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Insurance Brokers
COASTAL CLASSIC 2024
COASTAL PERSONAL SAFETY
RACE CLINIC

SKIPPER TRAINING NZ
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Coastal Personal Safety

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The course content is proudly supported by:

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"Take your maritime career to the next level, helping you succeed every step of the way."

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Course Outline:

- Safety Ethos & Safety Culture
- Skipper & Crew Responsibilities
- Safety Briefings & Crew Training
- Safety Equipment & Life Jackets
- Crew Overboard
- Hypothermia
- Emergency Situations
- Introduction to Life Rafts

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Section One

- Safety Ethos
- Skipper & Crew Responsibilities
- Safety Briefings
- Crew Training

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Yachting New Zealand

Why are you here?

The safety of a yacht and her crew is the sole and inescapable responsibility of the skipper who must do their best to ensure that the yacht is fully found, thoroughly seaworthy and operated by an experienced crew who are physically fit to face bad weather*.

SKIPPER & CREW RESPONSIBILITY

* Yachting New Zealand Safety Regulations

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Yachting New Zealand

What does a Safety Ethos mean to us?

Safety: the condition of being safe from undergoing or causing hurt, injury, or loss

Ethos: the distinguishing character, sentiment, moral nature, or guiding beliefs of a person, group, or institution

Safety Ethos

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Yachting New Zealand

What are my responsibilities as the Skipper?

- Everything!
- Rules of the road
- Boat preparation
- Crew preparation
- Navigation
- Operation of the vessel
- Look after the crew!

Skipper Responsibilities

Its important to nominate a “Second in Charge” to replace the Skipper if something happens to them. They must be trained.

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Yachting New Zealand

What are my responsibilities as a crew member?

Crew Responsibilities

- Contribute to a positive safety culture
- Lean about the vessel & equipment
- Speak up if something is wrong / unsafe
- Disclose medical information
- Look after your energy and fluid intake
- Look after the crew!
- Keeping a proper look out
- Manage fatigue
- Wake skipper when required
- Prepare for going on watch such as:
  - Suitable clothing
  - Sea sickness medication (if required)

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We are heading off
on a coastal passage.

What training should we under
take prior to the voyage?

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Knowledge

- Navigation
- Passage planning
- Weather
- Rules of the road
- Vessel hazards

Courses

- Coastal Personal Safety
- Marine Medic
- Radio Course

Crew Training

- Emergency equipment
  - Location
  - Operation
- Crew maneuvers
- Sail handling
- Reefing
- Use of the engine
- Storm sails

Drills

- COB
- Fire
- Hull breach
- Abandon vessel
- Medical emergency

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Onboard Hazards

What hazards do we have onboard that we should brief?

- Hazardous zones
- Booms / Spinnaker poles
- Winches and jammers
- Open hatches
- Running rigging
- Gybing & downwind sailing
- Sail handling manoeuvres
- Slippery and angled surfaces
- Sail clews and flogging sheets

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When and how will you deliver the brief?

Crew Briefings

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What should be included in a crew brief?

- Passage overview
- Weather – current and expected
- Watch keeping routines
- Domestic operations (heads, galley, gas)
- Bilge pump and engine operation
- VHF and distress signalling
- Onboard hazards (winches, rigging etc)
- Safety equipment (location & operation)
- COB Button
- Safety drills
- Look out duties
- Delegation of responsibilities and roles

Crew Briefings

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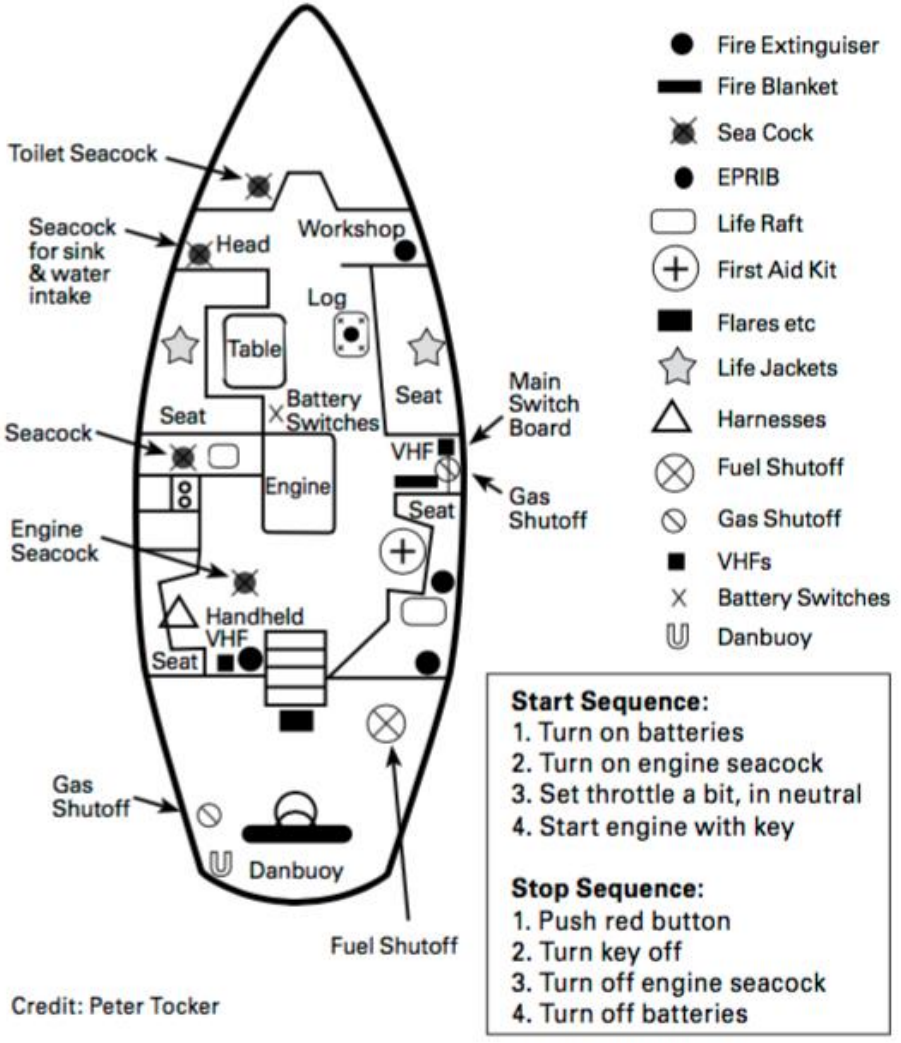
Yacht Manual
Yacht Layout

Yachting New Zealand

Yacht Diagram Example



Start Sequence:
1. Turn on batteries
2. Turn on engine seacock
3. Set throttle a bit, in neutral
4. Start engine with key

Stop Sequence:
1. Push red button
2. Turn key off
3. Turn off engine seacock
4. Turn off batteries

Credit: Peter Tocker

Thanks to Brian Petersen (Ran Tan 2) for allowing us to use his Yacht Manual as an example.

