

Syvstjernen Safety Briefing

8 May 2018, Peter Hillock

Introduction

The Safety briefing is a mandatory annual event, and is mandatory for all new skippers before being allowed to take out our boats. The primary purpose is to remind all skippers, experienced and less experienced about responsibilities to crew and equipment.

Main reasons:

- **First and foremost: Crew and skipper safety**
- Not all incidents involving boats or crew safety are being reported
- Even experienced skippers taking risks and causing dangerous situations and damages
- Poor boat (house)-keeping and un-reported damage
- Expensive repairs impacting the club overall

A word from the caretakers

2017, Peter Hillock



When we pulled Peter out of the water in the autumn, it was displaying a crack in the hull behind the keel and damage to front of keel at the base.

OBVIOUSLY A HIT ON A SUBMERGED OBJECT

- NOT a line written in the sailing reports
- NOT reported to the Chairman
- NOT reported to the Caretaker

WE HAVE INSURANCE:

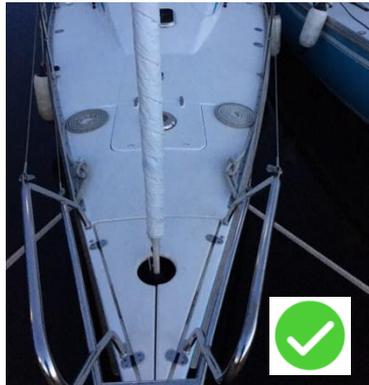
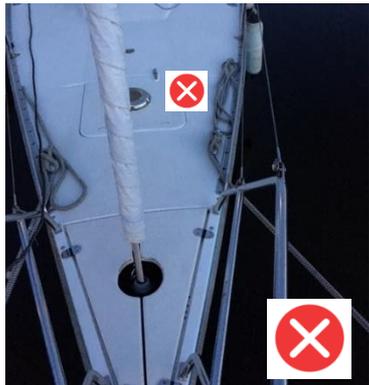
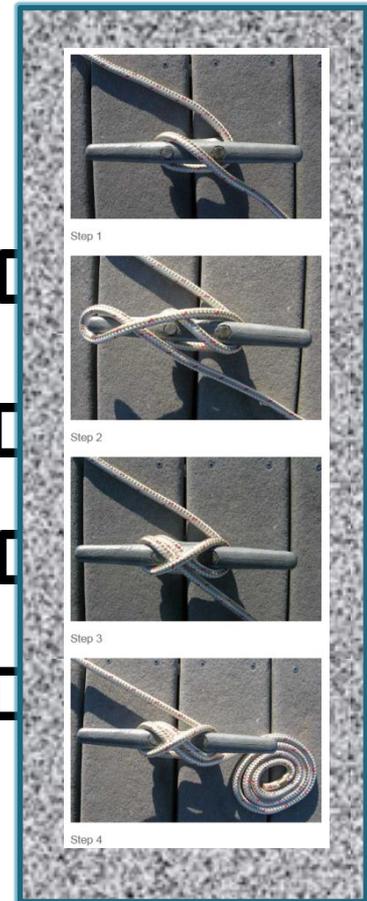
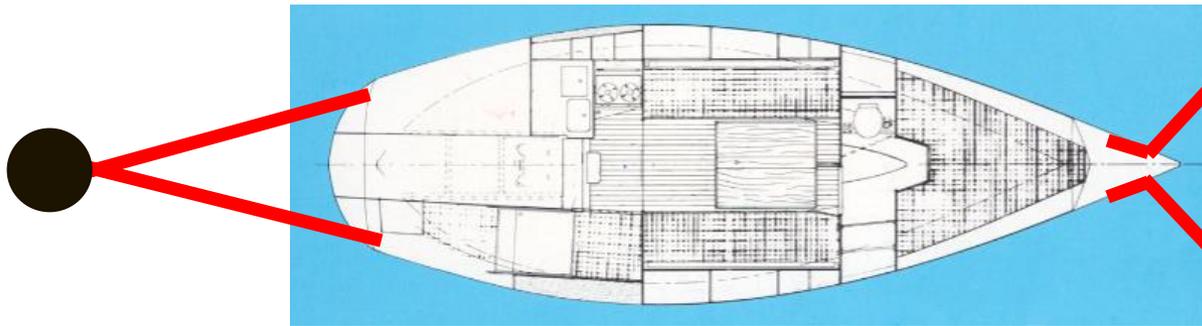
- Covers more or less any kind of damaging incident you may experience - if reported in a timely manner. Do not assume the damage is negligible or the repair cost minor. An incident is an incident – report it.
- Any grounding or bottom touch needs to be reported immediately – in most cases the boat will need to be lifted and keel inspected.
- If it is reported we can deal with insurance, end of season ‘finds’ are typically not covered. This one was DKK 30,000.
- Light damage to a bow from ramming a jetty (8,000 - 10,000 DKK)

