How Safe is your Mark Set Boat?

George Anderson
Charlie Arms
Juan Watson

What do sailors want from the Race Committee?

- Flawless Mechanics
- Be Invisible
- Appropriate Decisions
- Start Races On Time
- Don't Waste Their Time
- Maintain Square Courses
- Safety Awareness
- Post Accurate Results Quickly

  *Before the racers get to the party

What are the safety concerns?

- Race Committee mark set operations…
  - Boat Captain, Navigator, and Experienced Hands…
  - "It's all about the Mark Boats."
- Why train and certify your RC volunteers in Safety, Rescue, and Mark Set?
  - Prevent mishaps… Ensure flawless performance…
- Who needs to be trained?
  - Focus first on Boat Captains (Operators)…
- What courses should be provided?
- Current AYC training program…

AYC Race Committee Training

- Safety, Preparation, and Responsibilities
- Race Committee Handbook
- GPS Basics
- Typical Race Day Timeline
- Key waypoints
  - Marks of the Course, Naming, Communicating Positions…
- Setting marks
  - Leeward, Windward, Offset, Change Marks…
- Signal Boat Navigation
- Timer, Signals, and Sounds
- Scoring
- On-the-water Training

Safety

- Safety Reminders – Principal Race Officers
- Safety Briefings – Boat Captains (Owners/Operators)
  - Equipment Location
  - First Aid Kit/Defibrillator
  - Special Features
  - Warnings or Cautions
- Safety Awareness – All Committee Members
- Firearms Safety – Gunners
  - Gunners are always responsible for the gun.
  - A loaded gun must never be left unattended!

Emergency Response

- Remain calm and focused on the situation.
- Do not make things worse.
- What might we face?
  - Man overboard (drowning, hypothermia…)
  - Injuries (head injuries, lacerations, fractures…)
  - Medical emergencies (heart attack, stroke, seizure…)
- Communicate clearly and concisely.
- Follow the Checklist!
- It is a team effort.

Emergency Checklist

To be performed by the Response Boat Crew

1. Call the PRO immediately to provide information about the problem. Use a Mobile Phone, if possible, to discuss sensitive information.
2. Radio the USCG Station Annapolis on VHF Channel 16. Inform the USCG that you are taking an injured sailor to the AYC Sailing Center – 550 Severn Avenue, Annapolis, Maryland, 21403.
3. Drive as quickly as safely possible to the AYC Sailing Center.
4. Avoid causing further injury.