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What safety equipment should be on the upper deck?

- Life raft
- Life rings
- COB equipment
- Flares
- EPRIB
  - PLB's / AIS PLB's
- Jackstays & tethers
- Anchor
- Nav lights
- Cockpit drains
- Wash boards
- Guard rails / lifelines
- Emergency steering
- Anything else?

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What safety equipment do we have below deck?

- Life jackets / PFDs
- Harness
- Grab bag
- Fire extinguishers
- VHF radio
- First aid kit
- Thru hull fittings
- PLB or EPIRB
- Flares
- Bilge pumps
- Navigation charts / pubs
- Navigation equipment
- Stowed anchor

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Yachting New Zealand

What's in yours?

Grab Bags

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Key Points

- Safety culture
- Skipper & crew responsibilities
- Do good safety briefings & training
- Know your safety equipment

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Section Two

- Safety Equipment Maintenance
- Life Jackets
- Harnesses
- Jack Stays & Strong Points

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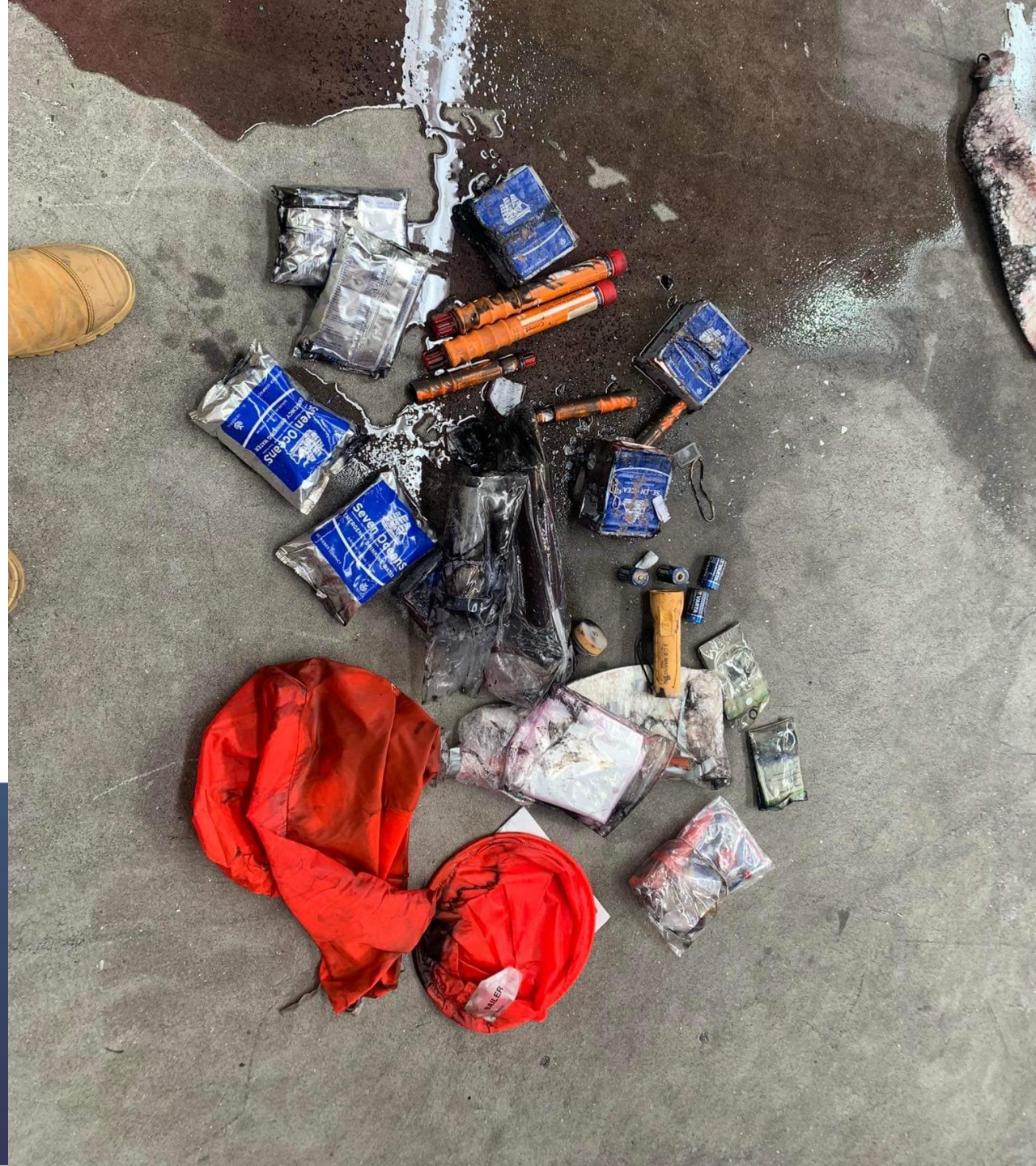
- PFD’s – 1 Year
- Inflatable Dan/Jon Buoys & certificate – 1 Year
- Life rafts – OEM specifications
- Flares – 4 Years
- EPIRB / PLB – 5 to 10 Years
- Fire Extinguishers – 1 Year (tagged)

Safety Equipment Maintenance



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Life Jackets

- When should we wear them?

Life Jackets

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Life Jackets & Harnesses

- PFD vs Lifejacket
- Levels of buoyancy
- Auto v Manual

PFD v Life Jacket

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How can we activate our PFD?

