

Offshore and Out of Sight: Why it makes sense to bring Safety Training to your Organization



Introduction

- Lifelong sailor, powerboater, volunteer with US Sailing
- Big fan of Santa Cruz-built boats
- Passionate about Safety at Sea



Why Safety at Sea indeed?

- Add a new educational opportunity for your club or organization
- Make your racing safer and more fair
- Get more members involved in non-racing activities
- Make money for your organization
- Bridge the gap between sailors and cruisers
- Bridge the gap between juniors and parents

Agenda

- Hosting a Safety at Sea Course
 - Justifying your existence?
 - Types of courses
- Making sailboat racing safer and more fair
 - Consistent inventory, procedures, burden
 - Creating a Safety Ethos
- Adding Powerboat courses to your club
 - Multigenerational
 - Member involvement

Why host a Safety at Sea Course?

- Courses were created from the experiences of fleets in storm conditions
 - 1979 Fastnet
 - 1994 Queen's Birthday Storm
 - 1998 Hobart
 - 2014 Volvo Ocean Race
- But also based on local incidents
 - WingNuts, 2011
 - Low Speed Chase, 2012
 - Aegean, 2012
 - Dauphin Island Race, 2015



Three “sizes” of courses for different sailor needs

- Coastal
- Offshore
- International Offshore



Coastal Safety at Sea Courses

- Created after several incidents on the West Coast
- Addressed issues arising from investigations
- Key findings:
 - Crews did not fully understand their personal gear
 - Inconsistent communication protocols with USCG
 - Uncertainty about requirement to lend assistance
 - Poor navigation near islands



Coastal SAS Courses

- 4 hours long, 5 topics
 - Emergency Communications
 - Crew Overboard
 - Search and Rescue (Coast Guard)
 - Lending Assistance
 - Personal Safety Gear
- Ideal for organizations that sponsor coastal or Great Lakes events; racing or cruising
- Can also be taken online



How difficult is it to host?

- Signed agreement
- Facility for presentations
- Approved moderator
- Promote to local sailing community
- Ideal for winter-spring when season hasn't started
- Finances:
 - Income: 40 students x \$50 = \$2,000
 - Costs: 40 x \$20 + \$500 for moderator
 - Net: \$500-\$700

Offshore Safety at Sea Course



Offshore Safety at Sea Course

- The original course intended to prep sailors for offshore voyaging
- One day, 8-10 topics plus demonstrations
- Venue doesn't have to be on the water
- Prerequisite for some ocean races



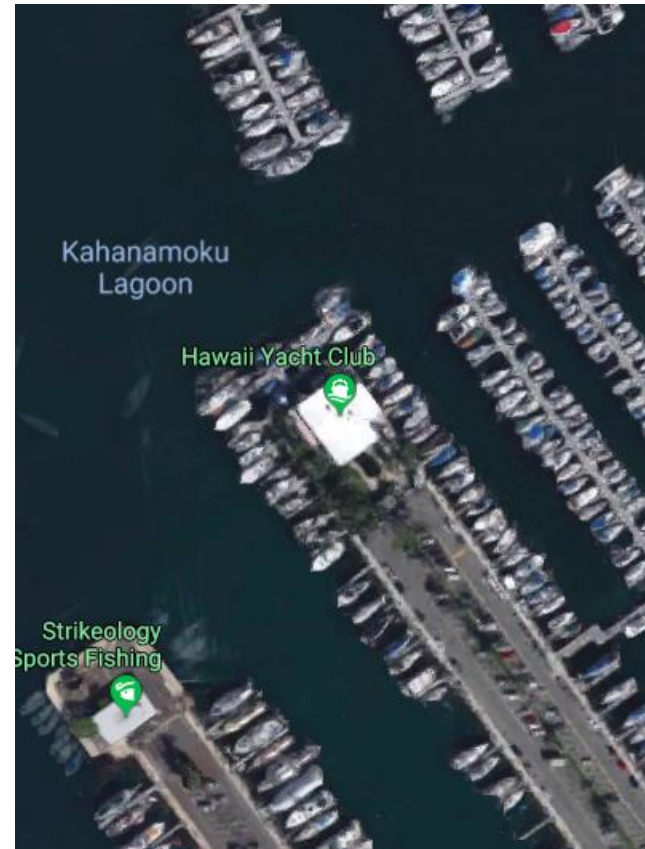
How difficult it is to host?