To be performed by the Signal Boat Crew

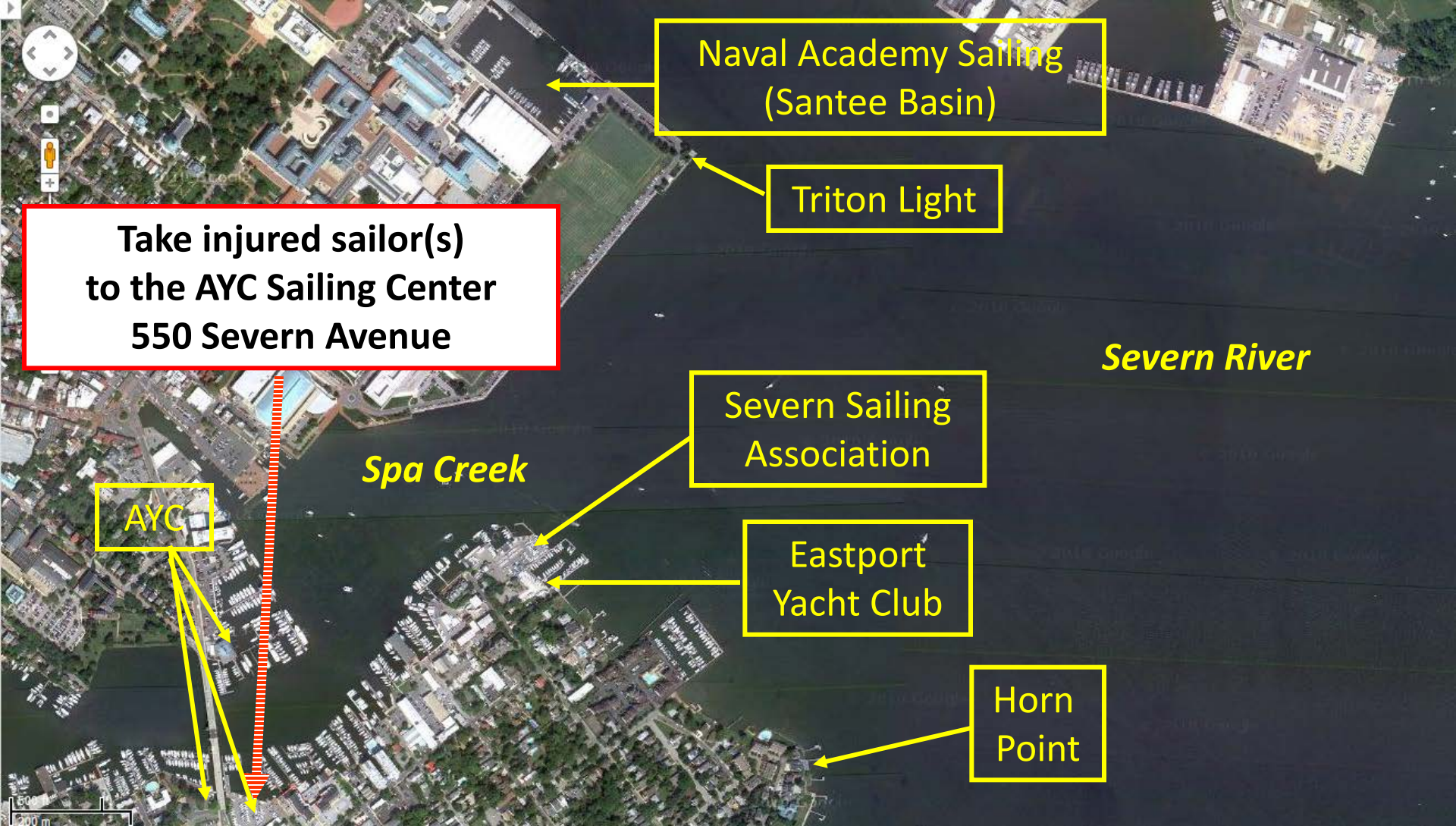
1. Telephone 911. Describe the nature of the emergency.
2. Request an Emergency Response to be sent to AYC Sailing Center – 550 Severn Avenue, Annapolis, Maryland, 21403.
3. Telephone the Annapolis Harbormaster at (410) 263-7973. Inform the Harbormaster of the problem. Inform the Harbormaster that you are taking an injured sailor to the AYC Sailing Center.
4. Telephone the AYC Staff at (410) 320-4304. Inform the AYC Staff of the situation. Request help with the injured upon arrival at the floating dock.

Injury Response and Care

1. Follow basic First Aid principles. Check for Airway, Breathing, and Circulation.
2. Secure and protect the injured to prevent further injury.
3. Do not transport the injured to the hospital yourself. Transfer the injured to Emergency Medical Service at the AYC Sailing Center.

Telephone Contacts

1. AYC Staff – (410) 320-4304
2. Annapolis Harbormaster – (410) 263-7973
3. USCG Station Annapolis – (410) 267-8108
4. USCG Rescue Coordination Center Norfolk – (757) 398-6231.