- Auto
- Manual
- Oral inflation

Bottle and autohead ready to go

Activation

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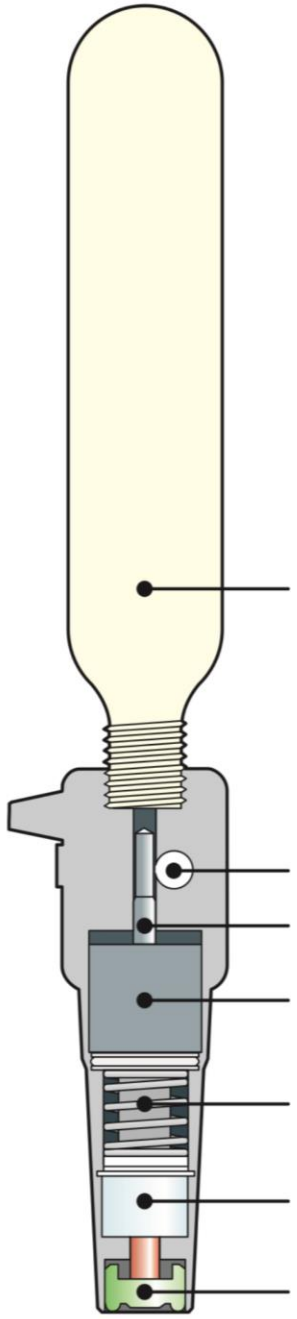
Automatic Options

- Hydrostatic
- Dissolvable Tablet
- Paper element

Activation & Servicing



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Life Jacket Re-Arm Kits

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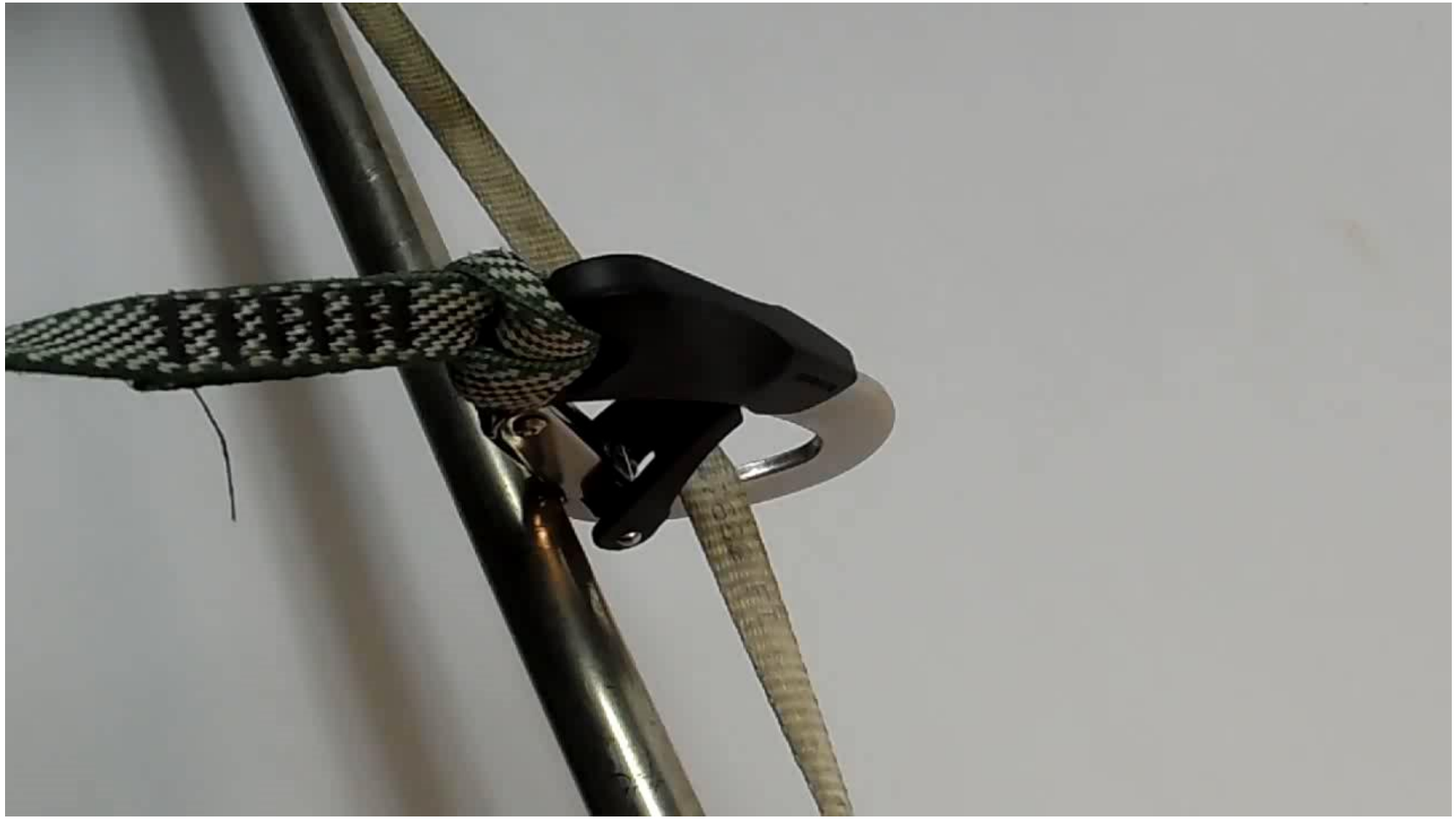
Harnesses & Tethers

Harnesses & Tethers

Tether Unclip



Tether Unclip

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Jacklines

- Best material to use?
- Where should they be attached?
- Minimise chance of going over the gunwhale

Jacklines & Strong Points

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Key Points

- Know your equipment
- Brief your crew how to use it
- Multiple activation methods
- Run jack stays centrally

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Section Three

- Distress Signalling Equipment
- Crew Over Board
- Hypothermia & Cold Water Shock

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What does Distress mean?

How can we signal we are in Distress?