PLEASE report things – accidents do happen, we know that.

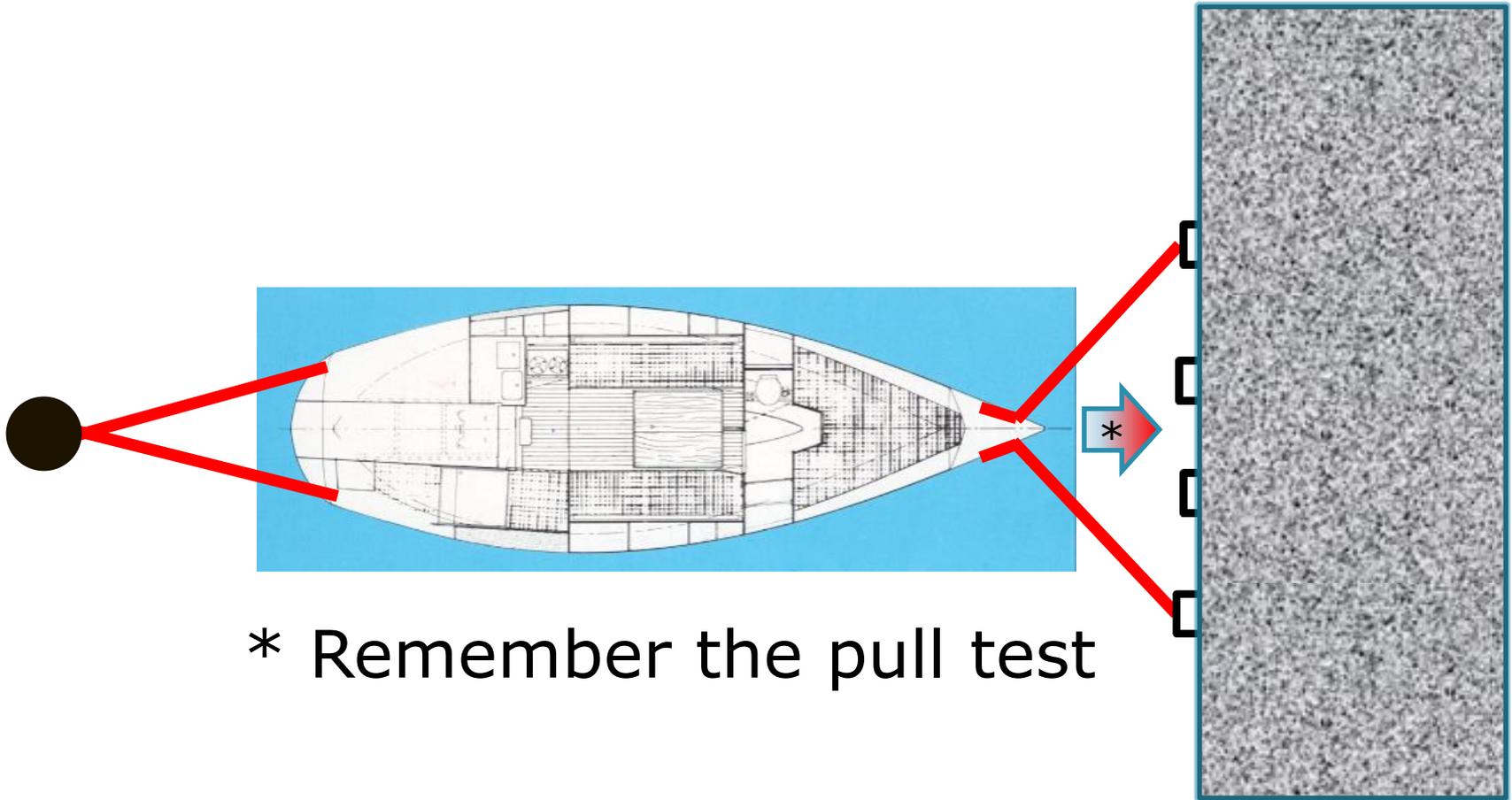
Fortøjning/Mooring



Cleat hitches



Use the fairlead..please
* Remember the pull test



* Remember the pull test

Safety Briefing

Before you head out to sea

Check the sailing reports

- There is a copy on the boat, and any damage should have been reported.
- Check if reported damage is repaired – if not report again.

Inspect the boat

- **Rigging**
 - Visible damage/dents in mast or boom
 - Sheets and halyards (fraying or damage)
 - Broken wires on stays
 - Shackles (deformation)
 - Rig tuning (slack), spreaders angles ASO
- **Hull and deck**
 - Visible damage
 - Water below deck (fresh or salty ?)
 - Sea cocks and valves
 - Navigation lights & electronics
- **Engine**
 - Oil spill
 - Water leak
 - Oil level
 - Fuel level
 - Cooling water

Inspect the safety equipment

- **Safety equipment**
 - Liferaft, life belt, throwing line
 - Life jackets
 - Bilge pump, handles
 - Wire cutter
 - Fire extinguishers
 - Fire blankets
 - Pyrotechnics

- **If damage is found/done, Report it**
- **If damage reported is not fixed, Re Report.**