- Facility for a day
- Moderator and 3-5 speakers
 - Local Coast Guard sector?
- Area for demonstrations
- Lunch and snacks
- Ideally would have bay/river/ocean access
 - But not necessarily...
- Good acoustics, projection, seating



Why would I do all this work?

- Supports the mission statement of your organization
 - HYC
- Distinguishes your organization from “social” clubs
- May save someone’s life
- Can be a money-maker for the club or foundation





Communications are critical

Demonstrations to improve skills



Who knew a \$12 fire blanket
could be so effective?



Financial reward

80 students @ \$125 =	\$10,000
Lunch, snacks, water	\$1,600
Club & equipment rental	\$1,000
Moderator, speakers	\$3,500
Printing, marketing	\$800
US Sailing certificates	\$2,000
Profit	\$1,100

Local Coast Guard Station Involvement



See if your sector has one of these...



International Offshore SAS Course

- Two days including
 - Lectures on 10-12 subjects
 - Hands-on activities including
- Required for crews in major ocean races
 - Transpacific Yacht Race
 - Newport Bermuda Race
 - Pacific Cup
 - Transatlantic Race
 - Victoria Maui
 - Virtually all international offshore races

International Offshore SAS Course

80 students @ \$300 = \$24,000

Lunch, snacks, water \$3,200

Club & equipment rental \$2,000

Moderator, speakers \$6,000

Travel expenses \$1,500

Printing, marketing \$1,200

US Sailing certificates \$2,800

Misc \$1,300

SAS Book? \$1,200

Profit \$4,800

Familiarization with the unfamiliar Morning Light Crew, 2007



Proper technique in a safe environment



Call your local fire department before the flare demonstration...



Even the crew of Comanche learned a thing or two...



First ever SAS in Qingdao in 2010



You've got storm sails;
have you ever bent them on?



When is the right time to ask for help?



International Offshore courses require a pool or warm water nearby



Huddle to reduce heat loss (Morning Light crew, 2007)



One reason to practice: instructions may not be in your native language



Safety courses are a great way to see gear that is virtually always hidden



Safety at Sea Options

Course Level	Content	Delivery Methods
Coastal Safety at Sea	Giving Assistance, Crew Overboard, Emergency Communications, Search and Rescue, Personal Safety Gear	4 hour in-person course
		Online video-based course
Offshore Safety at Sea	Coastal + Crew Health, Cold Exposure, Marine Weather, Signals, Care and Maintenance of Safety Gear	8-hour in-person course
		<i>Online video-based course</i>
International Offshore Safety at Sea with Hands-On Training	Offshore topics + Storm Sails, Heavy Weather, Jury Rigging, Life Raft and Survival, Fire Safety	2-day in-person course with lectures and hands-on
		Either Offshore Safety at Sea certificate plus a second day of hands-on activities
Refresher International Safety at Sea Course	Defined in App G: life jacket, life raft, changes in technology, lessons learned.	8-hour course with hands-on activities and lectures.

What else
can we
offer racers?



Three Suggestions:

- Categorize your races
 - Nearshore
 - Coastal
 - Ocean
- Modify the requirements if necessary
 - Your situation is unique, and we give you permission
- Inspect your race boats
 - Beginning of the season
 - Voluntary and pleasant
 - Make it part of the culture

What does it mean to categorize your races?

#	Requirement
1.0.1	Ocean: Long distance races, well offshore, where rescue may be delayed
1.0.2	Coastal: Races not far removed from shorelines, where rescue is likely to be quickly available
1.0.3	Nearshore: Races primarily sailed during the day, close to shore, in relatively protected waters.

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Note: Chart grid lines are aligned with true north.