Signaling Distress

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- Flares
- EPIRB
- PLB
  - EPIRB
  - AIS
- Radio (VHF / HF) DSC & Voice
- Waving of the arms
- Morse Code (Light and Sound)
- Continuous sounding of a horn
- Gun fired at 1 min intervals
- Orange “V” Sheet

Signaling Distress

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LED & Laser Flares

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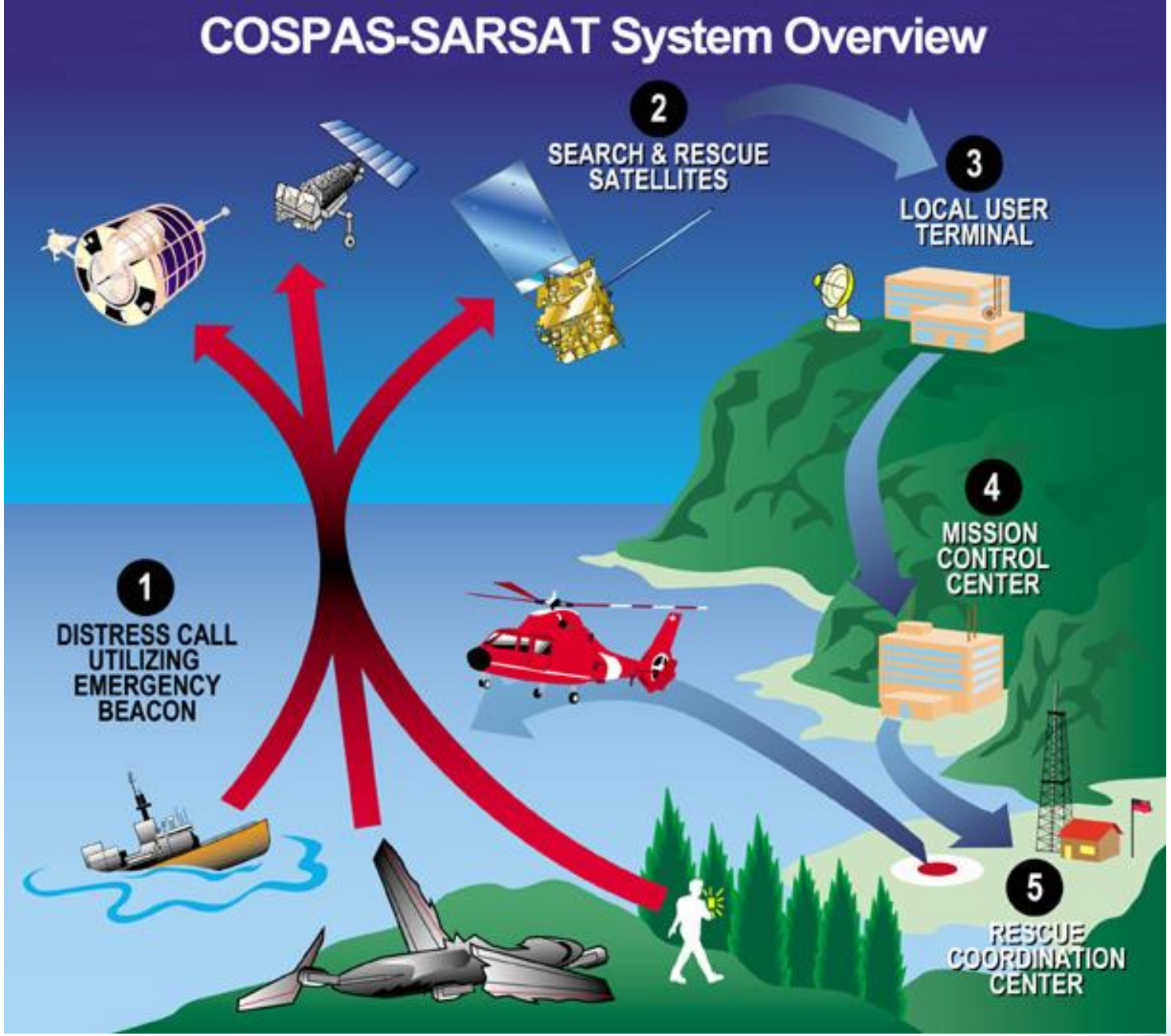
- EPIRB & PLB

Communication Equipment

Register your beacon → www.beacons.org.nz



Where does the EPRIB Signal Go?

Where does the EPRIB Signal Go?

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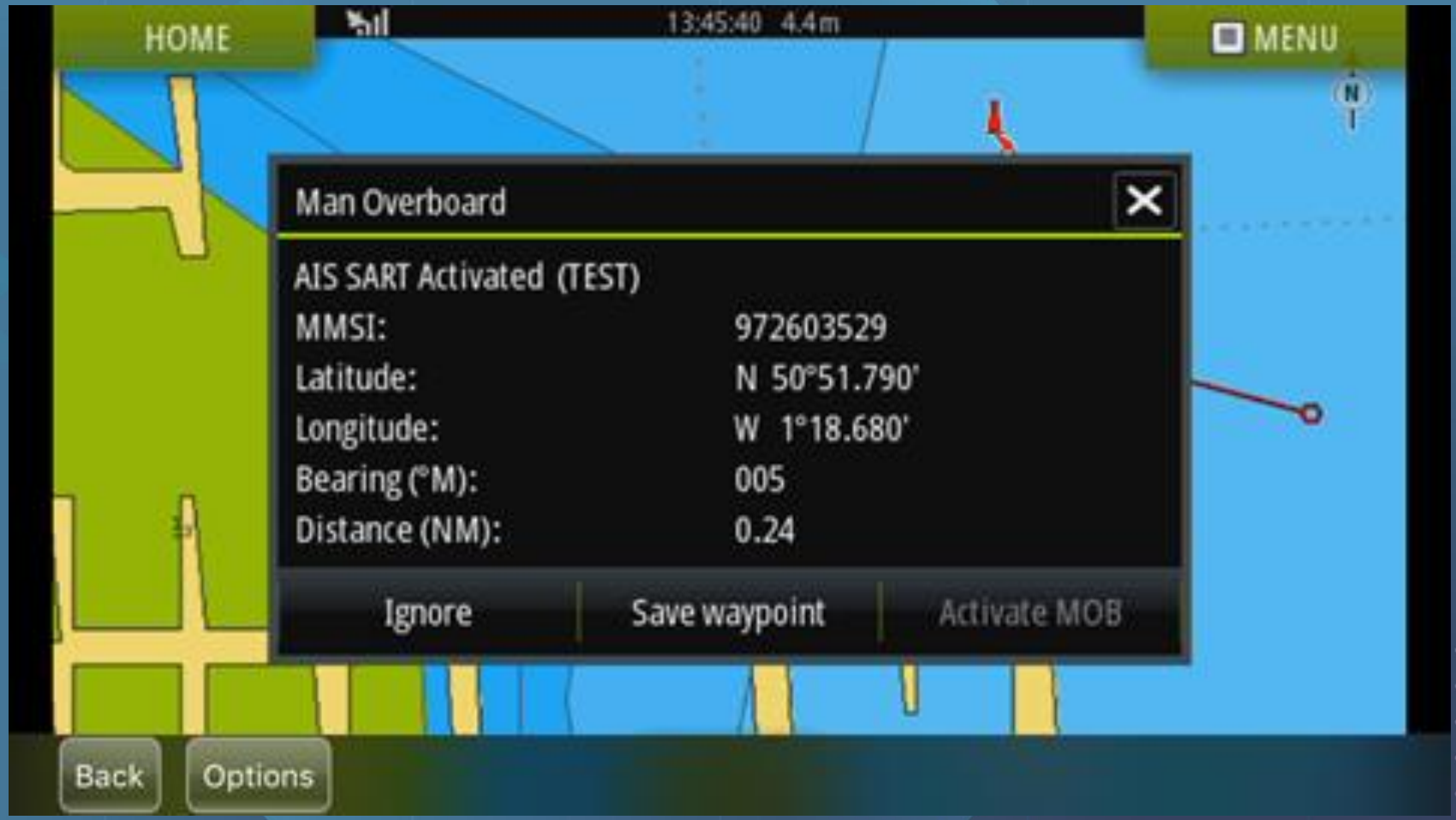
- AIS Personal Locator Beacon