Before you head out to sea

Give yourself time to brief the crew on safety and passage/voyage plan

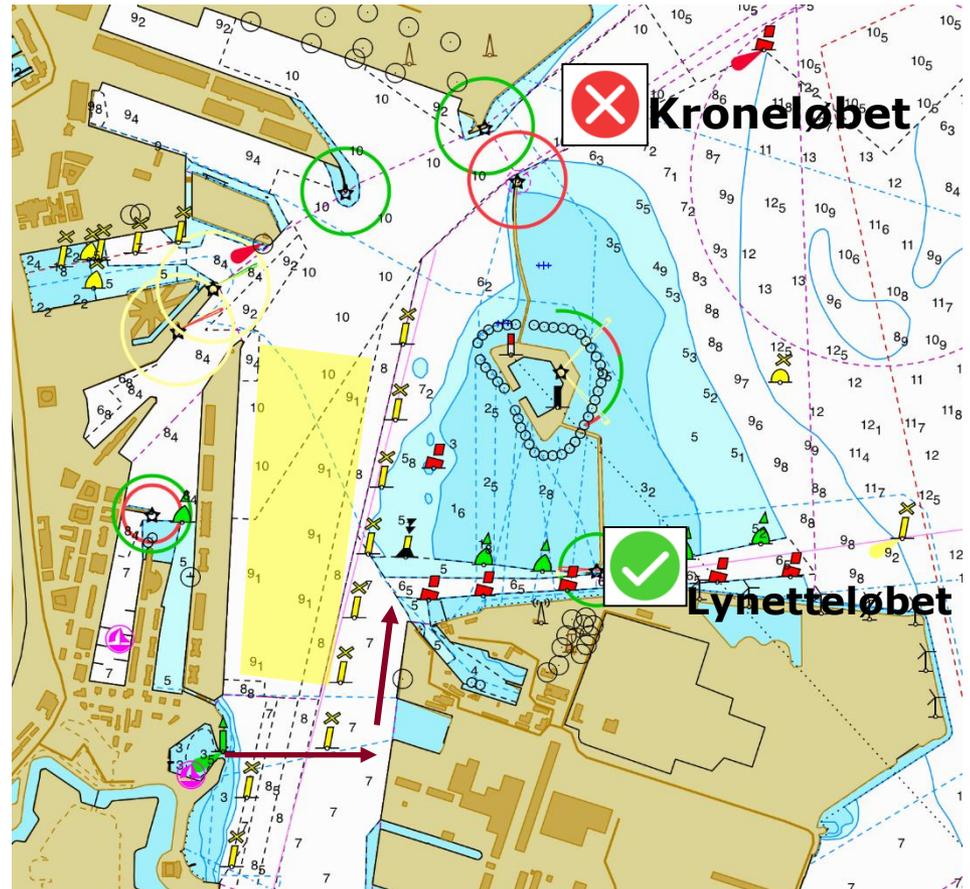
Crew safety briefings

- Make sure crew know the location of and how to use all safety equipment
- Hands on demonstrations work
- Discuss the MOB process (most experienced person may go overboard)
- At least two persons know Pan Pan & May Day radio procedure
- Liferaft launching procedure
- Make sure crew comes with adequate clothing
- Life Jackets to be worn at all times
- Shoes always worn when on deck

- **Do not set out in predictable bad weather unless you have to. Know you and your crews limitations.**

Copenhagen - getting in and out of the harbor

- Beware of commercial traffic
- Max Speed 6 knots in main channel and 4 knots in canals
- Yachts must sail east of restricted area. Vessels may not cross the restricted area nor navigate on Sdr. Frihavn during arrival/exit of commercial traffic
- To and from Langeliniehavn must be at right angles
- Only use "Lynetteløbet"
- Do not use "Kroneløbet"