Printed at reduced scale

~~SCALE 1:50,000~~

See Note

6

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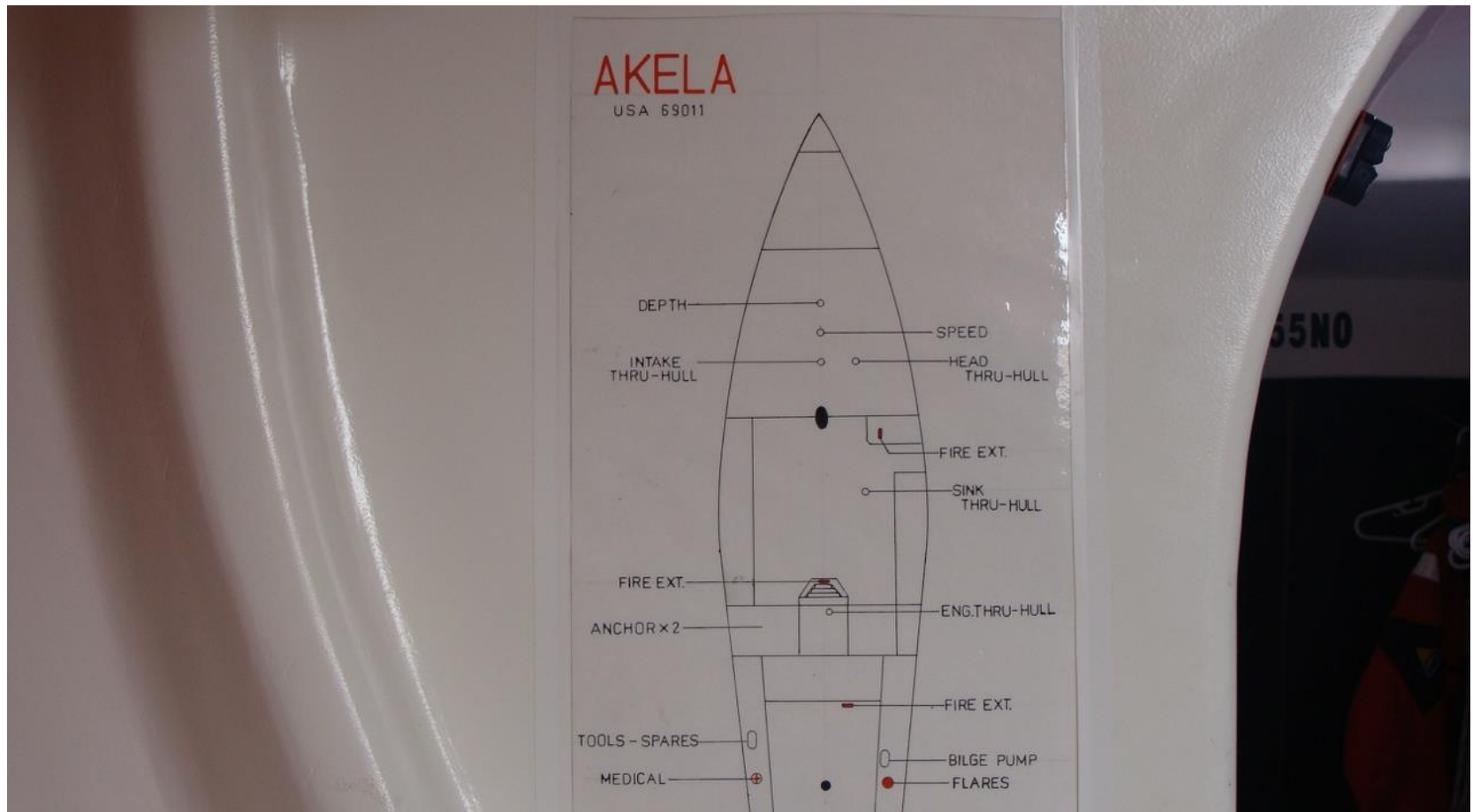
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See Note on page 5.

Safety Equipment Requirements: Excel format, easily modified

Safety Equipment Requirements					
Note: Organizing Authorities may add or delete items based on the conditions of their specific races.					
Effective Date: January 1, 2018, revision 2018.0					
Section Name	#	Requirement	Ocean	Coastal	Nearshore
Safety Equipment: Navigation	3.17	A boat shall have a knotmeter and/or distance-measuring instrument.	x		
Safety Equipment: Navigation	3.18	A boat shall have a permanently installed depth sounder that can measure to depths of at least 200 ft. (61m).	x	x	
Safety Equipment: Navigation	3.19.1	A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.	x	x	x
Safety Equipment: Navigation	3.19.2	A boat shall have a second magnetic compass suitable for steering at sea which may be handheld.	x		
Safety Equipment: Navigation	3.20	A boat shall have non-electronic charts that are appropriate for the race area.	x	x	
Safety Equipment: Damage Control	3.21	A boat shall have the ability to display sail numbers and letters of the size carried on the mainsail by an alternative means when none of the numbered sails is set.	x		
Safety Equipment: Damage Control	3.22	A boat shall carry soft plugs of an appropriate material, tapered and of the appropriate size, attached or stowed adjacent to every through-hull opening.	x	x	
Gear: Anchoring	3.23	A boat shall carry one anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, with a suitable combination of chain and line.	x	x	x