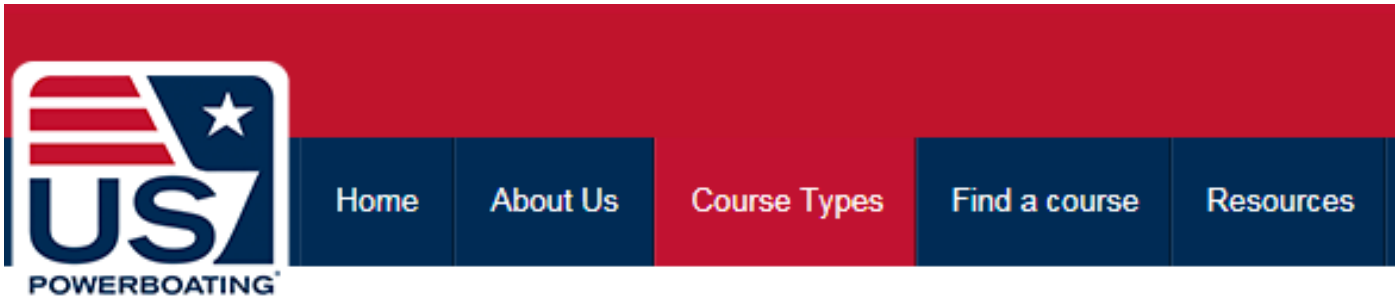


Organization	Usual VHF Channel	Telephone Number
International Hailing & Distress (USCG monitors this channel)	16	
AYC Junior Programs	66A	410-263-9267
AYC Race Committee	72	443-994-4235
SSA Junior Programs	65A	410-263-0071
Eastport Yacht Club	73	410-267-9549
Naval Academy Sailing (Santee Basin Control – Government only)	82A	410-293-5614
Annapolis Harbor Master	09 / 17	410-263-7973

Volunteers and Boats

- What types of boats are recommended?
  - Hard Hull Vessels versus Rigid Inflatable Boats…
- Use club assets first.
  - Liability insurance regarding member-owned boats…
  - Value of trained and certified boat operators…
- Immediate results confirm the wisdom of providing expanded training and certification.
  - Very experienced members appreciate the training…
- Where do you find appropriate training?
- How do you find the right instructor?

Safety and Rescue Training



Course Types

Safe Powerboat Handling

US Coast Guard & NASBLA Approved

This 16-hour *hands-on, on-the-water* course is for anyone who wants to learn how to safely operate a small motorboat and improve their boathandling skills. No previous experience is required! The US Coast Guard and the National Association of State Boating Law Administrators (NASBLA) have approved this course and an increasing number of states have recognized it as meeting their requirements for a State Boating Education Certificate. These national and state approvals call for the course to include a total of six to eight hours of classroom sessions covering required education topics. Students learn:

Safety and Rescue Training

Safety & Rescue Boat Handling

This 8-hour *hands-on, on-the-water* course is for anyone who will be using powerboats to perform safety and rescue functions. It is designed for regatta personnel, marine patrols, police and fire rescue personnel, park rangers, and on-the-water sailing instructors and coaches. Participants learn:

Safety and Rescue Training

Mark Set Boat Handling

This 10- to 12-hour *hands-on, on-the-water* course is for anyone who will be operating a mark-set boat for a race, regatta or event. An operator of a mark-set boat is expected to be able to perform safety, rescue and mark-setting operations. Participants will learn:

