

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

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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

Why??

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



Safe Powerboat Handling

Coaches and instructors benefit from hands-on experience.

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.).

Dock and launch staff can safely operate in congested harbors.

Member service.



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



ISAF recognized Sea Survival Course



If you have a pool,
consider a two-day
seminar for
International
recognition

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

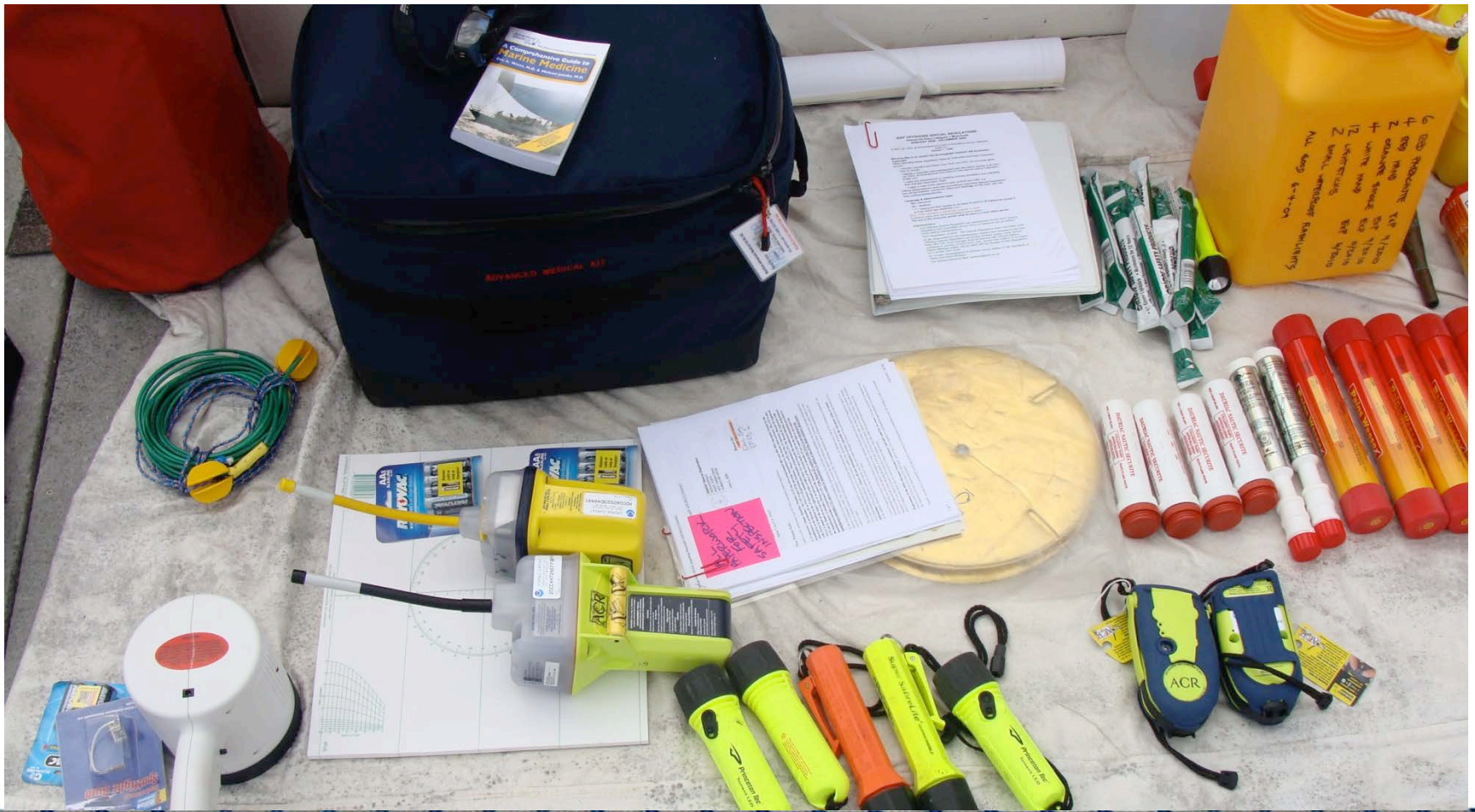
Pre-Race Inspections

- 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

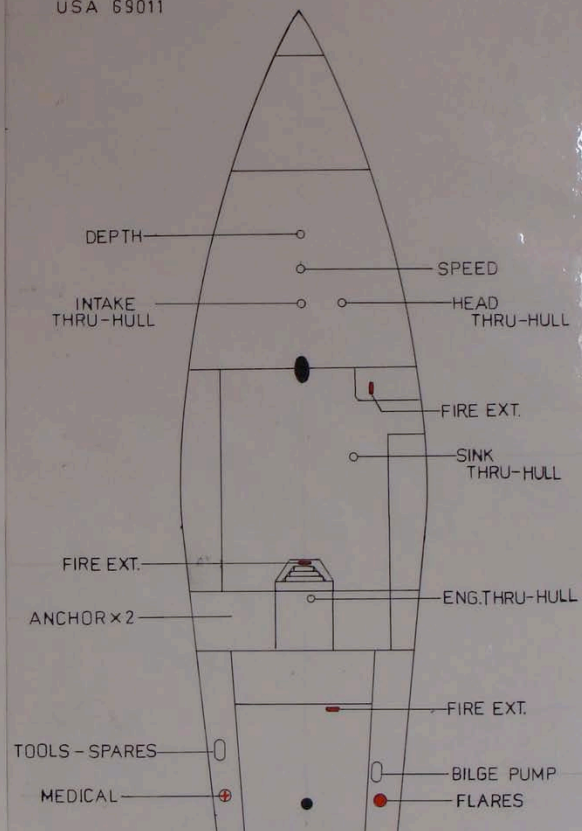


Coastal races necessitate inspection



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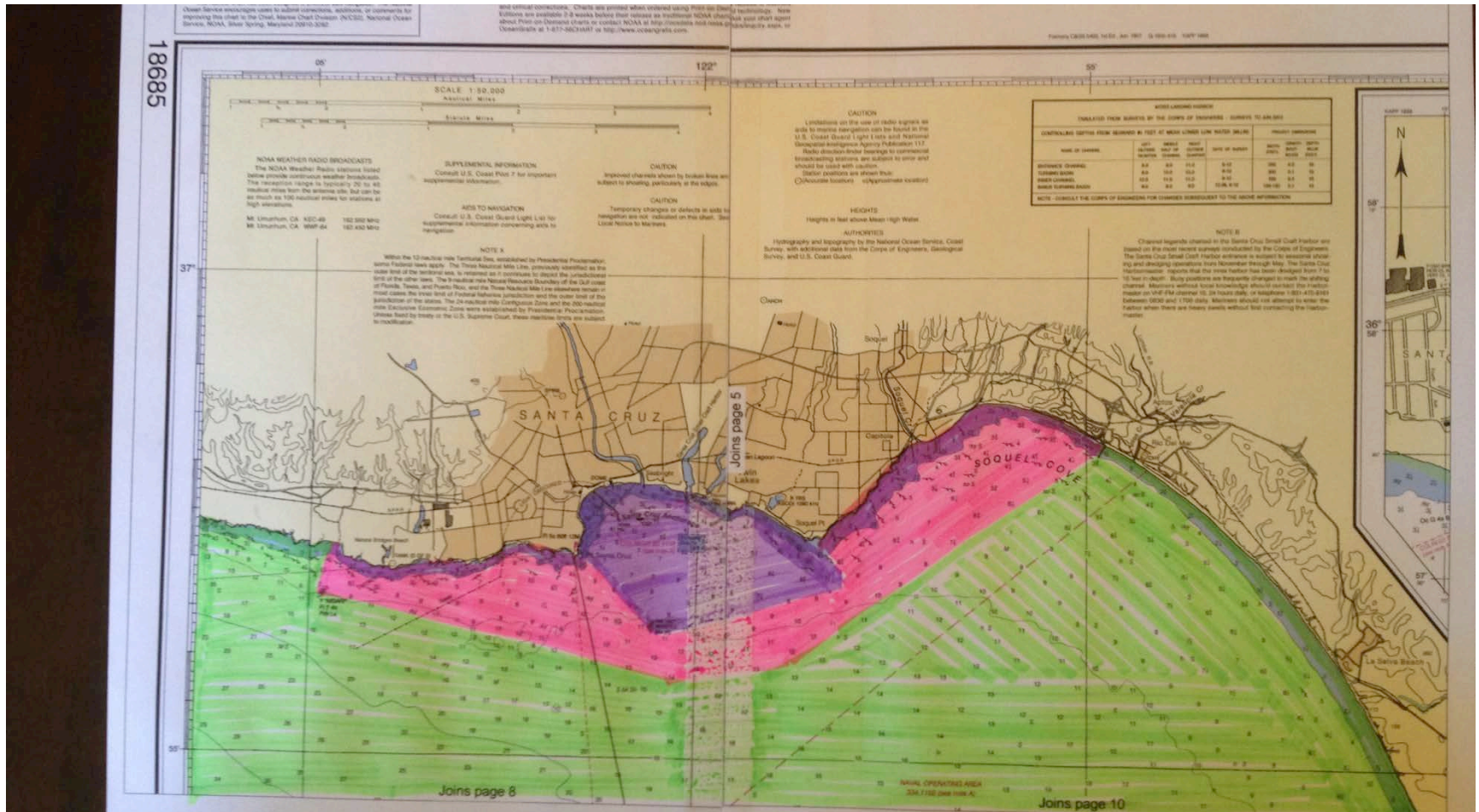
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Race Categories

- 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

