



# Emerald Coast Regatta 2014

## Preparations for Pensacola

By



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# Emerald Coast Regatta 2014

## Two sections:

1. Preparing the boat
2. Preparing the crew



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## Responsibility of Person In Charge

- **ISAF CAT 2:**

- The safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather.
- He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear.
- He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used.
- He shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his incapacitation.



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## 1. Preparing the boat

- **Navigation and communications**
- **Sails and reefing lines**
- **Engine and fuel system**
- **Crew safety**
- **Spares and repairs**
- **ISAF Special Regulations: Cat 2**



## Navigation

- **Route planning**
- **Paper charts**
- **Back-up navigation**
  - What happens if lightening strikes
- **Alternative landfalls**
- **Navigation lights etc**



## Communications

- **VHF radio**
  - Is it DSC enabled?
  - Does it transmit at full power
- **Offshore communications**
  - SSB, satellite phone, other
- **Emergency communications**
  - Ships EPIRB, personal EPIRBS, other devices



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## Sails and reefing

- Sails fit for offshore
- Reefing lines run
- Storm sails
- Boom preventer



## Engine and fuel system

- **Engine recently serviced**
- **Engine spares aboard**
- **Fuel tank cleaned and fuel polished**
- **Spare 5 gallons of fuel**





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## Crew safety

- **Jack lines and harness eyes**
- **Man-overboard equipment**
- **Handholds on deck and below**
- **Leecloths for berths**
- **Galley strap**
- **First-aid kit and medications**
- **Emergency liferaft**



## Spares and repairs

- **Critical systems aboard:**
  - Rigging (standing and running)
  - Steering system
  - Engine / battery charging
  - Communications
  - Hull repair



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## Rigging spares /repairs

- **Spare shroud /stay (Spectra ?)**
- **Spare halyards (already run)**
- **Replacement headsail furling line**
- **Blocks and shackles**
- **Bosuns chair**



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## Steering system

- **Emergency tiller?**
  - Do you have one? Does it actually fit?
- **Spare steering cables and cable clamps**



## Engine / battery charging

- **Engine spares**
  - Filters, belts, impellor, hoses
- **Alternative charging device**
- **Emergency AGM battery?**



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## Back-up communications

- **Hand-held VHF (required)**
- **Emergency VHF antenna (required)**
- **SPOT or similar**



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## Fixing hull damage

- **Soft wood plugs (required)**
- **Underwater epoxy**
- **Emergency high-capacity bilge pump(s)**



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## ISAF Cat 2

- **The ISAF regulations can be found here:**

<http://www.sailing.org/documents/special-regs.php>

- **Read the regs this weekend and make a list of things you need to do or need to get!**





## Preparing the crew

- **Crew training: ISAF Cat 2**
  - *...and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather*
  - *He shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his incapacitation*



## Crew training 1

- **Use of safety harnesses and lifevests**
- **Safe winch practices**
- **Reefing underway**
- **Location of all through-hulls**
- **Location of all safety gear**



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## Crew training 2

- **Manoverboard recovery**
  - Instructions to crew
  - Practice in Galveston Bay
- **Abandon ship procedures**
  - Responsibilities for each crew member



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## ***Coping with: Crew overboard***

- ***Instructions to my crew:***
  - *Throw flotation*
  - *Launch MOB pole*
  - *Shout “Manoverboard”*
  - *Set GPS manoverboard feature*
  - *Visually contact victim and point*
- ***Practice and experience needed***



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## Using a Lifesling

- **Check out this new YouTube video here:**

<http://www.youtube.com/watch?v=VnhjOhWD4j0>



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## Crew training day

- **Items to be practiced:**
  - Lifevests and harnesses
  - Mainsail and headsail reefing
  - Heaving-to
  - Anchoring
  - Non-GPS navigation (3 bearing fix, running fix)
  - VHF radio
  - MOB recovery
  - Emergency steering
  - Bilge pumps and through-hull fittings



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## Possible crew training program

8:00am	Dockside	Crew briefing: location of safety gear, through hulls, operation of bilge pumps. Test fit emergency tiller. Have crew practice putting on lifevests and safety harnesses. Adjust harness to fit each crew member
9:30am	Leave dock, head to bay	Set mainsail. While using engine to maintain steerage way, practice reefing mainsail. Engine off. Set headsail and do same
11:30am		Heave-to or anchor. Have lunch. Practice 3 bearing fix. Listen to VHF channel 16. Discuss radio protocol
1:00pm	Get under way	Practice Manoverboard with MOB pole using quick stop method to return to the MOB pole. Deploy lifesling and circle pole
3:00pm		Fit emergency steering and practice MOB recovery
4:00pm	Return to dock	
4:30pm		While at dock, practice hoisting crew member aboard from water
5:00pm	Review	Decide on follow-up practices as necessary



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## Abandon Ship Responsibilities

*Some of the abandon ship tasks to be assigned:*

<b>Name</b>	<b>Task</b>
<b>Skipper</b>	<b>Activate EPIRB, Activate DSC Emergency call</b>
<b>1<sup>st</sup> Mate</b>	<b>Launch Liferaft</b>
<b>Crew A</b>	<b>Get Emergency Grab BAG</b>
<b>Crew B</b>	<b>Get hand-held VHF and GPS</b>
<b>Crew C</b>	<b>Get flares and knife</b>





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## Watch schedule

*Just a few possible watch systems of many:*

<b># of crew</b>	<b># of crew on watch</b>	<b>Watch length</b>	<b>Off-watch time</b>	<b>Notes</b>
<b>3</b>	<b>2</b>	<b>4 hrs</b>	<b>2 hrs</b>	<b>Minimal rest</b>
<b>4</b>	<b>2</b>	<b>4 hrs</b>	<b>4 hrs</b>	<b>Rotate crew every 2 hrs</b>
<b>5</b>	<b>2</b>	<b>2 hrs</b>	<b>3 hrs</b>	<b>Rotate crew every 1 hr</b>



## Keeping watch

- **On a race of more than 2 days a regular watch (and off-watch) schedule is important so that:**
  - There are always fresh eyes looking out
  - Crew get sufficient rest
  - There are rested crew should you need extra help at any time



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## Experience

**It's only by getting *real experience* offshore that you can become competent and confident in your abilities**