Safety and Rescue Training

Benefits of US Powerboating training

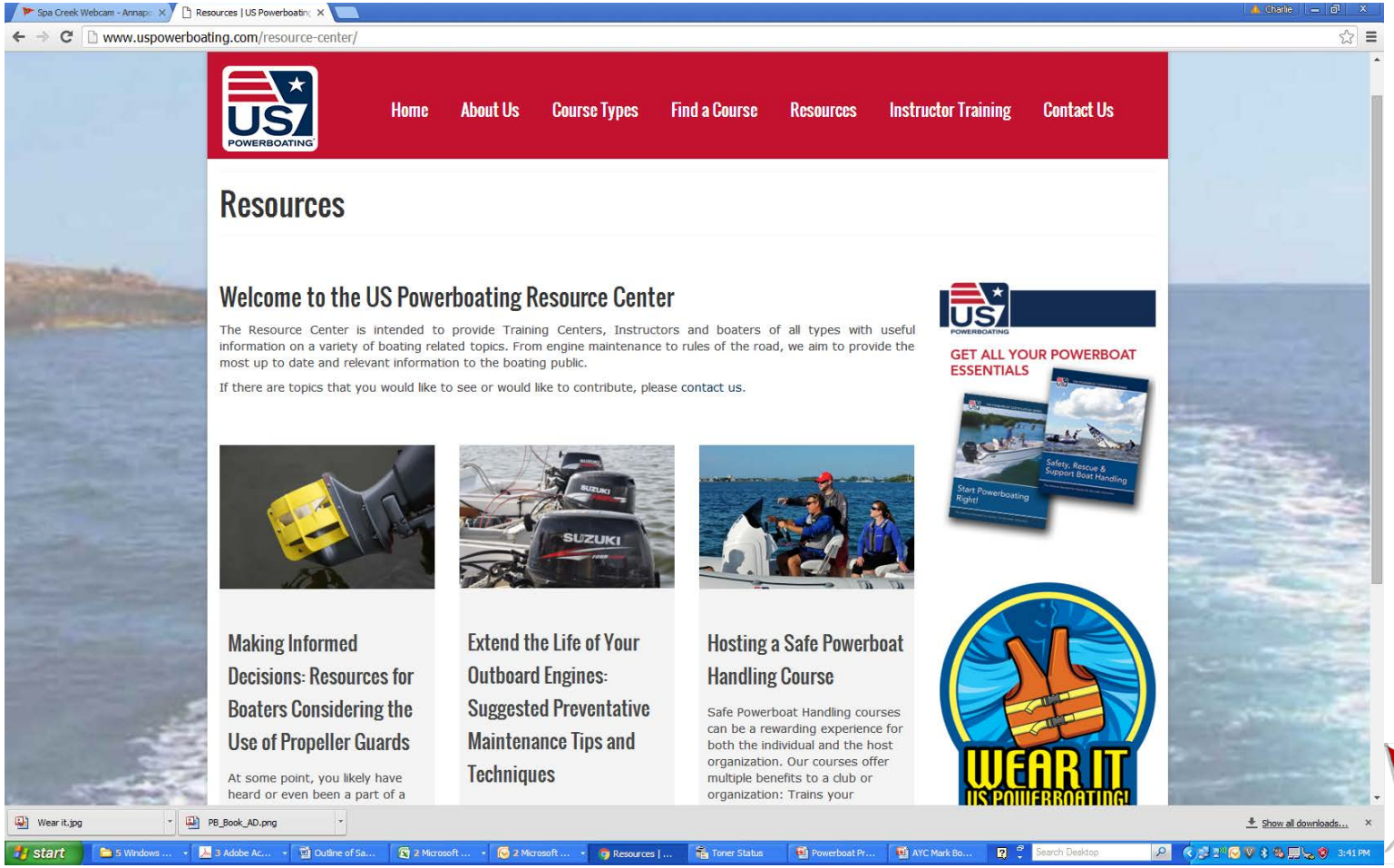
- Be a leader
- Improve Safety
- Better Trained
- Generate Revenue
- Increased Access to Water
- Practice on Actual Boats!
- Increased Confidence

Skills

Hosting a course

- **Need 3-4 small powerboats**
- **At least 4 marks**
- **Classroom space**

Resources


www.uspowerboating.com/resource-center/
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Resources
Welcome to the US Powerboating Resource Center
The Resource Center is intended to provide Training Centers, Instructors and boaters of all types with useful information on a variety of boating related topics. From engine maintenance to rules of the road, we aim to provide the most up to date and relevant information to the boating public.
If there are topics that you would like to see or would like to contribute, please contact us.
GET ALL YOUR POWERBOAT ESSENTIALS
Start Powerboating Right!
Safety, Rescue & Support Boat Handling
Making Informed Decisions: Resources for Boaters Considering the Use of Propeller Guards
At some point, you likely have heard or even been a part of a
Extend the Life of Your Outboard Engines: Suggested Preventative Maintenance Tips and Techniques
Hosting a Safe Powerboat Handling Course
Safe Powerboat Handling courses can be a rewarding experience for both the individual and the host organization. Our courses offer multiple benefits to a club or organization: Trains your
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Hire A Certified Instructor

Contact a certified Powerboat Instructor in your area to schedule a Safe Powerboat Handling course.

