

Bristol Yacht Club

Safety@Sea Mini Seminar
Maine Cruise - 2021

Safety is an Attitude

- Safety is more about attitude and style of leadership than it is about equipment
- Plan the offshore delivery, assign crew roles, establish watch schedules and manage the boat
- Develop safety protocols appropriate for your boat
- Practice safety protocols with your crew before departing offshore

Staying Onboard & MOB Recovery

- Life jackets and harnesses when on deck
- Clipped-in to full length jack lines when going forward
- Clipped in when in the cockpit in marginal weather & at night
- Practice using the Lifesling - hoist someone out of the water
- MOM & Personal AIS beacons
- Everyone onboard should know how to use the MOB button on the chart plotter & the AIS function
- Practice the Quick Stop maneuver and recovery

VHF Skills

- MMSI - required to take advantage of Rescue 21
- MMSI number can be sourced from Sea Tow, Boat US & the FCC
- Everyone should know how to use the VHF properly and what information USCG will require, e.g., Lat./Lon.
- Practice with a friendly boat
- Consider setting up a “group” DSC call

VHF Skills

16

**DISTRESS
(ALWAYS MONITOR)**
Reserved for distress and safety calls. Contact calls to other vessels or shore stations.

9

ALTERNATE CONTACT CALLING
Between pleasure vessels and to shore stations. Sometimes safety messages.

22A

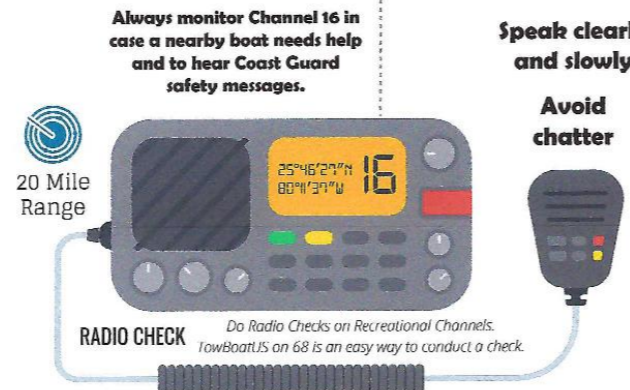
SAFETY BROADCASTS
Used for safety broadcasts and U.S. Coast Guard communications.

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INTERSHIP NAVIGATION SAFETY
Navigational purposes by commercial, and recreational vessels at bridges, locks, and harbors.

68 69 71 72 78A

NON COMMERCIAL CHANNELS
Use for regular conversations. (In most areas, 68 and 72 are commonly used by the recreational-boating community.)



NEED HELP

Use channel 16 and set power to high
State your vessel's name, latitude and longitude, a brief description of your boat, and the nature of your emergency



IMMEDIATE DANGER AND DISTRESS
(To announce when a vessel and/or person is threatened by grave or imminent danger and requires immediate assistance.)



MODERATELY THREATENING
(to announce when the safety of a vessel or person is in jeopardy but not immediately life threatening.)



LEAST THREATENING
(to announce a navigation safety message, or giving important weather warnings.)

(sea-cur-i-tay)

HAIL ANOTHER VESSEL

Call the name of the vessel two or three times, followed by your own vessel's name and station ID if applicable. Wait for a response then immediately switch to a working channel.



"Seascope, Seascope, Seascope, this is Espresso WDA9048 on channel 16, over."
"Espresso, this is Seascope. Switch channel [XX] over."
"Espresso switching 68."
"Espresso returning to stand by channel 16," or "Seascope out."

HAIL A MARINA

Call the name of the harbor, followed by your own vessel's name and channel you're on. Wait for a response then immediately switch to a working channel.



"Kodiak Harbormaster,....Radiance,on 16."
"Radiance,Kodiak harbor, switch to 68 ."
"68, thank you."
"Kodiak Harbor, Radiance, I'm looking for..."

Or find out your Marina's VHF Channel on your GPS.

HAIL A BRIDGE

Call for the Bridgetender followed by your own vessel's name, heading and name of bridge you are requesting to open.