Akela's Storage Chart



Gear should be unmodified



Preparation for an Ocean Category Race



Inspections may avoid a hazardous situation



Inspections may also test the innovation of the skipper



Some elegant solutions just won't work in the real world



Got a junior program?



Idea #3:

Offer a Safe Powerboat Handling Class

- Great way to include powerboaters in the sailing activities of your club/organization
- Helps train your safety boat operators
- Two-day class combines classroom activities with on-water activities
- Meets the state requirements for training in 12 states; more will be added over time
- Ideal “shoulder” activity before or after junior program

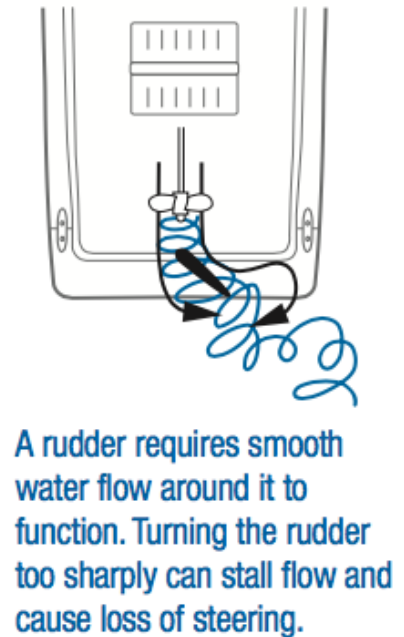
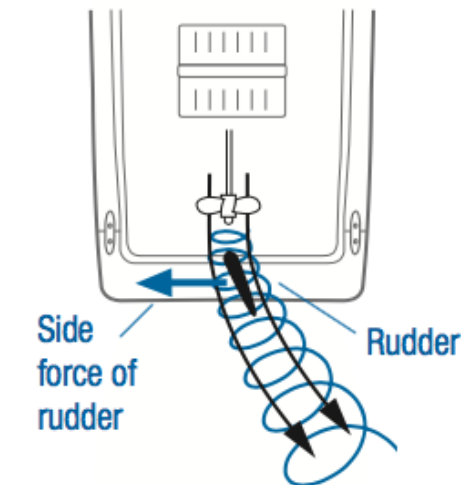
Videos of powerboat skills are also available for your club

- uspowerboating.com/videos



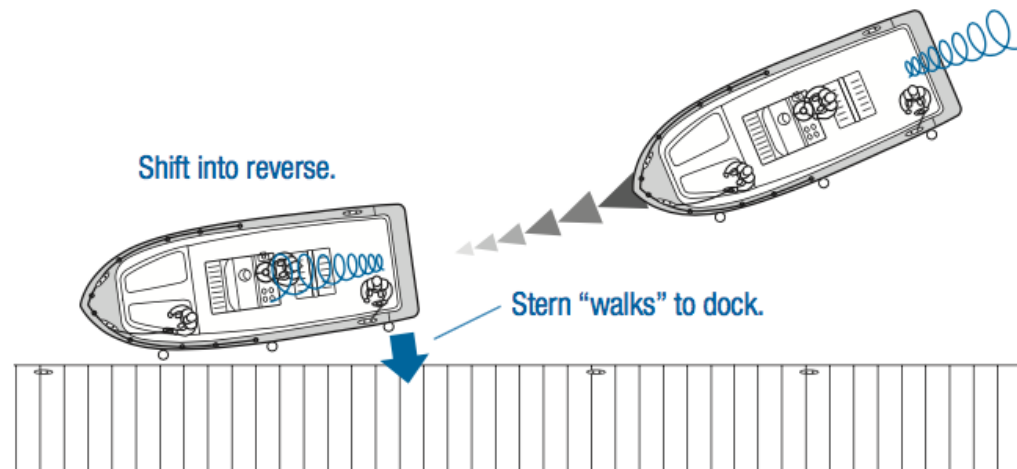
What you'll learn from SPH

- How a single engine inboard turns, and how not to turn it
- Focus is on 14-20 outboard powered boats, but addresses inboards and multihulls



