

YACHT. EURYTHMIC ✓

1979  
**FASTNET RACE  
INQUIRY**



**QUESTIONNAIRE**

Three copies of this questionnaire are being sent to all owners, who are asked to pass copies immediately to two of their more experienced crew members.

**PLEASE COMPLETE AND RETURN WITHIN  
ONE WEEK OF RECEIPT TO:**

**The Fastnet Race Inquiry Office,  
c/o Royal Ocean Racing Club,  
20 St. James's Place, London SW1A 1NN.**

# FASTNET RACE INQUIRY

## PREAMBLE

For the first time in the history of offshore racing we have experienced a race marred by damage to boats far beyond the level that might be accepted as inevitable in exceptionally heavy weather and a distressing loss of life.

The Royal Ocean Racing Club, as the organisers of the event, and the Royal Yachting Association, as the National Authority, are working in close co-operation on the first task which is to correlate the experience of those who took part.

The inquiry will also need reports from those involved in the race organisation and those who became involved in the subsequent rescue operation. That will include information from the Royal Western Yacht Club of England, H.M. Coastguard, the Royal National Lifeboat Institution, the merchant and fishing vessels which were involved, the Post Office Coast Radio Stations, yacht designers, yacht builders, the Ship and Boat-builders National Federation, the Meteorological Office, Ministry of Defence (Navy), Ministry of Defence (Air), the RORC relay escort vessel MORNINGTOWN, the Koninklijke Marine OVERIJSEL and the Irish rescue authorities among others.

## RESPONSIBILITY

The inquiry will involve numerous organisations and individuals, but the three principals are Sir Hugh Forbes QC, a past Chairman of the RYA Council; Colonel James Myatt; and Sir Maurice Laing, Admiral of the RORC.

## CONFIDENTIALITY

If accurate evidence is to be collected it is important that all those completing this questionnaire should answer frankly. The results will be confidential to those responsible for the correlation of the reports and individual names will not be included in any subsequent reports.

However, from the outset, it has always been the intention to publish the findings so that direct benefit will come to the sport.

## THE QUESTIONNAIRE

Three copies of the papers attached to this introduction are being sent to all owners, who are asked to pass copies to two of their more experienced crew members.

In any sequence of events, particularly when traumatic experiences are involved, different observers are aware of different aspects. It is hoped that by obtaining three different views from those on board each boat, preferably without collaboration, a more comprehensive picture of the facts will emerge.

At this stage the aim is to collect facts. The questions are grouped under initial letters and then numbered in each group. Please do not 'spoil your paper' by writing except where indicated. Those who feel the need to elaborate any of their answers beyond the space given, are welcome to do so but please identify the additional comment (on a separate sheet) coded with the appropriate letters and numbers.

*Please do not write in the right-hand margins.*

Finally, let it be clearly understood that in addition to the other reports already outlined, this particular questionnaire is by no means the full inquiry. Further details about structural problems and the failures of boats and equipment, as well as problems with human factors may well be sought but the first priority is to seek help in the form of answers to a great many questions from those who took part.

Only then will it be possible further to explore areas shown by the answers to need more attention.

# CONFIDENTIAL

PLEASE COMPLETE AND RETURN WITHIN ONE WEEK OF RECEIPT TO:  
THE FASTNET RACE INQUIRY OFFICE,  
c/o THE ROYAL OCEAN RACING CLUB,  
20 St. James's Place,  
London SW1A 1NN.

Yacht name ..... EURYTHMIC ..... Class in Fastnet .....

Designed by ..... CHRIS FREER ..... Built by ..... NORTHSHORE .....

Construction materials:

hull ..... GRP ..... deck ..... GRP ..... rudder ..... GRP .....

spars ..... ALUMINIUM .....

designed displacement ..... weight external ballast .....

weight internal ballast .....

Owners—please enclose copy of rating certificate if available.

Questionnaire compiled by .....

position on board .....

Address .....

.....

.....

Telephones: office ..... home .....