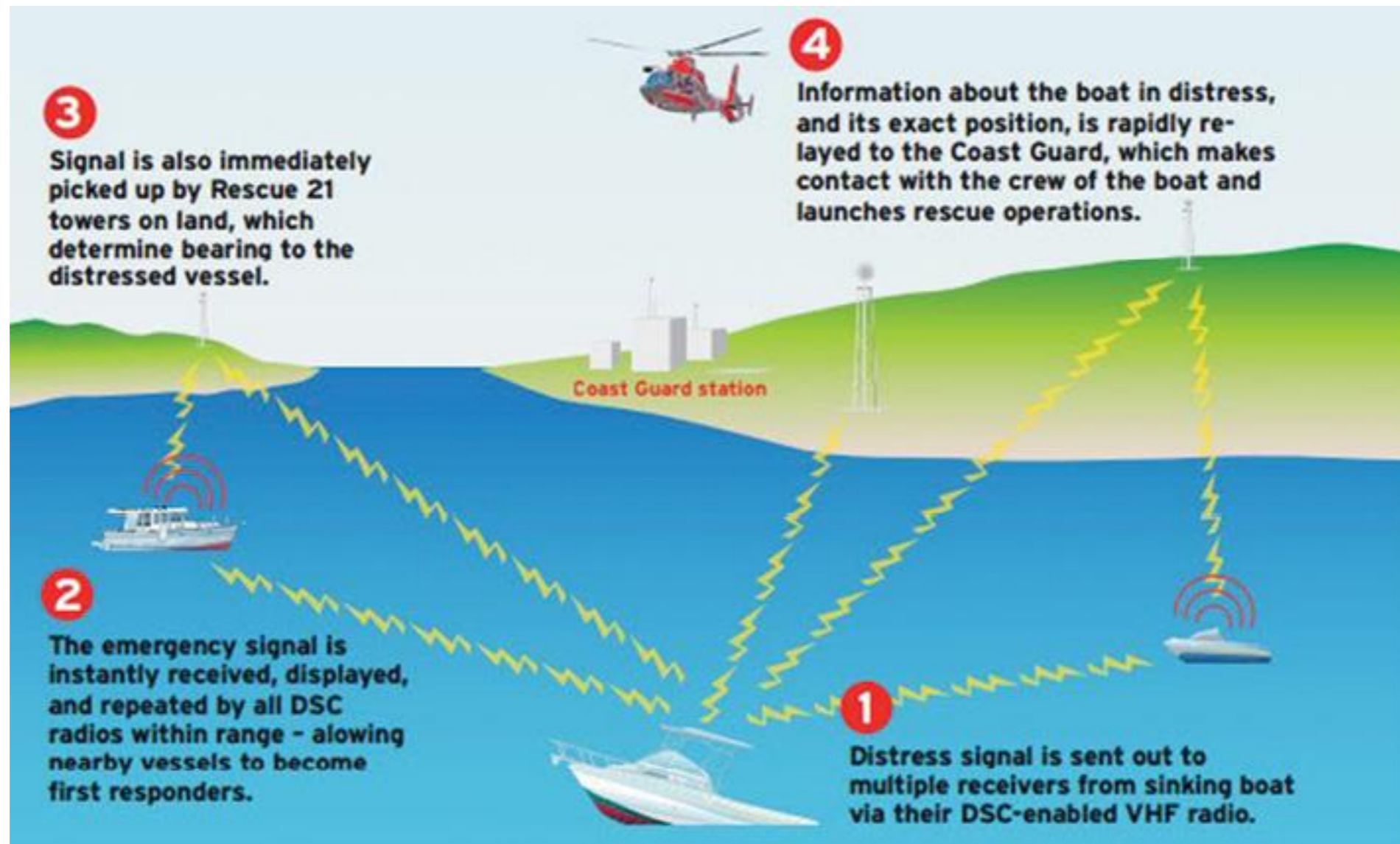
"Bridge Tender, Bridge Tender, this is the Joint Venture, approaching from the south and requesting opening of the Middle River bridge."
"Thank you."

Or use horn to sound one prolonged blast followed with one short blast.

PHONETIC ALPHABET

A alpha	B bravo	C charlie	D delta	E echo		
F foxtrot	G golf	H hotel	I india	J juliett	K kilo	L lima
M mike	N november	O oscar	P papa	Q quebec	R romeo	S sierra
T tango	U uniform	V victor	W whiskey	X xray	Y yankee	Z zulu

USCGC Rescue 21



Navigation

- There should be more than one person onboard that can navigate the boat to safe harbor
- Two people should know how to plot a position and a course to safe anchorage on paper charts & the chart plotter
- Having a ChartKit in the cockpit is very helpful in Maine as it is easier to orient yourself with the paper chart than with the chart plotter

ANCHORING

- Carry at least two primary anchors & rodes
- A third smaller kedge may be useful for positioning
- Rodes should be at least 250' with plenty of chain
- If you have a windlass you might consider a High Tensile all chain rode
- Know how to set two anchors either with the boat or the dinghy

Engine Skills

- At least two people onboard should know how to operate the engine and maneuver the boat under power including docking
- Carry extra oil and a spare oil filter, spare fuel filters, water pump impeller and main drive belt & know how to change them

Weather Sense

- Know when NOT to go
- NOAA VHF forecasts are very good along the coast
- If the forecast calls for more than you want to deal with stay put and take a hike on an island
- If it is foggy and you don't want to deal with tricky navigation stretch out breakfast and by lunch time things will probably start improving

