Creating a Safety Ethos in Your Organization or Event
Agenda

• Chuck Hawley: Introduction
• Rich Jepsen: Conversion of a Commercial Sailing School
• Jonathan Meyers: Powerboat Training for
• Cristen Schifino: Quality Junior (and Senior) Instruction
• Chuck Hawley: Safety Education; Race Categorization
• Matt Hill: Safe Race Operations
• Bruce Brown: Organizing Authority Safety Metamorphosis
What do we mean by Safety Ethos?

- Safety: the condition of being protected from or unlikely to cause danger, risk, or injury
  *welfare, well-being, security*

- Ethos: the characteristic spirit of a culture, era, or community as manifested in its beliefs and aspirations.
  *spirit, character, atmosphere*
Why is this an issue?

• Incidents show that many organizing bodies do not have a plan, or fail to execute their plan

• Examples
  – Olivia Constance - Severn Sailing
  – Farallon Islands Race Accident Report
  – Newport to Ensenada Race Accident Report
  – Basic Facility Protocols
    • Someone falls into the water from a dock
    • Medical Emergency on site
Growing but Not Knowing
Young, Dumb and no Lifejacket
It’s Harder Than It Sounds

- Safety Culture is Hard
- Think Carefully on What your Members Need
- Be Sure to Have Fun!
Supplement the Curriculum

• Is it really enough to train to return to the victim?
• How do we reach everyone?
• Need theory and practice
Part of the Heavy Lifting

OCSC San Francisco Bay Safety Handbook

Contents

OCSC Safety Handbook Introduction

I. Safety While Sailing OCSC Boats
   A. Boarding Procedures
   B. UV Protection
   C. Personal Flotation Devices
   D. Hypothermia
   E. Miscellaneous Risks
   F. Safety on the Job–SB 198

   Table of Contents

II. The OCSC Code of Safe Practices
   A. Introduction
   B. General Operations
   C. Administration / Clerical / Retail Store
   D. Kitchen
   E. Fleet Service Department
   F. Sailing School
   G. Compliance

III. Conclusions and Advice
Weather Conditions:

- Considerations
- OCSC breakwater walk
- Role modeling
- Emergencies
Club Operations

• Support of the Flag Officers/Board
  – Safety needs to be a fundamental part of club operations
  – Written into the Mission Statement or Constitution of the organization

• Hire/select key individuals who are trained and believe in safety
  – Waterfront Director, Junior Director, Regatta Chairman, Port Captain
Clear Directives

• Has to be a club commitment at Flag level
• Four primary areas
  – Club operations
  – Training
  – Racing
  – On the Water
Club Operations

• Club has an Emergency Action Plan
• US Sailing/Gowrie Burgee Insurance
• Flags hold the staff and rest of the organization accountable
• Incidents are investigated and reported on
Why offer Powerboat Instruction?

• Courses offered through US Powerboating
  – Safe Powerboat Handling
    • Any on-water instructor
    • Parents of juniors
  – Safety and Rescue Boat Handling
    • Safety Boat Operators at regattas
  – Mark-Set Boat Handling
    • Regatta support
Integrating Powerboat Training

Powerboats are a core component of club operations. Regattas, weeknight racing, adult and junior sailing, launch and dock operations, etc.

Why??
Safe Powerboat Handling

Coaches and instructors benefit from hands-on experience.

Dock and launch staff can safely operate in congested harbors.

Member service.

Turn-key solution for any club that puts sailors and powerboats in close proximity to each other on the water (i.e. summer sailing lessons, regattas, etc.).
Safety & Rescue Boat Handling

Coaches, instructors and safety boat operators learn advanced techniques for person-in-water rescues, capsize recovery, emergency communication and coordination and more...
Mark-Set Boat Handling

- Advanced course for race management volunteers.
- Focus on setting courses using VHF and GPS.
- Race course communication and management.
Developing a Program

• Have a Powerboat Instructor on staff.
• Run Safe Powerboat Handling courses as a part of staff orientation and basic training.
• Minimum requirements for safety boat operators and volunteers who assist with regattas operations.
• Invest in your staff and members.
• Consistency is key.
Additional Benefits

• Safe Powerboat Handling courses as a revenue stream. Use revenue from these courses to fund maintenance costs or costs associated with race management.

• Use revenue for continuing education.
Small Boat Training

Level 1  Beginner and Intermediate Instructor skills

Level 2  Intermediate and Advanced Instructor skills with a focus on safety & rescue

Level 3  Advanced Coaching Methods and/or Sailing Program Management
Small Boat Training

US Sailing Small Boat Instruction

Quality sailing instruction at your club and organization

What is the value of Certified Instructors?

What is the value of continuing education for Certified Instructors?

Small Boat’s emphasis on safety standards

• Life jacket use/ Kill switch use
• Safety boat : small boat ratio 6-1/8-1 Depending on level of instruction
• Gowrie’s Jr. Program Guide
• On-water safety skills- Capsize/ Entrapment Training
• Implement and Test Emergency Action Plans at your Club or Organization
Small Boat Training
Host a Safety at Sea Seminar
Host a Safety at Sea Seminar at your Club

• Three sizes to fit all audiences and clubs
• Ideal way to fulfill your club’s need to educate its club members
• Generally profitable
• Excellent prior to a major race
• Brings non-members into your club
Classroom Topics
Hands-on Activities
Get the Coast Guard involved!

The local Sector can provide speakers, gear, and demonstrations.

Great way to get to know the team that approves your Marine Event Permit requests.
Life raft demos add realism
If you have a pool, consider a two-day seminar for International recognition.

ISAF recognized Sea Survival Course
Race Administration

• Use of race “categories” to determine what gear is required
  – Safety Equipment Requirements
  – Offshore Special Regulations
• May have to “ease in” on this
• Life jacket use required
• Vessel inspections
Pre-Race Inspections

• Assures the boat has the right gear, but also...
• Emphasizes the importance of safety in the race
• Allows “coaching” of owners and representatives on how to improve
  – Post-race inspections
  – Explain the whys; don’t play the blame game
• Post-race inspections allow quality assurance
We’re not talking Mari Cha IV
Coastal races necessitate inspection
Race Categories

• Safety Equipment Requirements (North America)
  – Nearshore (daylight, more controlled fleet)
  – Coastal (0-20nm of coast, overnight)
  – Ocean (Transpac, Bermuda, Pacific Cup)

• Offshore Special Regulations (International)
  – Category 2 for Coastal Races
  – Category 3 for Overnight Races
  – Category 4 for Day Races
  – Categories 5, 6 for “small boats”
How many categories do you need?
On the Water

- Inventory fleet in and out of harbor
- Separate channels for safety boats and RC
- Laminated cards in each safety boat with SOPs
- Muster point known for Emergency Services
- "Gear bag" with known safety items in each boat
  - Wire cutters, towline, warm fleece, medical kit, etc.
What change looks like

• PHRF of Southern California
• YRA of NOSA
  – Driven by an incident
• SF Bay Organizing Authorities
  – NCORC
  – Driven by an incident
• Chicago Mac Race Committee
  – Driven by an incident