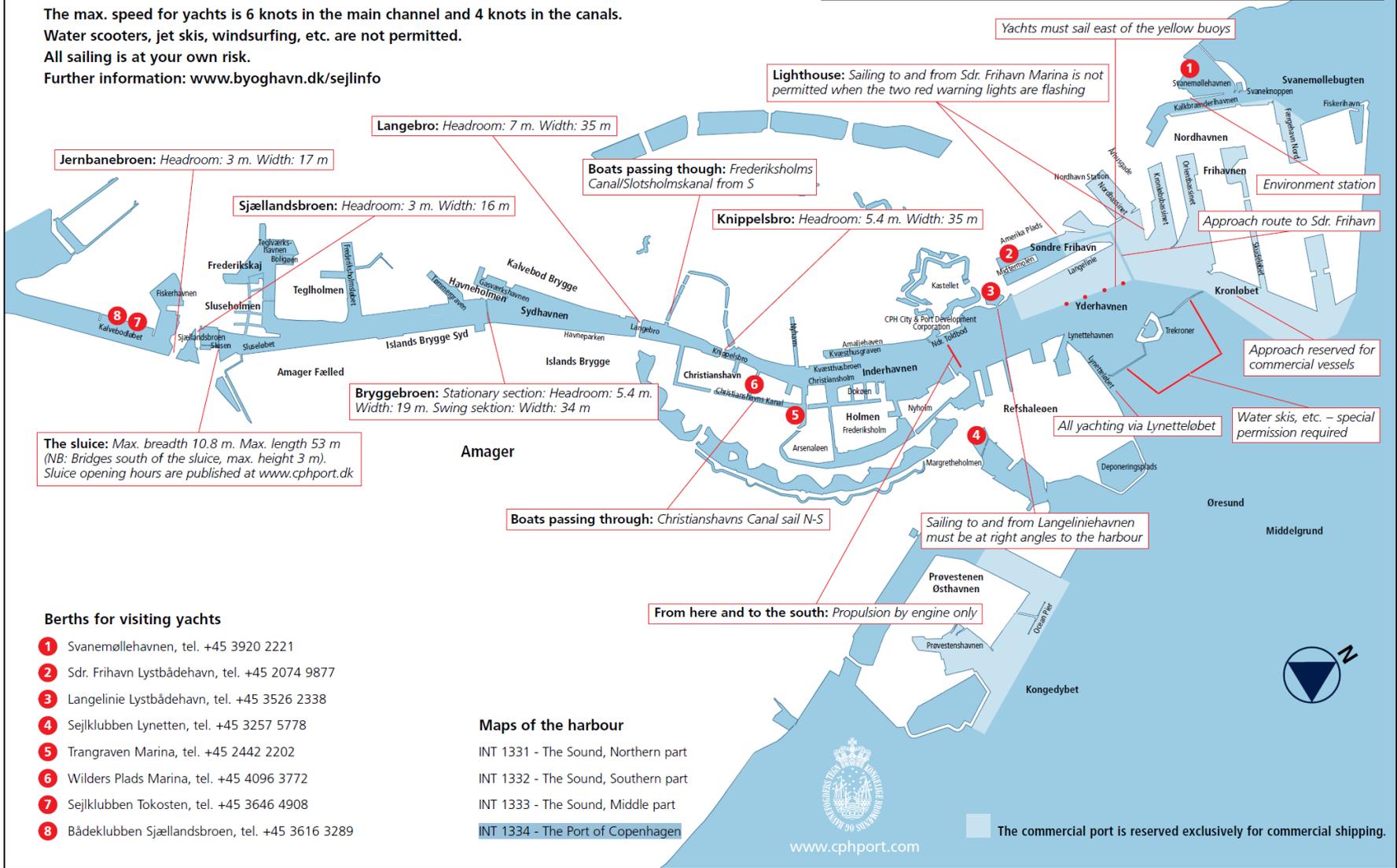


Watch for the seaplane, it can & does takeoff from both the inner and the outer harbor.

Yachts in the Port of Copenhagen

The max. speed for yachts is 6 knots in the main channel and 4 knots in the canals.
 Water scooters, jet skis, windsurfing, etc. are not permitted.
 All sailing is at your own risk.
 Further information: www.byoghavn.dk/sejlinfo

Toilet tanks and slop can be emptied at the Port of Copenhagen Environment Station at the end of Lautrupkaj near Svanemølleværket