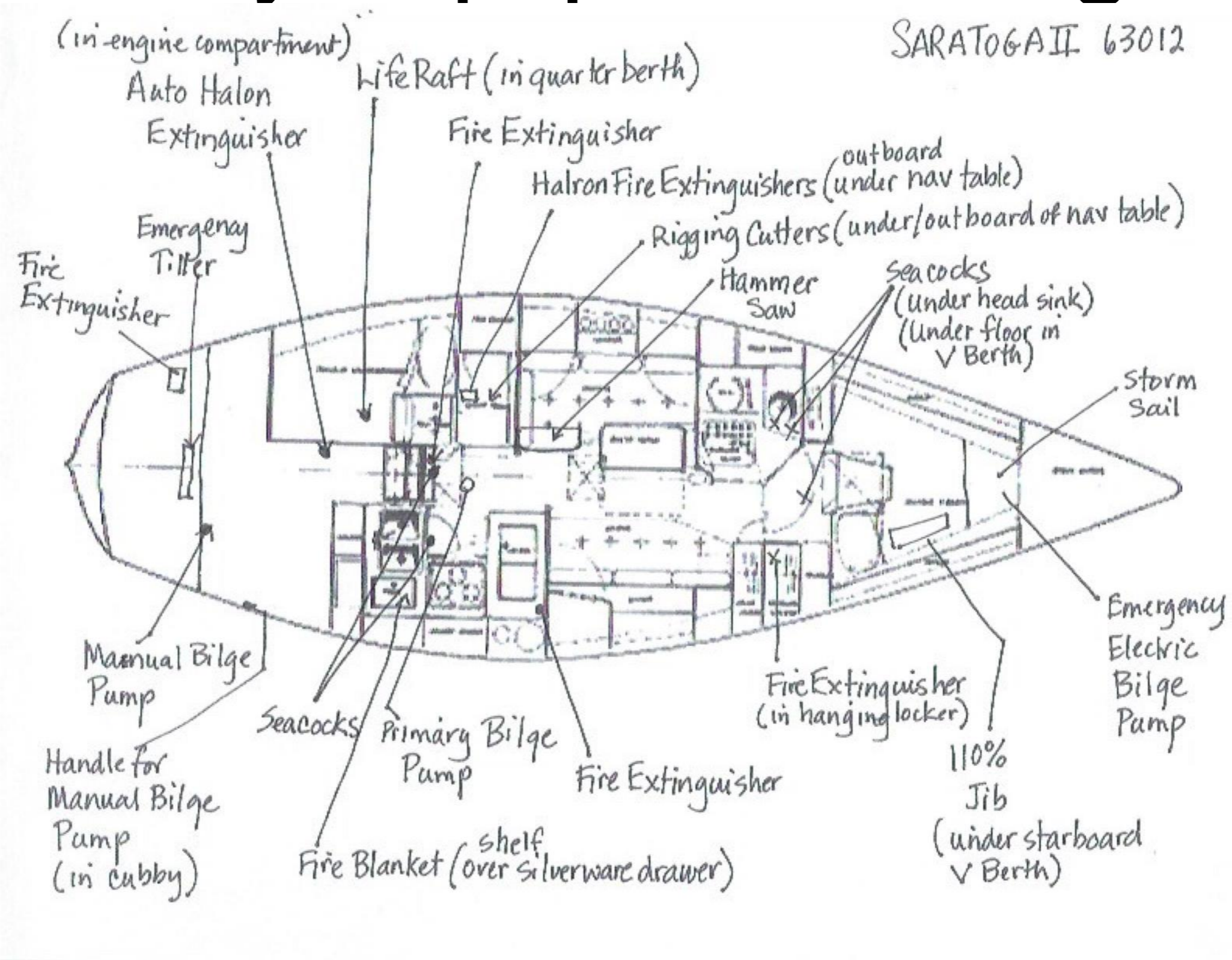
Medical Kit

- A good all around medical kit is essential
- Someone will always need a bandage and probably more
- Make sure you have all of your prescription medicines
- Have a medical guide book on board and read it for suggestions on kitting out your medical kit

Preparing the Boat

- Leave BYC with a clean bottom
- Spare parts (engine) as appropriate for your boat
- Replace USCG approved flares with SOLAS flares
- Consider three SOLAS parachute flares
- Boarding ladder
- Tight fitting bug screens & repellent

Safety Equipment Diagram



Basic Safety Equipment

- Stormsail and reefing lines properly rigged
- Inflatable life jackets with harnesses & webbing jack lines
- Lifesling & hoisting gear
- MOM or MOB pole & horseshoe with light
- Throw line
- DSC VHF radio with MMSI programmed
- AIS transceiver
- Personal AIS beacons if going offshore
- Life raft or inflatable dinghy (fire/sinking)
- EPIRB if you are going offshore
- A VHF radio is more useful for the coastal route

Next Steps

- Purchase additional safety equipment (Lifesligng, SOLAS Flares, stormsail, AIS Transceiver, SPOT/inReach, etc.) and rig/install early.
- Conduct shakedown sail with delivery crew, practicing heaving-to, Quick Stop and MOB procedures under sail (all crew members take the helm)—time each crew member and repeat to accelerate recovery.
- Develop “float-plan” (day/time of departure/arrival; anchorages) and share with family and cruise leads

Resources

- US Sailing - www.ussailing.org - S@S Online Courses
- CCA - www.cruisingclub.org - S@S Articles & Online Weather Courses
- CCA Safety for Cruising Couples workbook – available through the BYC store (\$16)