Separate reports are called for in questions:

B7 C5 D16 D17 D20 G11 T7

Please circle any of the above on which a separate report is enclosed.

Please indicate any other questions on which a separate report has been made

.....

Reports should be on separate sheets of paper and firmly fixed inside back cover.

# FASTNET RACE QUESTIONNAIRE

All times British Summer Time (GMT plus 1 hour)

When specifying lengths, areas, volumes, speeds or pressures please give the appropriate units used.

PLEASE ENCIRCLE THE APPROPRIATE ~~Yes~~   ANSWER  
Ticks can be confused with crosses.

## CONTENTS

- A. Weather—Sea State
- B. Stability
- C. Damage
- D. Life rafts
- E. Flares/Lights
- F. Radio/Electrics
- G. Harness
- H. Life jacket
- J. Navigation
- K. Crew experience/sickness
- L. Comfort below/routine
- M. Cockpit/Deck Layout
- N. Watertight integrity and bilge pumping
- P. Rig
- R. Survival tactics
- S. Retirement
- T. Abandonments/Outside Assistance

TRY TO ANSWER EVERYTHING but if the questions do not apply to you or to your boat please ignore or stroke out as you feel to be appropriate.

Questions generally of fact marked with an asterisk \* are for skippers; crew may ignore if they wish.

# CONFIDENTIAL

SECTION A

## WEATHER—SEA STATE

- A1 At what time were you first aware of the severity of the depression? ..... 0015 .....
- A2 On what frequencies (programmes) were you listening?  
..... 1500m. ....
- A3 Were you keeping any log of the forecast information? Yes  No
- A4 At what time do you now feel that the weather was at its worst? ..... 0700 - 0900 .....
- A5 Were you plotting any form of weather map? Yes  No
- A6 Did your barometer give you prior warning of the likely severity of the storm?  Yes  No
- A7 Did your own observations of visible phenomena give you prior warning of the likely severity of the storm? Yes  No
- A8 What was your estimate of the wind speed? (Beaufort, knots, m/s) ..... 45-55 kts. ....
- A9 What was your estimate of the sea state? ..... .....
- A9a Significant wave height? (see footnote) ..... 35' .....
- A9b maximum wave height? ..... 45' .....
- A10 What was your approximate position at the time? (Bearing and distance from a known mark) 12 miles north of Trevore Head.
- A11 Have you ever experienced similar weather before? Yes  No

Significant wave height: of 99 individual waves, take the 33 biggest and give their average height.

# CONFIDENTIAL

SECTION B

## STABILITY

- B1 Did you experience a knockdown to horizontal or almost horizontal during the storm?  Yes  No
- B1a Was there any significant damage to the boat or crew?  
Head smashed perspex saloon window  
on immersed side
- B2 Did you experience a knockdown beyond horizontal (including a 360° roll) Yes  No
- B3 At the time of the knockdown beyond horizontal:—  
(a) What sail was set  
NONE - LYING-A-HULL
- (b) What was the speed through the water NIL knots
- (c) What was the aspect presented by the boat to the waves  
BEAM
- (d) Were warps/drogue in use  
NONE
- (e) Was there any significant damage to the boat  
Saloon window smashed
- (f) Was there any significant damage to the crew  
Bruises and cuts
- B4 Do you consider, with hindsight that the knockdown indicated a basic defect in the designed stability of the boat? Yes  No
- B5 Do you consider, with hindsight, that any boat of similar size would inevitably have suffered a knockdown or roll in the circumstances?  Yes  No
- B6 Did the length of time the boat took to recover from a knockdown cause you to doubt the ultimate self-righting ability of the boat? Yes  No
- B7 Those who consider that the boat turned completely upside down, or rolled 360° are asked to include a report, confined at this stage to 200 words, on the incident.