Communication Equipment

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- Combined AIS EPIRB
  - AIS EPIRBs are satellite distress beacons (EPIRBs) with an integrated AIS transmitter
- Combined AIS PLB
  - 5-year battery life
  - Over 24 hours of Operational Life
  - 406 MHz Distress Signal
  - 121.5 MHz Local Homing Signal
  - AIS (Automatic Identification System) Locating Signal

Communication Equipment

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- Digital Selective Calling
- VHF
- Channel 16 hailing & distress
- M’aidez (Help me, Mayday)
- MF/HF
- Sat coms
- Maintain a Dual Watch

Communication Equipment

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- **What Channel or Frequency would you use?** VHF 16

Mayday x3
Identity (Name x3 Call sign once)

Mayday
(Name & Call Sign)
Position
Problem
People on board
Pertinent information
Over

Group Activity

You come on watch and notice a significant amount of sea water sloshing around above the floor boards. On investigation you find the lower rudder bearing has failed and water is leaking in rather quickly. You are unable to stem the leak, and its clear your vessel will sink.

What message would you send by voice on a radio? Use your own vessels details. (Name, Call Sign etc etc)

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Crew Over Board – 4 Stages

- Initial Actions
- Returning to the COB
- Recovering the COB onboard
- Post recovery actions

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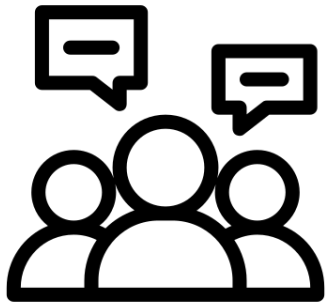
- Equipment – What have you got onboard?

Crew Over Board

Initial Actions

What are our initial actions:

- Shout, Point, Throw, Push MoB Button, Mark GPS
- Stop/slow the boat
- Make distress call
- Check no sheets in the water – start motor
- Have throw line prepared



Returning to the COB

- What techniques do we have available to us
- What are our safety concerns?

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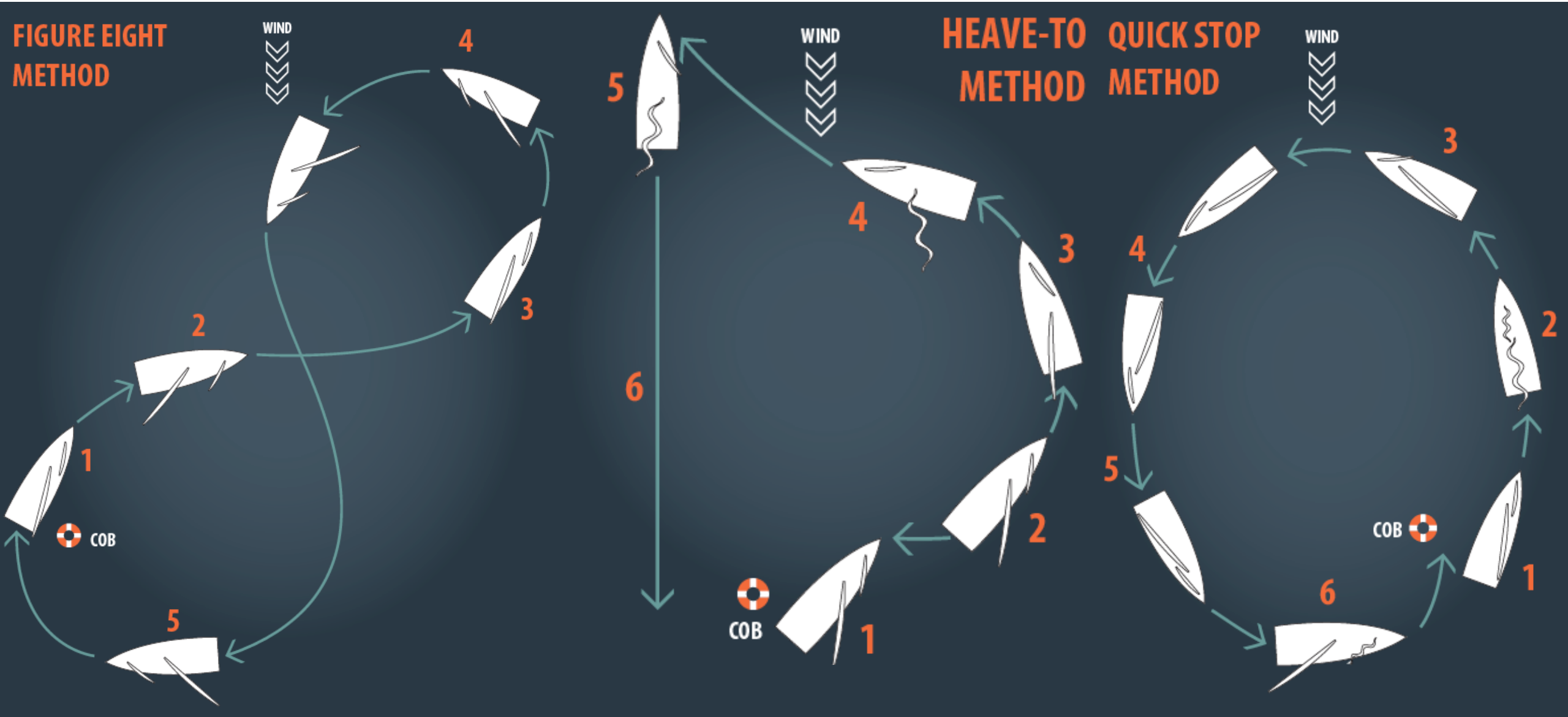
Monohull



