technology in series produced boats (vacuum formed Airex sandwich and structural integration of all major components). She combines an outstanding quality of construction with uncompromising selection of the best equipment.

## 2. About Marauder (1/2)

### Specs

Designer: Ed Dubois & Andrew Winch  
Flag of Registry: [France]  
Keel: Bulb  
Hull Shape: Monohull

### Dimensions

LOA: 14.90 m  
Beam: 4.50 m  
Maximum Draft: 2.15 m  
Displacement: 17000 kgs Half Load  
Ballast: 5300 kgs

### Tanks

Fresh Water Tanks: 600l  
Fuel Tanks: 360l

### Electrical Equipment

Electrical Circuit: 24V

### Outside Equipment/Extras

Swimming ladder  
Teak sidedecks  
Outboard engine brackets  
Teak cockpit  
Cockpit shower  
Cockpit table  
Electric windlass

## 2. Lifejackets & Harnesses

- Lifejackets & Harnesses **MUST** be worn:
  - Whenever it makes you feel more safe to do so.
  - At night, while on watch, everyone up on deck must have their lifejackets on.
  - At sea, whenever leaving the cockpit or going forward of the dodger/mast.
  - At all times on deck as indicated by the Skipper.
- Before setting sail, test the fit of your lifejacket and make sure all of the parts are there -- e.g. crotch strap.
- Store your lifejacket near your bunk, in easy reach, just in case it is required in an emergency.
- **Don't go overboard!** Keep the harness on if in doubt, and make sure you are securely clipped to the lifelines or the strongpoints in the cockpit.

# 3. Man Overboard (“MOB”) (1/2)

- Call "MAN OVERBOARD" (Shout this loudly).
- Point in the direction of the MOB. One person is to be on deck pointing at the MOB all of the time.
- Throw life ring and floating objects.
- Hit the MOB button on the navigation computer.
- Sails down, engine on.
- We will continue on the current angle of sail until we have the sails down and the engine on. We will then bear away from the wind, and head downwind, past the MOB. Once we are downwind of the MOB we will turn about and drift back up.
- If required, get on the radio and call for help.



# 3. Man Overboard (“MOB”) (2/2)

- When moving about, keep a hand on some good handholds.
- The jackstays and shrouds are good handholds, as are the strongpoints around the cockpit.
- The guardrails are not strong enough to take your weight in a difficult situation, don't rely on them.
- If you fall overboard:
  - Don't panic, help is on its way. The rest of the crew will begin throwing floating objects to you.
  - Keep your arms and legs tucked in tight and your head above water, this will conserve heat and energy.
  - Don't try to swim, just stay where you are and keep your head above water, conserve your energy and your warmth as best as you can.



# 4. Liferaft

- We have one Liferaft on board “Marauder”.
- Liferaft is manufactured by Viking and is designed for 8 people.
- If the ship is sinking, deploy it by undoing these clips, and throwing it overboard.
- The liferaft will automatically inflate in the water.
- Only board the liferaft if the ship is really sinking -- you should always be stepping up into a liferaft, not down.
- Shoes OFF before boarding the liferaft.

# 5. Grab Bag

- The Grab-Bag is stowed under the companionway stairs. It contains flares, water, emergency supplies, rations, etc.
- If there is sufficient time, grab extra items from around the boat -- water is the most important thing.
- There are 5 x 10 litre water cannisters under the floor of the starboard companionway, these are only about 75% full, containing some air so that they will float.
- There are many ropes and things around the deck as well -- these can be thrown into the water to help alert potential rescuers to our position.

# 6. Radio Distress Calls

- The only one of these calls rated as a distress call is **MAYDAY** Distress calls are prefixed and suffixed by the word MAYDAY as in this template:
  - "MAYDAY, MAYDAY, MAYDAY...THIS IS (SHIP'S NAME AND CALL SIGN, POSITION AND TYPE OF DISTRESS...MAYDAY"
- **PANPAN** is used in the same way to prefix and suffix an urgent message, such as a serious medical issue or man-overboard where the ship is not at risk.
- **SECURITE** is again used in the same manner to pre- and suffix a safety message, such as a navigational warning.
- There are examples of their use stuck in the navigation area near the radios.

# 7. Flares

- There are plenty of flares in the grab bag under the steps.
- Note that the red parachute flares are limited, these have the longest range, however.
- Orange smoke is best for use in the daytime, the white flares are an "alert" flare only.