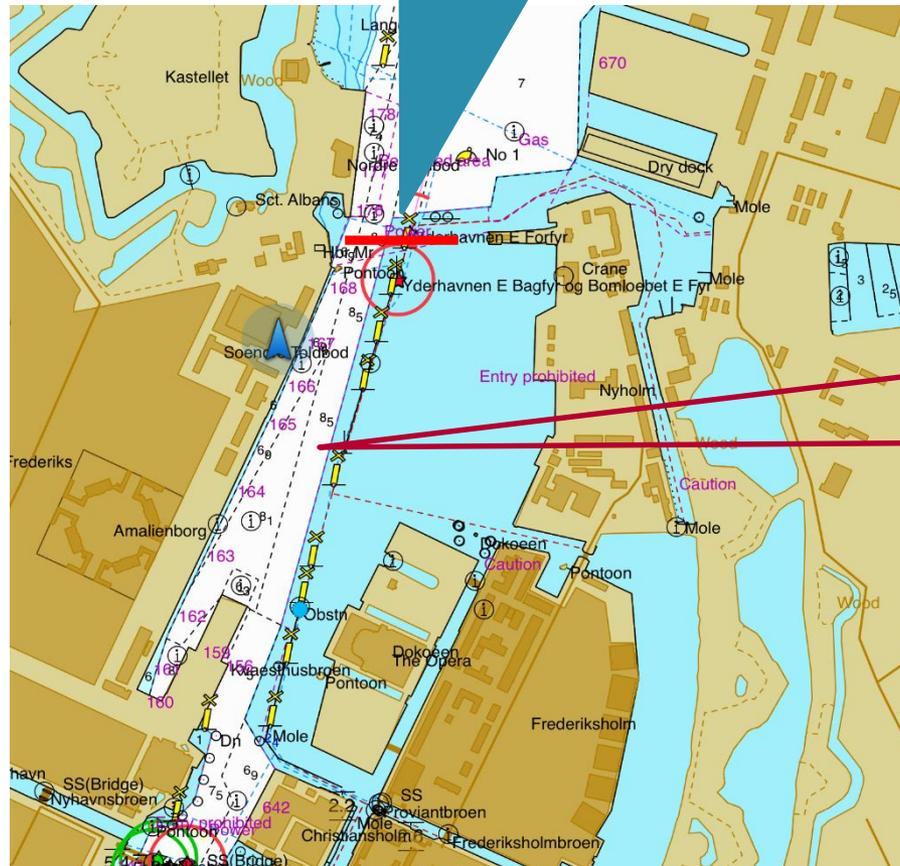
Police

Copenhagen police patrol the port, tel. +4514 4848, extension 2811

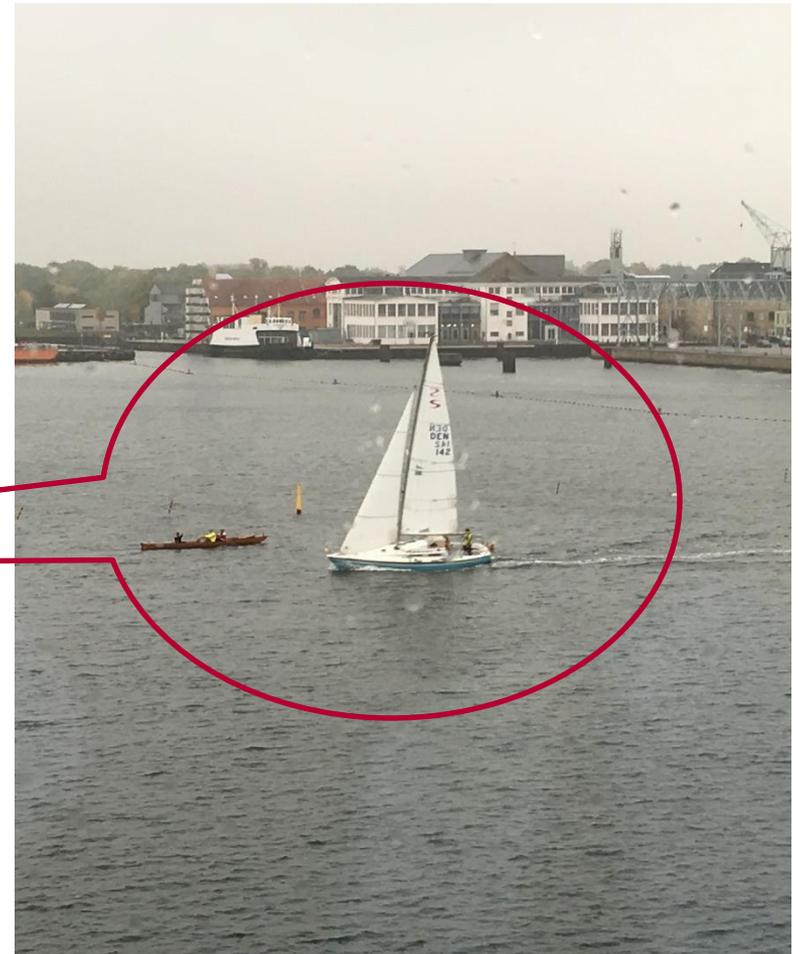


Engine **only** in the inner harbour and in the restricted area

From here to the south (city) engine propulsion only.

