



Keelboat Safety Forum

21 July 2021

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Presenters

- **Phil Darling**
- **Toby Gursansky**
- **Phil Clinton**
- **David Staley**



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Agenda

- Session Aims
- MHYC Risk Management Framework
- Harbour Hazards
- Vessel & Crew Preparation
- Man Overboard Retrieval Techniques
- Managing On-Water Incidents
- Open Forum Discussion



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Session Aims

- Inform and educate
- Reduce personal injury
- Reduce property damage
- Increase awareness
- Make safety a priority



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Risk Management Framework



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Risk Management Framework

■ Accredited Officials

- Safety Equipment Auditors
- Race Officers

■ Documentation

- Australian Sailing Special Regulations
- Transport NSW Aquatic License Exemption
- Marine Safety Regulations
- Sailing Operations Plan
- Incident Management Plan
- Sailing Handbook
- Transport NSW Maritime Incident Reporting Process



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Risk Management Framework

- Safety Equipment Audits and Free Get Checked Days
- Communication

- Annual Skippers Briefing
- Other Forums
- Notices & Reminders – Noticeboard, Email
- Signals



↑•
L. Ashore: A notice to competitors has been posted. Afloat: Come within hail or follow this vessel.



↑•
Y. Wear a personal flotation device (see rule 40).



↑—
V. Monitor communication channel for safety instructions (see rule 37).



Harbour Hazards



Harbour Hazards



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Harbour Hazards

■ Commercial, Military & Recreational Boating Traffic



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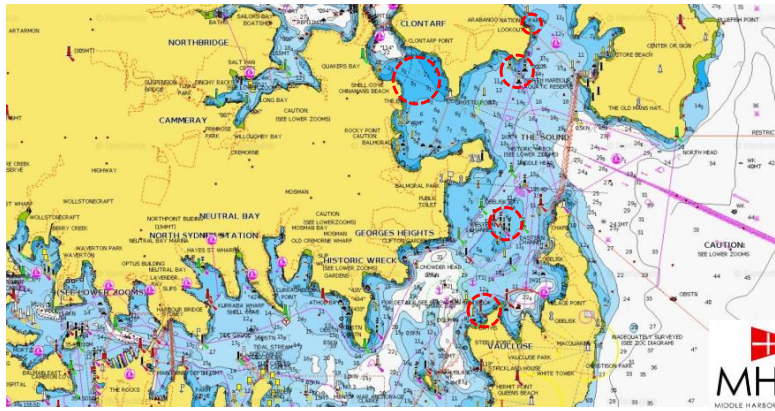
Harbour Hazards