Charles Tafel	Louisville, KY
Maine	
John Coffin	Brunswick, ME
Matt Donger	Harrison, ME
Cullen Teel	Castine, ME
Maryland	
Zachary Appelbaum	rockville, MD
Charlie Arms	Annapolis, MD
Trev Dalton	edgewater, MD
James Gray	Baltimore, MD
Jacob Holzman	Glen Burnie, MD
Thierry Jeannier	Baltimore, MD
Ricky Langton	edgewater, MD
Steve Maddox	Essex, MD
Andrew Mason	Edgwwater, MD
Jane Millman	Annapolis, MD
Brian Morris	Rockville, MD
Christopher Nobis	Baltimore , MD
Kamber Parker	Westminster, MD
Allen Polansky	Baltimore, MD
Stuart Proctor	Baltimore, MD
Dave Riley	Baltimore, MD
Ed Rohde	Columbia, MD
Mark Shapiro	Pikesville, MD
Massachusetts	
Michael Aghajanian	Milford, MA
Kevin Broome	Marshfield, MA

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PRACTICE, PRACTICE, PRACTICE

- **Boat handling**

- **Rescue techniques**

- **Setting marks, gates, race course management**

Tailoring classes to a wide variety of backgrounds and schedules

"BE STUBBORN ABOUT YOUR GOALS BUT FLEXIBLE ABOUT YOUR METHODS"

William A. Donohue

Understanding Your Audience

- Set the tone - "You are in the bubble."
  - Mistakes are part of learning - embrace, correct and move on…
  - We are all going to learn from this... Yes, even the instructor…
  - Questions are not only welcomed but encouraged.
- Get the scoop - "Who is who in the class?"
  - Self introductions are invaluable because you can structure the format to suit what students feel is valuable.
  - Where they are from – identity
  - Experience level – competency
  - Favored learning style - instructional approach
  - What do you hope to gain from the class - motivation

Adapting your teaching style… Getting your head out of the boat…

- Keeping a group of experienced boaters engaged
  - Ask for opinions or thoughts
  - Be creative with your drills
  - Give a little more depth in certain areas
- Compound drills – “The more the merrier.”
  - Have two drills executed as one…
  - Keeps things moving… Reduces “dead time”
- Thinking on your feet – “It is not always going to go your way. Be prepared to think outside the box.”

Gauging the pulse of the class… Feedback is the breakfast of champions.

- If you snooze you might lose – "Start early…"
  - Get feedback early and throughout the duration of the class
- Group feedback – "Establish the collective feeling…"
  - Ask for feedback at natural stopping points
  - Two way street – share your thoughts of the group as a whole so they know how they are performing
  - Get individual students feedback
- Non verbal feedback – "Reactions speak volumes…"
  - Body language and expressions

Preparing students for various types of Mark Boats

"GIVE ME SIX HOURS TO CHOP DOWN A TREE AND I WILL SPEND THE FIRST FOUR SHARPENING THE AXE"

Abraham Lincoln

Preparing students for various types of Mark Boats

- How A.R.E. (Anticipation - Reaction - Execution) you getting them ready?
- Discuss - Laying the foundation - Auditory
- Demonstrate - Instructor demonstrations are invaluable - Visual
- Do - Getting students behind the helm – Kinesthetic

Discuss - Laying the foundation – Auditory

- Vessel design - There is more than meets the eye.
  - Freeboard, draft, conventional drive vs outboards & pivot points
  - How they relate and impact the student/operator
- Elements and environment - Did you see that coming?
  - Wind, tide and current and how to identify them and impacts on handling
  - How the environmental factors i.e. water depth and buildings can affect the student's vessel
- Introduce handling fundamentals - The tried and tested
  - Minimum control speed, docking, high speed skills, PIW recoveries etc.
  - Using Mnemonics (catchy phrases) will help with in the moment recall

Demonstrate - Instructor demonstrations are invaluable - Visual

- Incorporate narration - Give the students a play by play wherever possible.
  - Talk them through the steps as you are performing a drill, i.e “notice how...my speed is controlled or “at this point engage reverse thrust”
  - This will provide auditory reinforcement to the practical drill
- Deconstruct the demonstration afterwards - Break down your maneuver.
  - Use phrases such as: “did you notice how the bow got blown around” or “did everyone notice the wheel position” teaching moments
  - Ask questions such as “What did you notice about my speed”

Do - Getting students behind the helm - Kinesthetic

- Rotate candidates through each vessel.
  - Every drill or two have the crews move through onto a different boat.
  - If the boats are the same still rotate as they all have their individual quirks.
- Mix it up - The student now becomes the teacher.
  - Instructor takes the helm and a student provides helm commands.
  - Student expands understanding by now teaching the skill.