# CONFIDENTIAL

## SECTION C

### DAMAGE

- C1 Was there any significant damage to the rig? Yes  No
- C1a Do you now feel that you know the cause? (comment)  
.....  
.....
- C1b With hindsight, would better pre-race checks have avoided this damage? Yes  No
- C2 Was there any significant damage to the accommodation and interior fittings?  Yes  No
- C2a Do you now feel that you know the cause? (comment)  
*Bunk lockers no cables - relied on dead weight to keep closed. No gear in knockdown*
- C3 Was there any significant damage to the steering gear? Yes  No
- C3a Do you now feel that you know the cause? (comment)  
.....  
.....
- C3b Were you able to make satisfactory emergency steering arrangements? (comment)  
.....  
.....
- C3c With hindsight, what alternative arrangements would you make for emergency steering (comment)  
.....  
.....
- C4 Did you experience significant structural damage to the hull, including hatches and companionways? Yes  No
- C4a Do you now feel that you know the cause? (Comment)  
.....
- C5 Those who suffered structural damage sufficient to consider the possibility of abandoning the yacht are asked to include a report (confined at this stage to 150 words) on the circumstances.

# CONFIDENTIAL

SECTION D

## LIFE RAFTS

\*Make and Model of raft carried:

..... AVON - G MAN. .....

- D1 Where is your raft stowed?  
..... ON CABIN ROOF. .....
- D2 How long do you estimate it would take to throw it into the sea in emergency  
..... 3 minutes. .....
- D3 Did you use your raft? Yes  No
- D4 Did it inflate as you would have expected? Yes No
- D5 Were the crew able to board the raft without having to go into the sea first? Yes No
- D6 Was there time to collect spare clothing or spare gear before boarding? Yes No
- D7 Were you able to stream the sea anchor straight away? Yes No
- D8 Did you then, or do you now feel, that the sea anchor materially affected the behaviour of the raft? Yes No
- D9 Did the raft capsize in use? Yes No
- D10 Was the sea anchor in use at the time? Yes No
- D11 Were all, or nearly all the crew seated when the raft capsized? Yes No
- D12 Did you feel that water in the raft was adversely affecting the stability of the raft? Yes No
- D13 Do you feel that reasonable discipline was maintained during boarding? Yes No
- D14 Were you able to take a R/T with you in the raft? Yes No
- D15 Did it affect your eventual rescue? Yes No
- D16 Those who had the exceptional experience of having rafts capsize are asked to comment (200 words) concerning what they now feel might have been the reasons for the capsize and the difficulties they had in boarding again.
- D17 Those who used rafts are asked to comment (150 words) on their strength and durability.
- D18 Was cold an important factor? Yes No
- D19 Were you able to keep the access door closed? Yes No
- D20 Those who were rescued by other yachts or were involved in rescuing survivors from rafts are asked to comment (300 words) on the lessons they now feel they learnt from the experience. A ship has little choice of action, other than to drift down on to a raft with nets and lines. A yacht, on the other hand, might have some choice. Please comment.
- D21 Was the raft recovered? Yes No



# CONFIDENTIAL

SECTION E

## FLARES/LIGHTS

- E1\* How old were the flares which were on board? 6 months
- E2 How are they normally stored?  
In hanging locker in heads - but were  
still temporarily stored in cockpit locker in cabin.
- E2a Do you now consider that stowage satisfactory?  Yes  No
- E3 Did you have occasion to use:  
white hand flares? Yes  No
- E3a white illuminating rockets? Yes  No
- E3b red distress rockets?  Yes  No
- E3c red hand flares  Yes  No
- E3d Very pistol flares? Yes  No
- E4 Did they perform as you would have expected?  Yes  No
- E5 Did any fail to ignite? Yes  No
- E6 With hindsight would you carry additional flares? Yes  No
- E7 Comment briefly on performance of flares?  
Hand flare disintegrated in pitching conditions -  
some damage to cockpit.
- E8 Did you carry a torch suitable for Morse signalling?  Yes  No
- E9 Did you have occasion to use it for signalling? Yes  No
- E10 Did you carry a searchlight? Yes  No
- E11 Did you use it? Yes  No
- E12 Do you feel it was effective? Yes  No
- E13 Were the normal navigation lights used throughout?  Yes  No
- E14 Were you aware of other yachts in your vicinity at the height  
of the storm? Yes  No
- E15 Did you have major difficulties with either compass or cabin  
lighting? Yes  No