■ Commercial, Military & Recreational Boating Traffic



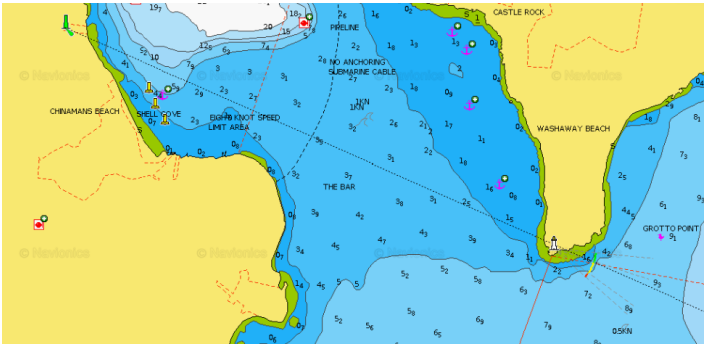
Harbour Hazards

■ Reefs & Shoals



Harbour Hazards

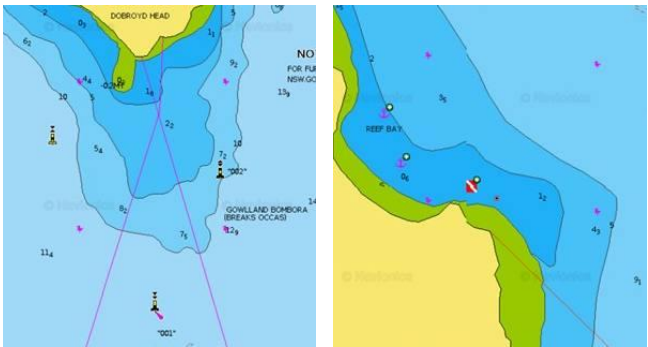
■ Reefs & Shoals – Middle Harbour Bar



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Harbour Hazards

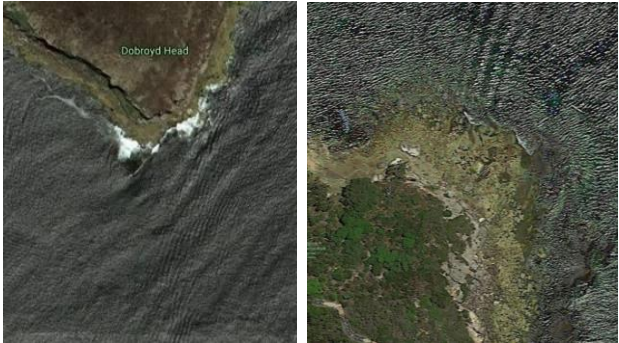
■ Reefs & Shoals – Gowlland Bombora & Reef Beach



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Harbour Hazards

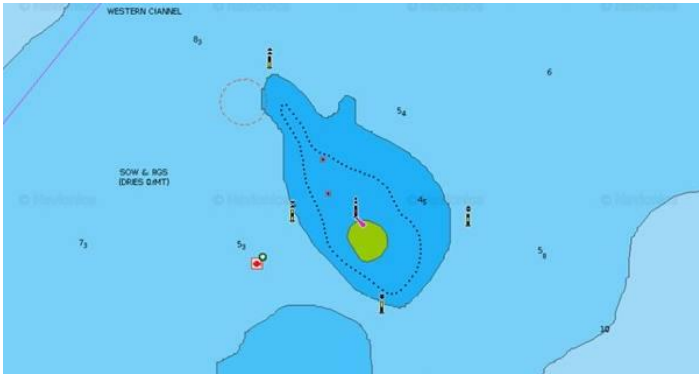
■ Reefs & Shoals – Gowlland Bombora & Reef Beach



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Harbour Hazards

■ Reefs & Shoals – Sow & Pigs Reef



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Harbour Hazards

■ Reefs & Shoals – Neilson Park / Shark Bay



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Harbour Hazards

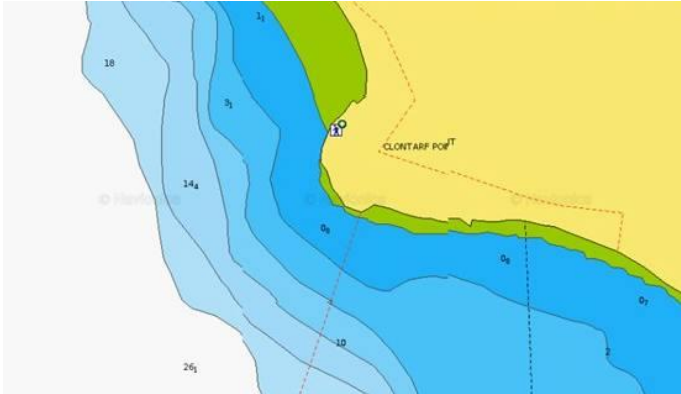
■ Reefs & Shoals – Neilson Park / Shark Bay