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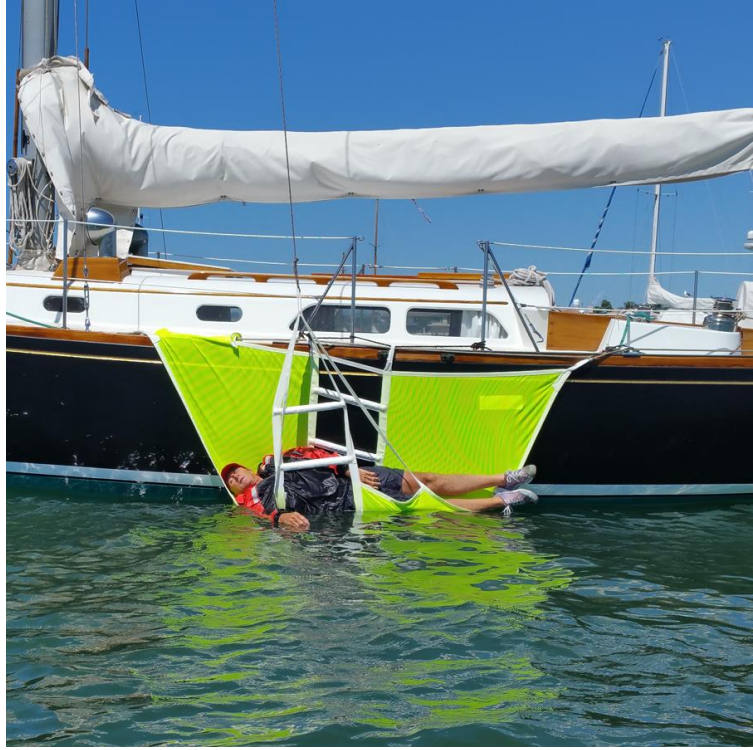
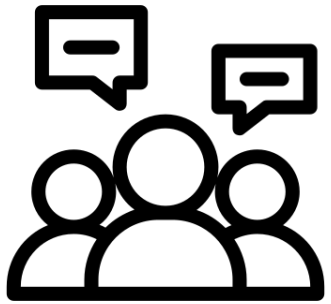
- What techniques do we have available to us?





Recovering the COB

Now that we have recovered our COB, what are we concerned about?

- Cold
- Shock
- Drowning

Post recovery actions

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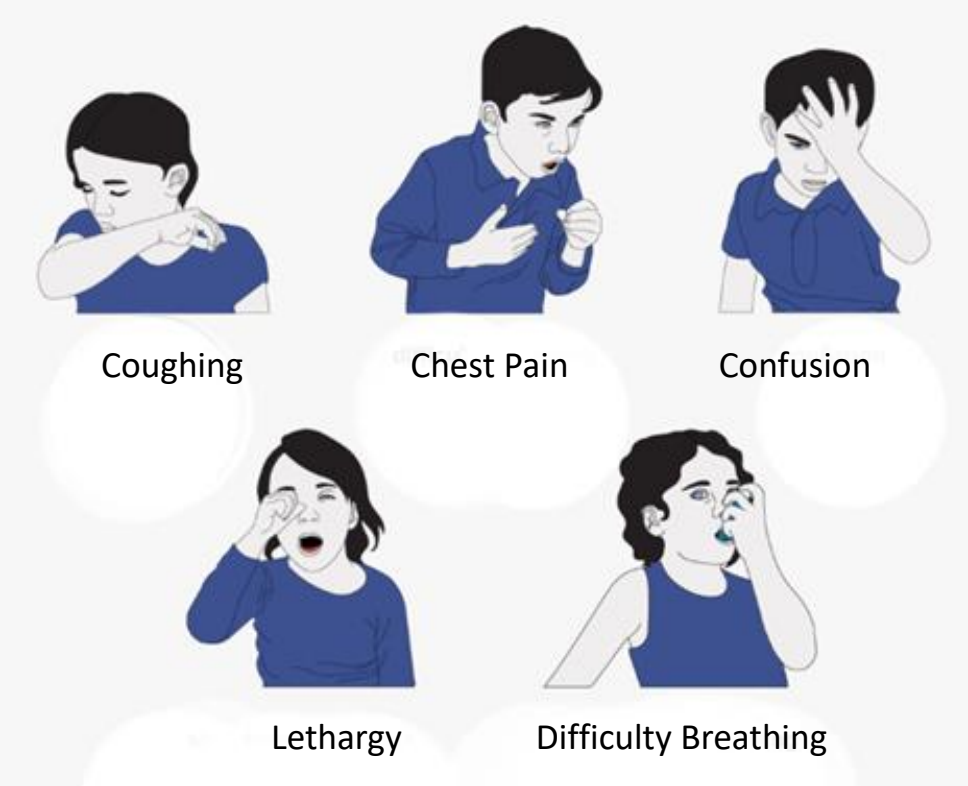

Secondary Drowning

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- Secondary drowning occurs when you inhale even a small amount of water into your lungs. Anytime a liquid gets into the lungs, it can cause inflammation and irritation, which makes breathing difficult.
- Symptoms may include:
  - coughing, vomiting, fever, diarrhoea, difficulty breathing, chest pain, and lethargy.