# CONFIDENTIAL

SECTION F

## RADIO—ELECTRICS

- F1 Did the medium frequency (200 kHz) radio receiver perform adequately?  Yes  No
- F2 Do you normally listen to Coast Radio Station forecasts as well as BBC Shipping Forecasts?  Yes  No
- F2a If not, do you have the reception facilities to do so?  Yes  No
- F3 Do you carry MF or HF R/T?  No
- F4 Did it remain operational?  Yes  No
- F5 Do you carry VHF R/T?  Yes  No
- F6 Did it remain operational?  Yes  No
- F7 If you had a radio failure, do you know why? (comment)  
*Smashed in knockdown.*
- F8 How regularly do you normally charge batteries during a race? *Not racing.*
- F9 Were you able to charge batteries during the storm?  Yes  No
- F10 At what range were you able to communicate  
(a) by MF ..... n. miles  
(b) by VHF ..... n. miles
- F11 Did you maintain any listening watch during the storm?  Yes  No
- F11a On what frequency or channel number? .....
- F12 Did you monitor any distress traffic?  Yes  No
- F13 Were you in a position to take any action as a result of anything heard? (Comment)  
.....  
.....
- F14 Were you involved in any relay traffic on R/T?  Yes  No
- F15 Did you communicate with other competitors during the height of the storm?  Yes  No
- F15a Do you feel that was useful?  Yes  No
- F16 Did you communicate via R/T with vessels (other than competitors) or with the rescue services during the height of the storm?  Yes  No
- F17 Did you attempt to plot the positions of any other yachts seeking assistance in your vicinity?  Yes  No
- F18 What percentage of the normal battery capacity do you estimate you had available during the storm? ..... per cent
- F19 What percentage of normal battery capacity did you have by the end of the race or on entering harbour if you retired? ..... per cent

# CONFIDENTIAL

SECTION G

## HARNESSES

- G1 Which makes of harness were used on board?  
..... SOMEST .....
- G2 If in the cockpit to what do you normally attach yourself?  
..... PUSH PIT RAIL .....
- ..... 'D' BOLT THRO' COCKPIT .....
- G3 If going forward in heavy weather to what do you normally attach yourself?  
..... CANTINGIOUS LIFE LINE AT .....
- ..... DECK LEVEL .....
- G4 Were there incidents of harness failure? Yes  No
- G4a Do you now feel that you know the cause? (Comment, include make)  
.....  
.....
- G5 If you use the plain spring-loaded clip (not the Gibb clip) fitted to many British made harnesses, are you satisfied it is adequate?  Yes  No
- G6 With hindsight would you now change the harness discipline on board? Yes  No
- G7 With hindsight would you now change the harness attachment arrangements on board?  Yes  No
- G8 If encouraged to use the type of climbing hook which has a screw lock on the spring clip do you think it would be generally accepted? Yes  No
- G9 At approximately what wind strength would you normally expect to start to use (as opposed to wear) a harness at night? ALL TIMES
- G10 Do you normally travel with your own harness or expect to be supplied with one on board?  
..... BRAT ONE ON BOARD .....
- G11 Those who were thrown overboard while wearing a harness are asked to comment (about 150 words) on the experience and difficulties they had in getting back on board.

# CONFIDENTIAL

SECTION H

## LIFE JACKETS

H1 Was the yacht equipped with  
(a) life jackets to BSI or equivalent standard?  Yes  No  
(b) buoyancy aids?  Yes  No

H2 Were they worn by those on deck in storm conditions, as a matter of standard procedure?  Yes  No

H3 If not, do you now feel with hindsight that they should have been?  Yes  No

H4 Did you find that wearing life jackets interfered with ability to work on deck?  Yes  No

H5 What make and model was on board on this occasion?  
(Comment)  
..... AVON - ALUMINUM .....