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Harbour Hazards

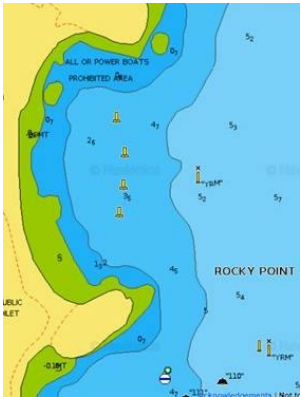
■ Points & Headlands – Clontarf Point



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Harbour Hazards

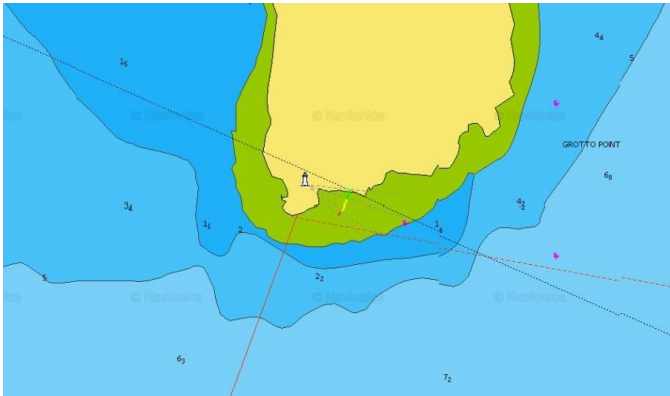
■ Points & Headlands – Rocky Point



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Harbour Hazards

■ Points & Headlands – Grotto Point



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Harbour Hazards

■ Points & Headlands – Middle Head



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Harbour Hazards

■ Points & Headlands – Middle Head



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Harbour Hazards

■ Points & Headlands – Middle Head



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Harbour Hazards

■ Points & Headlands – South Head



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Harbour Hazards

■ Points & Headlands – South Head



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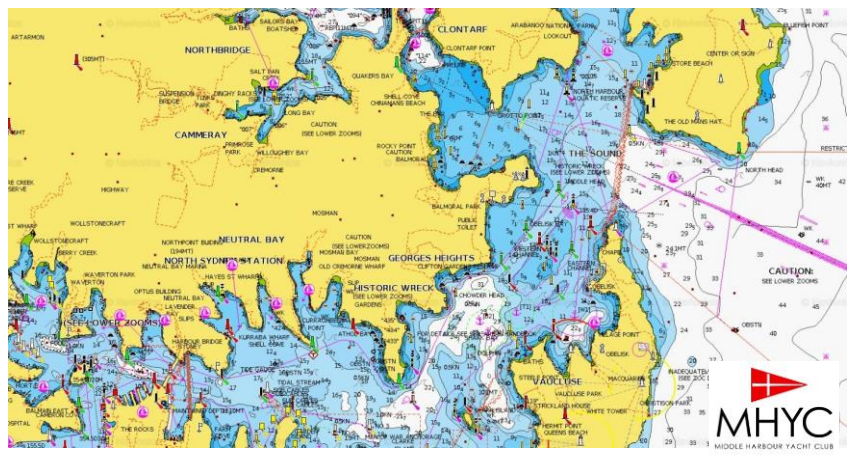
Harbour Hazards

■ Points & Headlands – Islands



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Harbour Hazards



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Vessel & Crew Preparation



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Vessel & Crew Preparation

- Hull, Rig & Sails
- Anchoring
- Emergency Equipment
- Crew Familiarisation & Training



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Hull, Rig and Sails

- Right gear for the day? What if conditions change?
- In good order?
- Enough fuel to get home?
- Bilge pumps OK? Buckets on board?
- Checklist before setting out



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Vessel & Crew Preparation - Anchoring

- If all else fails – stops a bad situation getting worse
- Must be assembled and ready to deploy
- Can the crew get it deployed quickly enough?
- Is it secured at the bitter end?
- Have you checked it in practice?



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Emergency Equipment

- Cat 7 (in-harbour) or Cat 4 (offshore) or as required by the sailing instructions
- Requirement to have equipment on board, in good condition and ready to use
- The regulation gear is just the minimum – your boat and your crew may need or want more
- Make sure the crew and yourself can use it properly
 - radio (which channel?)
 - flares
 - anchor, MOB gear, first aid kit, and more ...