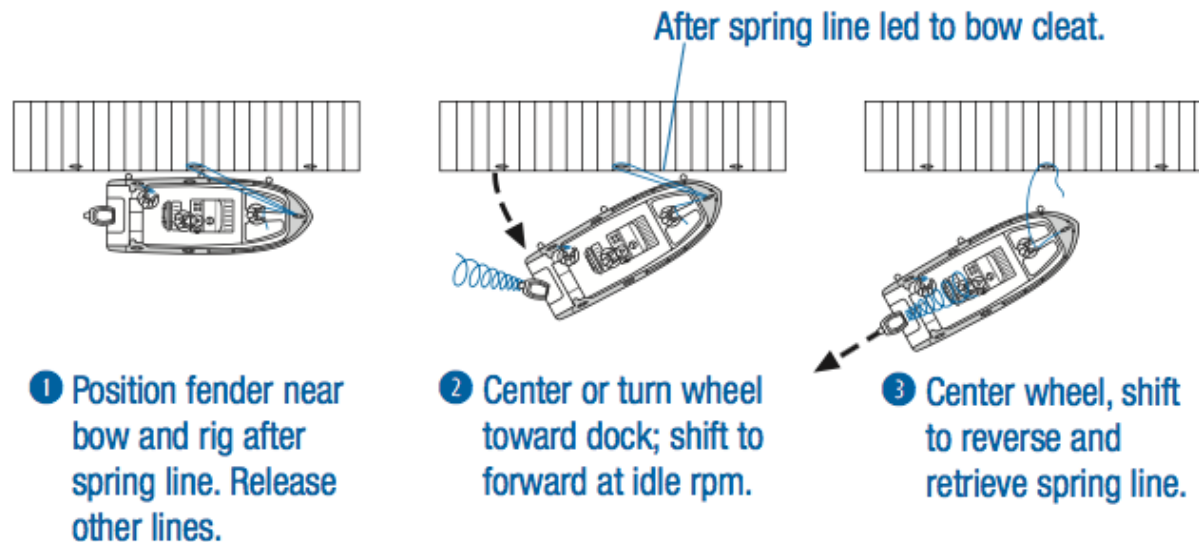
What you'll learn from SPH

- Prop walk is confusing for powerboaters and sailors as well. Start Powerboating Right has lots of information on how to put prop walk to work.



What you'll learn from SPH

- Spring lines are frequently misunderstood, and under-utilized. What's the best way to depart and return to the dock when space is tight?



Or offer a Safety and Rescue Boat class

- Ideal for support of dinghy and one-design races
- Teaches parents, coaches and race officials how to operate support boats close to juniors and dinghy sailors
 - Capsize recovery, towing, and mast in mud solutions
- One-day course, half on and half off the water
- Safe Powerboat Handling is a prerequisite

Or offer a Powerboat Instructor-Training Class

- Great way to collaborate with other clubs in your area to train qualified Safe Powerboat Handling instructors
- Allows you to increase the skills of your waterfront staff
- Three-day class; uses US Powerboating Instructor-Trainers to run class

Which US Powerboating Class?

- “Consumer classes”
 - Safe Powerboat Handling, 2-days, NASBLA appr.
 - Safety and Rescue Boat Handling, 1-day
 - Mark-set and Race Support, ½-day
- “Professional classes”
 - Powerboat Instructor, 3-days
 - Safety and Rescue Boat Instructor, 1-day
 - Mark-set and Race Support, 1-day

In summary...

- Consider hosting a SAS class
- Categorize your races and use the SERs
- Add Powerboat classes to your training program
- Keep your members and staff safe and happy



Northwest Yachting

Your Opinion Matters

Please open the **Sailing Leadership Forum app** and complete the **session survey** found in the **menu bar** for a chance to win a **free drink ticket!**

Thank you for attending this session