H6 With hindsight, would you prefer a different type of life jacket or buoyancy aid?  Yes  No

H7 Those who were in the sea wearing a life jacket or buoyancy aid, please comment on the effectiveness of the life jacket or buoyancy aid as a flotation device.  
.....  
.....  
.....

H8 Those who were in the sea wearing a life jacket or buoyancy aid please comment on the extent to which it hampered recovery, boarding a life raft or rescue.  
.....  
.....  
.....

# CONFIDENTIAL

SECTION J

## NAVIGATION

- |    |   |                                      |                                     |
|----|---|--------------------------------------|-------------------------------------|
| J1 | Was one member of the crew largely responsible for all navigation?  | <input checked="" type="radio"/> Yes | No                                  |
| J2 | During the storm, were you able to keep an accurate position plot   |                                      |                                     |
|    | (a) To better than $\pm 5$ miles?   | <input checked="" type="radio"/> Yes | No                                  |
|    | (b) To better than $\pm 15$ miles?  | Yes                                  | No                                  |
|    | (c) worse than $\pm 15$ miles?  | Yes                                  | No                                  |
| J3 | Was uncertainty of position a significant factor in action taken during the storm?  | Yes                                  | <input checked="" type="radio"/> No |
| J4 | With hindsight, would you support a change of RORC policy to allow the use of hyperbolic fixing equipment and other sophisticated navigational aids, (remember that all sophisticated equipment is a drain on yacht's batteries)? | Yes                                  | <input checked="" type="radio"/> No |
| J5 | Did navigation become much more difficult or impossible, because of deterioration of the chart due to repeated soaking?   | <input checked="" type="radio"/> Yes | No                                  |
| J6 | Did you make any attempt to avoid areas of "shoals"?  | <input checked="" type="radio"/> Yes | No                                  |
| J7 | Do you consider, with hindsight, that the depth of water significantly affected the sea condition?  | <input checked="" type="radio"/> Yes | No                                  |
| J8 | Did you have sufficient up to date charts and navigational publications on board to consider making use of harbours of refuge?  | <input checked="" type="radio"/> Yes | No                                  |

# CONFIDENTIAL

SECTION K

## CREW EXPERIENCE/SICKNESS

- K1 Would you describe the crew of the yacht that you were sailing as:  
 very experienced? Yes  No   
 having adequate experience? Yes  No   
 somewhat short of experience? Yes  No
- K2 Do you now feel that the actions taken might have been different if the crew had had more experience? Yes  No
- K3 How many on board might normally be expected to be somewhat incapacitated by sea-sickness? 3
- K4 How many were *somewhat* incapacitated by seasickness on this occasion? 3
- K5 How many were seriously incapacitated by seasickness? /
- K6 Do you normally take anti-seasick pills? Yes  No
- K6a What do you normally take? .....
- K6b Did you find them:  
 Moderately effective Yes  No   
 Highly effective Yes  No   
 Ineffective Yes  No
- K7 Please quantify your own experience in the table below:  
 by a ✓ in one box on each line

Passages or races	None	1-2	3-6	7 or more
100 M—200 M			<del>4/4</del>	✓
200 M—500 M				
Over 500 M				

- K8 On how many races over 200 m had at least two-thirds of your FASTNET crew previously sailed together in the boat?  
None  1-2  3-6  7 or more
- K9 Did anyone on board have particular problems in coping with the conditions? Yes  No
- K9a Do you consider these problems may have been associated with:—
- 1 Physical fitness Yes  No
  - 2 Handicap or disability Yes  No
  - 3 Too old (Age . . . . .) Yes  No
  - 4 Too young (Age. 6/9 + 11 years) Yes  No