Secondary Drowning

What if you're the person in the water?

- Stay calm
- Use your survival drills
- Hold up any bright coloured clothing
- Conserve energy
- Activate your AIS beacon

COB for performance and fully crewed vessels?

- When running fast, bear away and make a decent alteration

of course, the change can be easily seen on the plotter.

Mark it.

COB at Speed

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The body's physiological response to being immersed in cold water.

- Anything below 15°C is defined as cold water and can seriously affect your breathing and movement

Cold Water Shock

1 - 10 - 1

Cold Water Survival Principle

1 Minute
to control your breathing

10 Minutes
of meaningful movement for self rescue

1 Hour
until you pass out from hypothermia

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Hypothermia

- Prevention

Hypothermia may occur due to unavoidable circumstances but in many cases it can be prevented.

When heading out to sea ensure:

- Adequate equipment and protection from cold, wind and moisture. Wear appropriate clothing, stay dry and be aware of any potential for ‘wind chill’

- A regular intake of food and non-alcoholic drinks. Eat appropriate energy food such as fruit or warm sweet fluids, if available, and drink regularly

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What is good and not so good to wear?

- Wear layers
- No cotton
- Gore-tex will keep you dry, but not warm

Clothing

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Hypothermia Symptoms & First Aid

Early Symptoms

Late Symptoms

First Aid

- Move person to a warm place (below decks if possible)
- Remove wet clothing
- Warm the centre of the body first
- Give warm drinks if conscious
- Wrap body and head in a warm blanket
- Administer DRS-ABCD if unconscious

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Key Points

- Know how to use your gear!
- Practice COB
- Dress well

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Section Four

- Emergency Procedures
- Life Raft Introduction

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Emergency Situations

What are we going to do?

Wear your life jacket!

Emergency Strategies

- Stop
- Assess
- Plan / Prioritise
- Act

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What can we do?

Have we got a plan?

- Seek refuge / shelter
- Change course
- Call for help
  - Pan Pan
  - Mayday
- Proceeding to Anchor

Emergency Strategies

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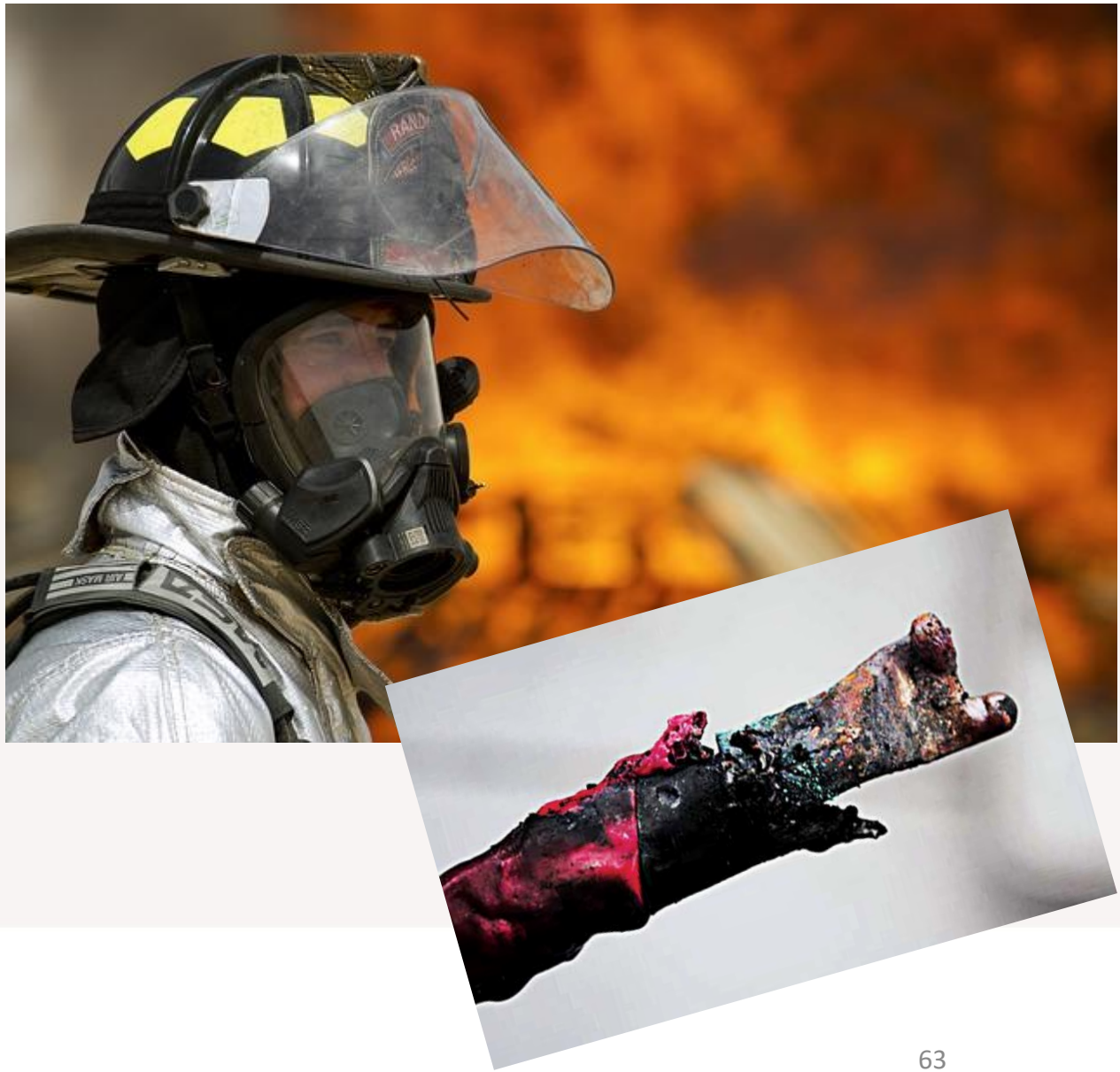
Emergency Situations