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Crew Familiarisation and Training

- For existing and new crew – have the occasional training day
- MOB
- Anchoring
- Reefing and storm sails
- Water ingress
- Abandon ship/calling for help
- Fire
- Medical emergencies
- Where the gear is kept
- And don't forget to brief new crew/guests



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A Short Break!



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Man Overboard Retrieval



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Man Overboard Retrieval

- Preparation – Equipment and Training
- Awareness – Recognise they are gone
- Locate
- Return to MOB
- Retrieval (Get them out of the water)
- Check and treat – are they OK? Do they need first aid or medical/hospital treatment?



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Man Overboard - Preparation

- Have the right equipment
- Have a procedure and practice it with the crew
- What if you (the skipper) goes over?



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Man Overboard - Awareness

- Shout and point
- Roll call after an incident
- Buddy system?
- BUT – stay calm don't panic



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Man Overboard - Locate

- Point & Shout (if you can see them - don't lose sight)
- MOB button on your GPS (position to return to)
- Lifering or Danbouy to mark position
- Williamson turn? (motor boat technique – but it does work)
- Search pattern (and call for help – Mayday if necessary)
- At night – hope they have a light or at least reflective gear



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Man Overboard - Return

- Stop as fast as possible
- Headsail/spinnaker down
- Centre the main
- Engine on (even if you don't need it – but be careful of lines in the water)
- Return as quickly as you can
- BUT – keep someone watching the MOB
- AND – stay aware of other vessels and hazards
- AND – keep the rest of the crew safe on board



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Man Overboard - Retrieval

- Return upwind
- Stop next to them (Windward? Leeward?)
- If conscious
 - get a line to them (lifesling? Throwline?)
- If unconscious
 - someone needs to go in with them - but don't lose them too!
- Get them on board – somehow! (means will vary)



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Man Overboard – Check and Treat

- Are they OK?
- Why did they go over? Any injuries from that?
- Do they need first aid?
- Do you need to get them to medical or hospital treatment?
- Sources of help
 - other boats
 - Marine Rescue
 - MHYC (VHF 72)
- OR – is everything OK and you can just continue?



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Man Overboard – Final Words

- Can be very serious
- Best treatment is prevention – keep everyone on board!



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Managing On-Water Incidents



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Managing On-Water Incidents

■ Possible scenarios...

- Spinnaker hoisted, halyard jammed in masthead sheave
- Lines caught around propeller
- Loss of steering
- Loss of engine power
- Being taken in tow
- Taking a boat in tow
- Recovery from grounding
- Loss of rig



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Managing On-Water Incidents

■ Possible scenarios...

- Spinnaker hoisted, halyard jammed in masthead sheave



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Managing On-Water Incidents

■ Possible scenarios...

- Lines caught around propeller



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Managing On-Water Incidents

■ Possible scenarios...

- Loss of steering

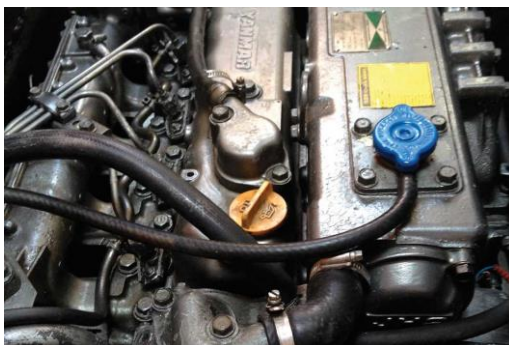


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Managing On-Water Incidents

■ Possible scenarios...

- Loss of engine power



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Managing On-Water Incidents

- Possible scenarios...
 - Being taken in tow



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Managing On-Water Incidents

- Possible scenarios...
 - Taking a boat in tow



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Managing On-Water Incidents

■ Possible scenarios...

- Recovery from grounding



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Managing On-Water Incidents

■ Possible scenarios...

- Loss of rig



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Open Forum Discussion



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Thankyou!

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