# CONFIDENTIAL

SECTION L

## COMFORT BELOW/ROUTINE

- L1 Were you able to keep the cabin in reasonable order? Yes  No
- L2 Did you find loose gear was a problem or a hazard? Yes  No
- .....
- L3 Was anyone seriously injured while below? Yes  No
- L3a Was the injury inevitable or did it result from poor interior design? (Comment)
- .....
- .....
- L4 Was it possible to maintain any satisfactory watchkeeping schedule during the storm? Yes  No
- L5 Was it possible to serve any hot or otherwise acceptable food during the storm? Yes  No
- L5a Did you carry food specially prepared for use under very severe conditions? Yes  No
- L6 Was ventilation a problem? Yes  No
- L7 Did you have bunks, with secure leeboards, in the aft 60% of the boat, for at least half the crew? Yes  No
- L8 With hindsight, do you consider the boat provided sufficient secure and relatively comfortable bunks for long distance racing? Yes  No
- L9 With hindsight would you now fit additional handrails or 'crash' bars? Yes  No
- L10 Do you feel that lack of sleep or just plain exhaustion was a major factor affecting your subsequent actions? Yes  No
- L11 Do you have any cabin heating? Yes  No
- L12 Was it effective? Yes  No
- L13 Was it possible to pump the bilges from below deck? Yes  No
- L14 Do you feel that Question L13 is significant? Yes  No
- L15 Was it possible to use the toilet during the storm? Yes  No
- L16 Would you have expected conditions below to have been much as they were or appreciably better or worse? (Comment)

.....

MUCH AS THEY WERE IN VIEW

.....

OF NO LOCKER CATCHES.

.....

# CONFIDENTIAL

SECTION M

## COCKPIT/DECK LAYOUT

- |      |  |                                      |                                     |
|------|--|--------------------------------------|-------------------------------------|
| M1   | Did you feel that the non-slip surfaces on deck were adequate?   | <input checked="" type="radio"/> Yes | <input type="radio"/> No            |
| M2   | Did you feel that the toe rails were adequate?   | <input checked="" type="radio"/> Yes | <input type="radio"/> No            |
| M3   | Were there sufficient hand holds/harness attachment points for sail changes and general deck work?                     | <input checked="" type="radio"/> Yes | <input type="radio"/> No            |
| M4   | Was there special provision for the helmsman's safety harness attachment?  | <input type="radio"/> Yes            | <input checked="" type="radio"/> No |
| M5   | Was the compass position adequate?   | <input checked="" type="radio"/> Yes | <input type="radio"/> No            |
| M6   | Was the compass lighting adequate?   | <input checked="" type="radio"/> Yes | <input type="radio"/> No            |
| M7   | Was a surfeit of halyard falls and control line ends a hazard during the storm?  | <input type="radio"/> Yes            | <input checked="" type="radio"/> No |
| M8   | Was loss of useable halyards a significant problem?  | <input type="radio"/> Yes            | <input checked="" type="radio"/> No |
| M9   | Were winch handles or other items of deck equipment lost overboard because of lack of effective stowages?              | <input type="radio"/> Yes            | <input checked="" type="radio"/> No |
| M10  | Were items of distress/rescue equipment lost overboard or damaged because of inadequate stowage arrangements?          | <input type="radio"/> Yes            | <input checked="" type="radio"/> No |
| M11  | Was any distress/rescue equipment too securely stowed so that it was not sufficiently readily available when required? | <input type="radio"/> Yes            | <input checked="" type="radio"/> No |
| M12  | Were the self-draining arrangements in the cockpit adequate?   | <input checked="" type="radio"/> Yes | <input type="radio"/> No            |
| M12a | Is the cockpit of the type open aft to the sea?  | <input type="radio"/> Yes            | <input checked="" type="radio"/> No |
| M12b | Do you now consider that this type of cockpit is suitable?   | <input type="radio"/> Yes            | <input type="radio"/> No            |