Fire




FIRE
EXTINGUISHER


THIS COLOURED EXTINGUISHER
A:B(E)
POWDER
TO BE USED FOR PAPER, WOOD, TEXTILE, OIL, LIQUID, AND ELECTRICAL FIRES


THIS EXTINGUISHER
CO2
TO BE USED FOR PAINT, OIL, ELECTRICAL AND OTHER LIQUID FIRES


THIS COLOURED EXTINGUISHER
FOAM
TO BE USED FOR OIL AND FLAMMABLE LIQUID FIRES
NOT FOR ELECTRICAL FIRES


THIS EXTINGUISHER
WET CHEMICAL
FOR ANIMAL FATS AND VEGETABLE OIL FIRES
NOT FOR ELECTRICAL FIRES


THIS EXTINGUISHER
WATER
TO BE USED FOR WOOD, PAPER, RUBBISH FIRES
NOT FOR ELECTRICAL OR FLAMMABLE LIQUID FIRES


MEGAFIRE


EVERSAFE

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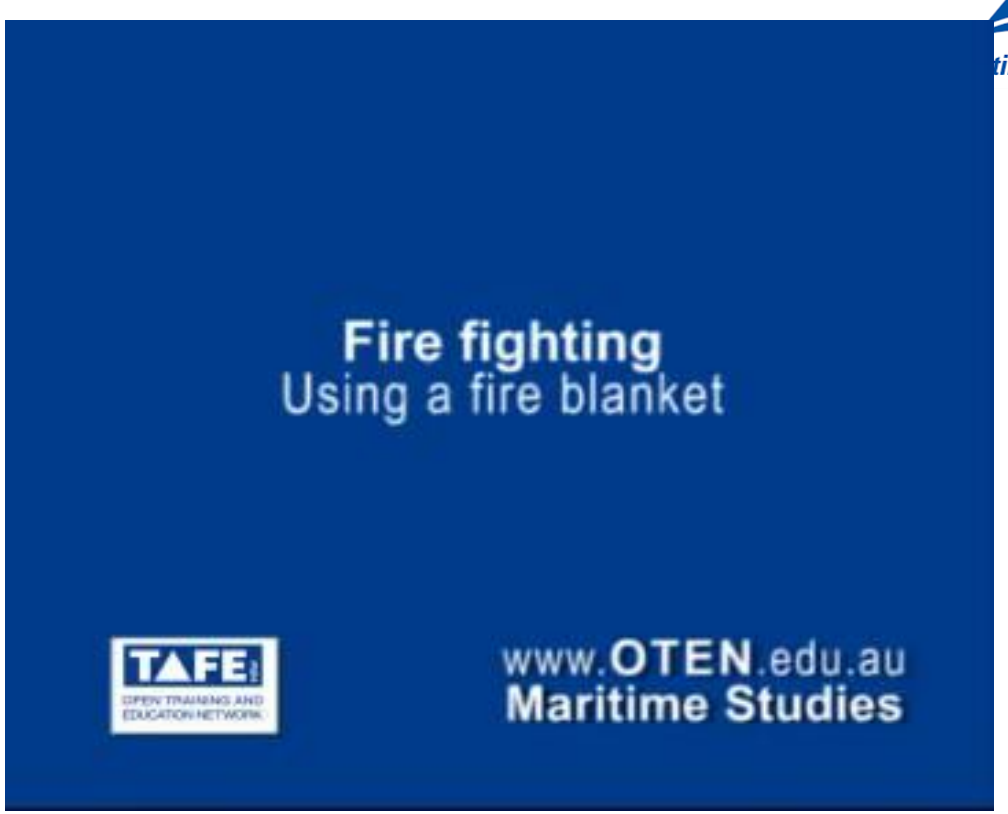

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Fire Blanket

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Holing
Flooding
Grounding

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How can we stem the flow of the leak?
What equipment do we have to remove water?

- Plug it with anything!
- Pumps, motivated person with a bucket

Flooding

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How can we plug the hole?

- With anything – wooden bungs, squabs, life jacket, or even a carrot!

Holing


FORESPAR.COM
TruPlug

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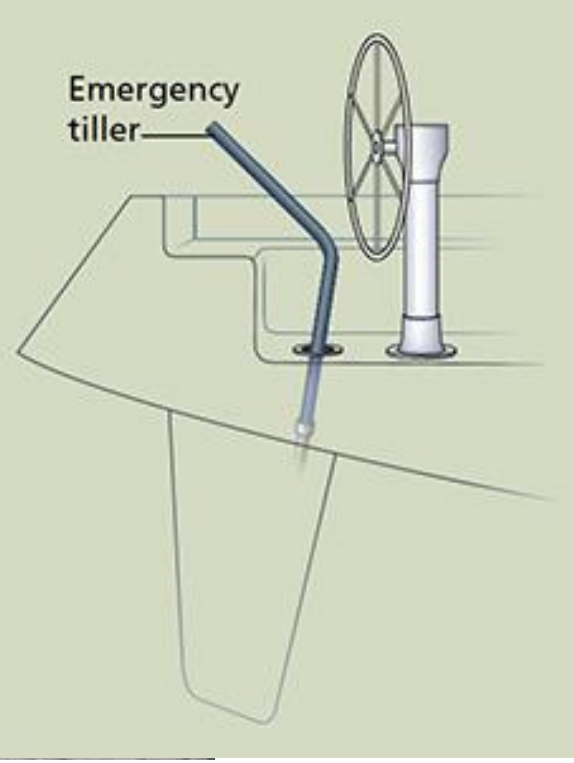

Steering Failure

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Abandoning Ship

When do we get off?

Who makes the decision?

Abandoning Ship

Launching and inflating your raft

Where should we board if its rough?

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Now What?

- Cut, Stream, Close, Maintain
- Vent for CO^2 every 30 mins
- Check equipment
- Dry out the raft
- Post a look out

Once in the Life Raft

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Nō te rere moana Aotearoa
MARITIME NEW ZEALAND

Reporting of Incidents

- Maritime New Zealand have specific definitions for:
  - Events, Incidents, Situations and Serious harm
  - Almost any kind of incident must be reported
  - Can be reported online or in paper form

- Organising Authorities need to know as well.

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Yachting New Zealand

Key Points

- Emergency Procedures
- Have a Plan! Practice
- Know your equipment


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EVERYONE'S RESPONSIBILITY


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