A.R.E. - Anticipation - Reaction - Execution

- **Anticipation - Assessing the environment, elements and vessel limitations**
- **Reaction - Initial response, processing of the information and deciding on the correct action**
- **Execution - The physical act of carrying out that decision**

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Recommendations for practice and refresher training

"AN OUNCE OF PRACTICE IS WORTH MORE THAN TONS OF PREACHING"

Ghandi

- **Race Committee training days - Each year is a new year.**
- **Checkride system - Getting the rust off…**
- **Simulating an emergency situation - Are we ready for the real thing?**

Race Committee training days - Each year is a new year

- **Getting the team together… Getting everyone on the same page…**
  - **Getting the new members of the team up to speed**
  - **Mark setting and recovery drills**
  - **Review adjustments to safety & emergency procedures, club policies**

Checkride system - Getting the rust off

- **Yearly checkride - Keeping skills in tune**
  - **Onboard safety equipment, vessel systems review**
  - **Review of onboard emergency procedures**
  - **Vessel handling in tight quarters and at high speeds**
  - **Safe launch and recovery of vessel(s) by davit or trailer**

Simulating an emergency situation - Are we ready for the real thing?

- Most common scenarios - Identifying
  - Person-in-water recovery
  - Injured sailor needing to be transported to shore for medical attention
  - Capsized and turtled sailing dinghy
- Time and record (video) drill - So how did we do?
  - Gain valuable metrics on execution and improvement areas

Simulating an emergency situation - Are we ready for the real thing?

- **"What-if" discussions or drills - Expect the unexpected**
  - **Scenarios that would require you to deviate from your emergency**
  - **Good measurement of where the team is… "thinking on your feet"**
- **Consider a co-ordinated drill - Working with the pros**
  - **Have local Coast Guard or Fire Department join in emergency simulation**
  - **Useful insight can be obtained from the Emergency Professionals**

Crew Safety
Personal Floatation Devices/Life Jackets

Offshore Lifejacket (Type 1)

This lifejacket is designed for extended survival in rough, open water. It usually will turn an unconscious person face up and has over 22 pounds of buoyancy. This is the best lifejacket to keep you afloat in remote regions where rescue may be slow in coming.

Near Shore Buoyant Vest (Type II)

This "classic" lifejacket comes in several sizes for adults and children and is for calm inland water where there is chance of fast rescue. It is less bulky and less expensive than a Type I, and many will turn an unconscious person face-up in the water.

Flotation Aid (Type III)

These lifejackets are generally considered the most comfortable, with styles for different boating activities and sports. They are for use in calm water where there is good chance of fast rescue since they will generally not turn an unconscious person face-up. Flotation aids come in many sizes and styles.

Throwable Device (Type IV)

These are designed to be thrown to a person in the water. Throwable devices include boat cushions, ring buoys, and horseshoe buoys. They are not designed to be worn and must be supplemented by wearable lifejacket. It is important to keep these devices immediately available for emergencies, and they should not be used for small children, non-swimmers, or unconscious people.

Special Use Device (Type V)

Special use lifejackets include work vests, deck suits, and hybrids for restricted use. Hybrid vests contain some internal buoyancy and are inflatable to provide additional flotation.

Inflatable LifeJackets

Inflatable lifejackets rely on inflatable chambers that provide buoyancy when inflated. Uninflated, inflatable life jackets are less bulky than inherently buoyant life jackets. Inflatables come in a variety of U.S. Coast Guard-defined performance types. The specific type of life jacket is determined by characteristics such as its amount of buoyancy, its in-water performance and its type of inflation mechanism. To understand the details of a life jacket, read the life jacket label and owners manual, and consult your dealer or retailer if necessary.

All inflatables contain a backup oral inflation tube (which also serves as the deflation tube).

Your Opinion Matters

Please open the **Sailing Leadership Forum app** and complete the **session survey** found in the **menu bar.**

Thank you for attending this session

Safety and Rescue Training