



Civil Service Channel Sailing Club – Affiliated to the Civil Service Sailing Association

CSCSC Ltd Incident Report 26-2

The aim is to fill in this form honestly and hopefully prevent further avoidable accidents

Use hardcopy for immediate record of incident then transfer to softcopy that can be found in the documents area of the CSCSC Ltd website. Completed report to be sent to the Yacht Secretary either directly or via any member of the CSCSC Ltd Management Committee.

<u>Name of Person completing the form (not obligatory):</u>		Skipper	
<u>Incident Type:</u> Close quarter incident with pontoon pile corner, loss of control of yacht			
<u>Date and Time of Incident:</u> 12 th April 2026 10:45 GMT+1			
<u>Location:</u> Mercury Yacht Harbour Entrance to berth C34-35		<u>Latitude:</u>	<u>Longitude:</u>
<u>Weather Conditions:</u> SW F4-5 (17kt gusting 20kt at berth)			
<u>Sea State:</u> Slight – One day after Neaps – very slight tidal flow on the ebb			
<u>Wind Force:</u> SW F4-5 (18kt gusting 20kt at berth) – F5-6 in the Solent			
<u>Natural Light:</u> Daylight/Twilight/Night		Clear day light	
<u>Visibility:</u> Very Poor/Poor/Moderate/Good		Good	
<u>Tidal Conditions: HW, LW.</u> HW 08:18 LW 13:58, one day post neaps, slight ebb			
<u>At Location of incident:</u> Mercury Yacht Harbour			
<u>Standard Port:</u> Southampton			
<u>POB:</u>	Qualifications/Experience: Skipper: YMO, Approved Skipper (AS)		
	Crew 1 YMO AS, Crew 2 YMO AS, Crew 3 YMC AS, Crew 4 CS AS(Inshore)		
<u>Names and Details of other Vessel(s)/Installation(s) Involved:</u> Pile at C29 berth			



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Description of Incident (Attach Sketches):

The activity was Approved Skipper (AS) Refresher training. The AS crew were practising berthing and leaving a berth (C29 – picked as C27 was also vacant, giving a free double berth), stern entry into the berth fairways, and control of the yacht in close quarters. All AS had successfully conducted stern entries into fairway and coming alongside after demonstration. An AS was tasked to leave berth C34/35 (empty) for the next practice serial. He briefed the crew and immediately left the berth stern exit from stb side to. However, he didn't fully consider the frequent gusts, nor did he ensure the stern was pointing towards wind by ensuring bows were tight in. In addition, no port wheel was applied to turn the stern into the fairway. This resulted in the stern catching the gust and getting pinned midships on the pile. The AS seemed unable to take positive action to resolve the situation. Skipper recognised, without positive action, the yacht's stern would continue to turn downwind and would fall onto the other yachts adjacent on C pontoon. Skipper took over the control of the yacht and returned to the berth at C29. On securing to the berth Skipper debriefed the crew on what went wrong. On inspecting the stb side there was superficial marking of the yacht from the pile hardwood corner, which was easily removed. The AS was given another opportunity to leave the berth after coaching the exit procedure from Skipper. Additionally, on our return to C25, the AS misjudged the turn-in, with the bow of Sea Essay coming very close to the yacht in C23, although there was no contact.

Please state why you think the occurrence happened:

The conditions for entry and exit to MYH were reasonable and within the capabilities of CSCSC Approved Skippers. The AS failed to appreciate the gusts and allow them to abate. He did not apply sufficient wheel to turn the stern into wind or set the boat correctly for exit. He seemed perplexed and static when the yacht's stern got pinned to the pile and started to pivot. In addition, he stated on arrival at the start of the practice that he had a medical condition that was not resolved.

Sea Essay Crew Injuries: None

Other Vessel Crew Injuries: None

Damage Suffered to Sea Essay: None

Damage to Other Vessel(s): None

Actions recommended to prevent similar occurrences:

e.g. Passage Plan and Crew Briefing? Follow a chart/plotter? Keep a proper watch? Monitor Depth displays? Allocation of duties?

The Approved Skipper after a long period of not sailing clearly requires additional mentoring and practice in berthing and unberthing the yacht. I recommend one of the CSCSC Instructor qualified skippers gives the AS additional training and is satisfied that his boat handling skills meet those expected of a YMC before he skippers the yacht again. In addition, the AS has a stated medical condition that needs to be resolved before he skippers the boat, to ensure his safety and that of the crew. [Note that in advance of this report being formally considered, the AS agreed with the actions recommended above.]