

On Water Boat Safety

NSC Workshop



Objective

- Discuss approaches to prevent accidents while on the water
- Discuss importance of proper certifications, training and equipment
- Discuss proper use of a coach boat on the water while working with athletes

Where do you start?



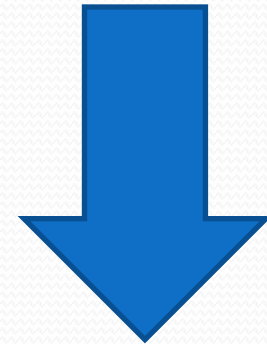
Club – Creating a Safe Environment

- The number one goal for every club should be to create the safest work place environment possible

How do we do this???

Creating a safe work place

- Equipment (boats, safety gear, radios)
- Certifications (boat safety, bronze medallion, first aid)
- Training (power boat courses, practice)
- Safety Plans
- Emergency Action Plans
- Facilities
- Weather information access



Plans, Policies and Standards

Policies

- Make all employees well aware of policy and have it written in a visible location
- Make sure you re-evaluate this policy each year
- Ex (coaches must sign out safety gear (all MOT required equipment plus radio and knife) and do an inspection of the coach boat before receiving the keys and leaving the dock.)

Plans

- Does your club have an up to date emergency action plan?
- Have your employees reviewed and practised this plan?
- Do your coaches have a plan if they get caught out in a storm with the athletes?

Standards

- Equipment standards (Safety audits at the end of the year, replacement of safety equipment every 2 years)
- Maintenance
- Hiring standards

Certifications

- Make sure coaches are up to date
- Boat Safety vs Bronze medallion – move towards boat safety by 2015
- Encourage higher levels of first aid training
- Keep current! Just because levels are good for two years doesn't mean you shouldn't do them again!

Training

- Run pre season power boat training for coaches
- Have experienced coaches work with newer coaches to help them learn how to properly use a coach boat around sailors.
- Train coaches to use the equipment (VHF radio licence, throwing a buoyant heaving line)
- Practise difficult situations on the water (ex dropping sails on a boat in high winds and towing in. Rescuing a boat with a downed mast)

Preparing to hit the water

- 15 mins before hitting the water do a last minute weather check
- Inspection of safety gear and coach boat
- Have sailors inspect their own gear (with a coach over seeing)



Additional safety gear

- Radio
- Knife
- Duct tape
- Spare parts
- Spare line
- Phone
- Tool kit
- Spare life jacket, sailing gear
- Water
- Sunscreen



Driving the boat

- Be a mature driver. A boat can be just as dangerous as a car. You wouldn't be try to get air in your car all the time would you??? No HOTDOGGING!!!
- Wear your kill cord!
- Wear your life jacket!
- Drive at slow speed when around boats
- Turn your engine off when rafting up to athletes



General Rules to Follow

- Try to stay out of the drills. If you want to talk to someone call them off to the side and talk to them
- Try to always be looking forward
- The windier it gets the further back you need to stay
- If you need to talk to someone as they are sailing, proceed slowly and let them know you are coming.
- In general let the sailors do the work. Have them come to you



Coaching Positions

- Three coaching positions while in motion – behind, to windward and to leeward.



- Depending on the direction boats are going, the boats being coached and if they have some disabilities you will need to adjust your boat position

Behind

Pro	Con
Always looking forward at where coach boat is going	Must follow far behind to remain at safe distance
Easy to maneuver to avoid situations	Hard to communicate
Can see big picture of what is going on	
Boats are free of worry of where the coach boat is during drills	

Times to use – Upwind or Downwind BUT remain at a distance

Windward

Pro	Con
Easy to communicate	Can be in the way when going upwind with tacking boats
Easier to see what is going on in the boat	Vision is drawn off of where you are going
Easy to lead boats	

Times to use – Going DW, control position or when working with only one boat

Leeward

Pro	Con
Some boats it is easy to make eye contact and communicate	Can be in a bad position if a boat capsizes or loses control
Easy to see sail flow	For most boats difficult to have any communication
Easy to see slot	Vision is drawn off of what is ahead

Times to use – Upwind to see slot and in some boats communicate by being in line of vision with sailor

In the event of an emergency

- Follow through with your EAP
- Document the incident
- Follow up with everyone involved
- Decide if adaptations need to be considered



Questions???