# CONFIDENTIAL

SECTION N

## WATERTIGHT INTEGRITY AND BILGE PUMPING

- N1 A questionnaire following the 1956 Channel race gale revealed that the majority had serious problems caused by water entering the boat through cockpit lockers, hatches, ventilators and similar openings not normally under water. Did you have similar problems? Yes  No
- N2 Did the amount of water in the boat affect the decisions taken? Yes  No
- N3 Do you now feel that any of the following were significant water entry points?
- |  |     |                                     |
|--|-----|-------------------------------------|
| Companionway (hatchboards/doors)         | Yes | <input checked="" type="radio"/> No |
| Hatches/skylights                        | Yes | <input checked="" type="radio"/> No |
| Ventilators                              | Yes | <input checked="" type="radio"/> No |
| Cockpit lockers                          | Yes | <input checked="" type="radio"/> No |
| Engine controls/fuel filling points      | Yes | <input checked="" type="radio"/> No |
| Hull to deck joints                      | Yes | <input checked="" type="radio"/> No |
| Opening port lights                      | Yes | <input checked="" type="radio"/> No |
| Multiple small leaks under deck fittings | Yes | <input checked="" type="radio"/> No |
| Mast coat                                | Yes | <input checked="" type="radio"/> No |
- N4 Did the bilge pumping arrangements prove satisfactory?  Yes No
- N5 With hindsight, what alterations would you make to the pumping arrangements. (Comment)
- ..... ADDITIONAL PUMP BELOW .....
- ..... DECK .....
- .....
- N6 Did you use buckets to bail? Yes  No
- N6a Did you find them effective? Yes No
- N6b If you did not carry buckets, would you do so in future?  Yes No

# CONFIDENTIAL

## SECTION P

### RIG

- P1 Did the reefing gear work effectively?  Yes  No
- P2 What percentage length of luff of mainsail remains when fully reefed? 100% .....
- P2a Did you feel the need for a smaller area of main? Yes  No
- P2b What percentage length of luff do you consider necessary? ~~100%~~ 50 .....
- P3 Did you carry a trisail? Yes  No
- P4 Did you set a trisail? Yes  No
- P5 Did you feel there was a need to carry a trisail? Yes  No
- P6 What is the area of your storm jib? 59 ..... ft<sup>2</sup>  
..... m<sup>2</sup>
- (Office use only: .....  
.....)
- P7 Do you now consider that that is the correct size?  Yes  No
- P8 Do you consider that the sheeting arrangements for these sails were adequate?  Yes  No
- P9 Did unusual loads on the rig imposed by the use of storm sails create problems? Yes  No
- P10 Were there unusual and significant chafe problems aloft?  Yes  No
- P11 If you use a headstay, were the provisions for attaching the storm jib adequate? Yes  No

# CONFIDENTIAL

SECTION R

## SURVIVAL TACTICS

- R1 Did you at any time heave to with sail set? In this context heaving to is to be taken to mean setting sail deliberately to slow the yacht. Yes  No
- R1a What method did you adopt? (Comment)  
~~NO SAILS UNDER BARE~~  
POLES.
- R1b Do you now feel that the method you used was reasonable? Yes No
- R2 Did you at any time lie to bare poles, without streaming warps (lying a-hull)  No
- R2a Did the yacht lie a-hull safely?  No
- R3 Did you run off under bare poles without streaming warps? Yes  No
- R3a Did the yacht run safely? Yes No
- R4 Did you run off (with or without sail) streaming warps?  No
- R4a Did the yacht run safely?  No
- R5 If ever faced with a similar situation would you do the same thing again?  No
- R6 When lying a-hull or hove to were there dangerous quantities of water breaking on board? Yes  No
- R7 At the height of the storm what do you now feel was the principal danger? (Comment)  
RUNNING OFF - BROACHING.  
OR BEING POBBER.
- R8 Was it possible to keep someone at the helm at all times?  No
- R8a Do you think this point is significant?  No
- R9 With hindsight do you feel that at the height of the storm the boat was at risk because of excessive speed? Yes  No
- R10 If you employed survival tactics which you have been unable to describe above please state what they were
- R10a If faced with a similar situation would you adopt similar tactics?  No