# 8. EPIRBs & PLBs

- There are two ship-board EPIRBs. One is on the stern rail in the float free cannister. I mentioned this when I spoke about MOB. If the ship is going down, this will eject from the cannister automatically, and activate in the water. If you are boarding the liferaft, take it with you, and tie the rope on it to the outside of the liferaft -- let it float in the water and it will activate itself. There is also an American EPIRB near the gear stowage at the forward cabin.
- This needs to be manually activated. Take this along if we are in the liferaft -- we can activate it if we are still without rescue after 48 hours. I also have a 406MHz personal EPIRB which I will activate if in the water. The two ship board EPIRBs have 48 hours of battery life, my personal one has 24 hours.



# 9. Boom & Winches

- The boom on this boat is above the doghouse, and the mainsheet is operated from a standing position behind the helm. Please take care especially when running downwind, and keep your head out of the way of a possible gybe.
- When we are running downwind for a length of time we will either drop the mainsail and use the cutter jib, or we will put a preventer on the main boom to stop the boom swinging across.
- Winch handles are stored at the navigation table. Remember, winches and fingers are a bad combination, please take care.

# 10. Seacocks

- There are two seacocks under the sink, two in the head, and one at the bottom of the bilge (for the engine).
- There is a bag of wooden plugs and a mallet in the "tool shed" behind the starboard side saloon berth.
- The idea of seacocks is to keep the water on the outside of the boat. If these suddenly start letting the water on to the inside of the boat, stop them shut using the wooden plugs and the mallet.

# 11. Diesel Engine (Start & Stop)

- Engine is started and stopped using the key in the ignition, the one on the green string (that normally hangs inside the companionway door). Vertical is OFF. To start, turn one place clockwise until it begins to beep. Wait 10 seconds. Turn one more place clockwise, and wait 10 seconds. Turn one more place clockwise and the engine will start.
- If the engine won't start then check the fuel level, check the air intake, and perhaps it may need the fuel lines to be bled.
- There is a can of ether (Start Ya Bastard) in the engine parts drawer. If the engine won't start after being bled (and there is fuel) then spray this into the air intake while someone else is key starting the engine. The air intake is on the starboard side of the engine.
- If you need to stop the engine, turn off the key. If this doesn't work, manually shut off the fuel solenoid on the port side of the engine (yellow lever at the base of the fuel pump). If that doesn't work, then you possibly have a runaway. There is a green apple shaped foam ball in the nav table -- shove this into the air intake, and the engine will die (painfully).

# 12. Fire Extinguishers

- There are two fire extinguishers on board -- one at the companionway steps near the galley, and one near the American EPIRB at the bow.
- There are two Medical Kits -- one in the third drawer in the galley, and a larger one in the head.

# 13. First Aid Kit & Medications

- There are two fire extinguishers on board -- one at the companionway steps near the galley, and one near the American EPIRB at the bow.
- There are two Medical Kits -- one in the third drawer in the galley, and a larger one in the head.



# 14. Anchors

- The anchor winch is on a separate switch. There is also an up/down switch in the forward V berth.
- You can take this entire arrangement out of the V berth onto the bow while anchoring, so you can see how much chain has gone down.

# 15. Seasickness

- Kwells tablets are in the heads, and some in my cabin, and some in the galley. I find that slightly overdosing on these for the first day, sticking to the recommended dose for the next two days, and dropping back after that sees me right. Everyone has their own remedy.
- There is also good Buderim ginger to munch on, this is a good stomach settler. The main thing is mental attitude. Don't let seasickness bother you. Standing up, at the mast or behind the helm is good, and if that doesn't work for you then lying down, below decks is the answer.
- Keep a positive mental attitude, and remember that seasickness is only temporary, and you will be fine.

# 16. Watch-keeping

- With 3 crew I normally set watches from 7pm to 7am, in 4 hour blocks. With 4 crew that may be 3 hour blocks, or 3 x 4 hour blocks with one crew "floating" to be the first call in a problem.
- Don't be shy about getting someone else up if you have a problem, can see lights that you can't identify or deal with, or are concerned about course (especially if using the windvane) or need to reduce the mainsail.
- It is better to wake one or two people up to change sail than to have everyone awake and the boat flat in the water.

# 17. Toilets

- Explicit instructions on how to use the toilets are written in detail on the back of the door.
- Read these instructions before flushing. Don't flush anything down the toilet except what you have eaten, and small amounts of toilet paper (the brands of toilet paper in the heads are OK, these are water soluble).

# 18. Cooker

- Safe operation of Cooker - Demonstrate use of the gas cooker in the galley and the barbecue unit at the stern.

# 19. Logbook

- The logbook is relatively self explanatory.
- Make an entry in each column that seems to be relevant, especially the barometric pressure column, and the lat/long.
- Make at least one entry each watch.