## RETIREMENTS N/A.

S1 Which of the following applied at the time of the decision: —

	<i>Primary Reason</i>	<i>Contributory Factor</i>
(a) General crew fatigue	<i>Yes/No</i>	<i>Yes/No</i>
(b) Seasickness	<i>Yes/No</i>	<i>Yes/No</i>
(c) Low crew morale	<i>Yes/No</i>	<i>Yes/No</i>
(d) Personal fatigue of skipper	<i>Yes/No</i>	<i>Yes/No</i>
(e) Actual damage to boat/gear	<i>Yes/No</i>	<i>Yes/No</i>
(f) Injury/fatality	<i>Yes/No</i>	<i>Yes/No</i>
(g) Risk of worsening existing slight damage	<i>Yes/No</i>	<i>Yes/No</i>
(h) Lack of confidence in ability of yacht to continue	<i>Yes/No</i>	<i>Yes/No</i>
(i) Uncertainty of navigational position	<i>Yes/No</i>	<i>Yes/No</i>
(j) Shortage of food/water/fuel	<i>Yes/No</i>	<i>Yes/No</i>
(k) Severe loss of battery capacity	<i>Yes/No</i>	<i>Yes/No</i>
(l) No longer enjoying race	<i>Yes/No</i>	<i>Yes/No</i>

S2 Do you now think that your decision was based on sound reasoning?

*Yes*                      *No*

# CONFIDENTIAL

SECTION T

## ABANDONMENTS/ OUTSIDE ASSISTANCE

T1	Did you originate a distress signal, by any means?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
T2	What was the time interval before your distress was acknowledged?	10 MINS	
T3	What means of making distress signal was used:		
	MF radio	<input type="radio"/> Yes	<input checked="" type="radio"/> No
	VHF radio	<input type="radio"/> Yes	<input checked="" type="radio"/> No
	Pyrotechnics	<input checked="" type="radio"/> Yes	<input type="radio"/> No
	Other	<input type="radio"/> Yes	<input checked="" type="radio"/> No
T4	Which of the following did you consider applied at the time of originating a distress call?		
		<i>Primary Reason</i>	<i>Contributory Factors</i>
	(a) concern that the yacht was in a sinking condition	Yes/ <input checked="" type="radio"/> No	Yes/ No
	(b) damage to hull or rig putting yacht/crew at risk	Yes/ No	<input checked="" type="radio"/> Yes/ No
	(c) man overboard/injury/fatality	Yes/ No	Yes/ <input checked="" type="radio"/> No
	(d) loss of confidence in ability of boat to continue	Yes/ No	<input checked="" type="radio"/> Yes/ No
	(e) concern for general safety of crew	<input checked="" type="radio"/> Yes/ No	Yes/ No
	(f) in urgent need of tow	Yes/ <input checked="" type="radio"/> No	Yes/ No
T5	Do you feel now, with hindsight, that you acted correctly in originating a distress signal in the prevailing conditions?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
T6	Were you able to communicate with helicopter/lifeboats:		
	(a) by VHF	<input type="radio"/> Yes	<input checked="" type="radio"/> No
	(b) by sign language	<input checked="" type="radio"/> Yes	<input type="radio"/> No
	(c) direct voice with crewman	<input type="radio"/> Yes	<input checked="" type="radio"/> No
T7	All those who abandoned their yachts are asked to include a report (200 words) on the ease or difficulty of the actual abandonment and subsequent rescue (as opposed to the circumstances leading up to them).		
T8	Did you ask for or accept a tow or other outside assistance in a situation not amounting to distress?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
T8a	Comment		
	.....		
	.....		
	.....		

**PLEASE COMPLETE AND RETURN WITHIN  
ONE WEEK OF RECEIPT TO:**

**The Fastnet Race Inquiry Office,  
c/o Royal Ocean Racing Club,  
20 St. James's Place, London SW1A 1NN.**