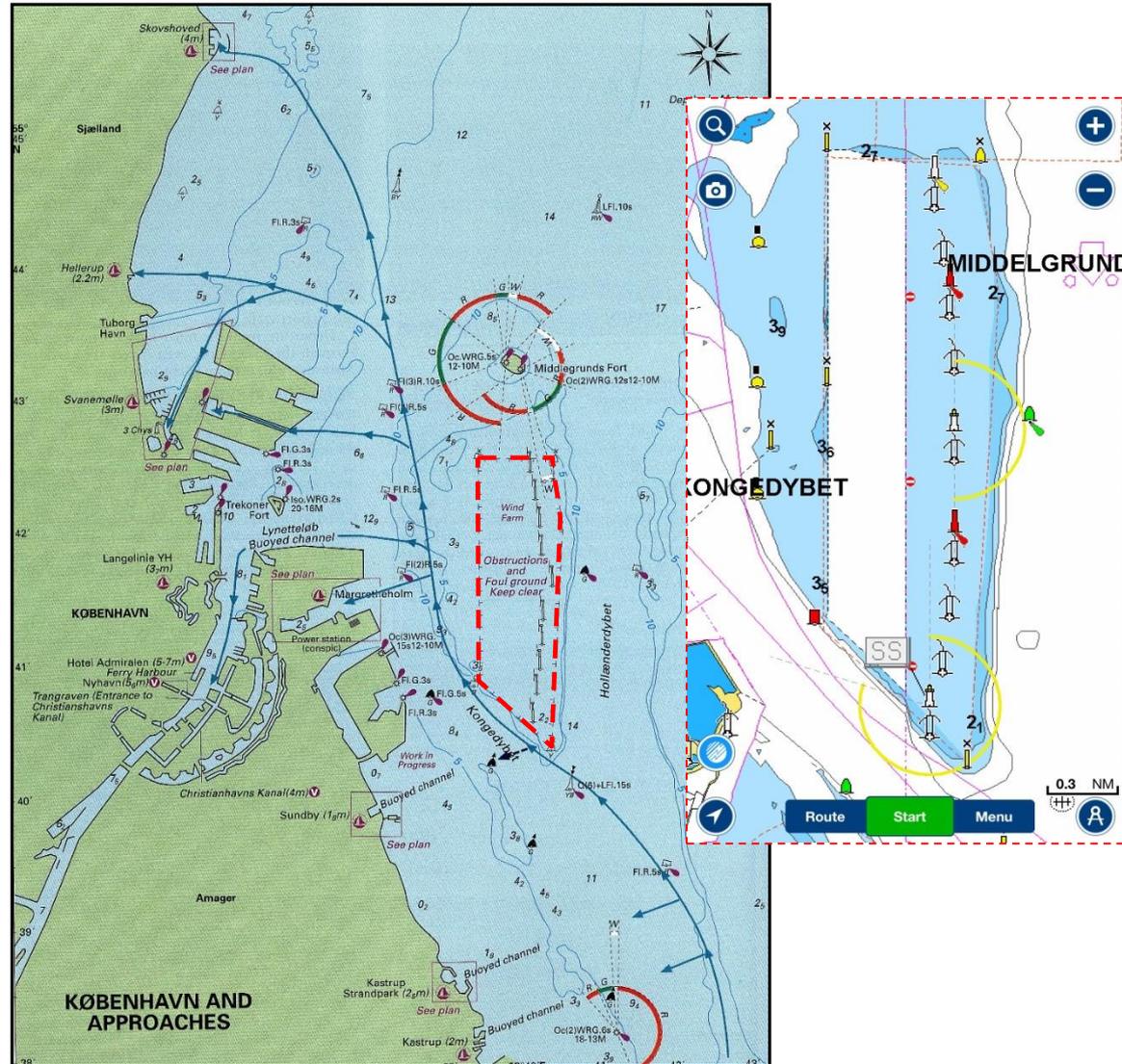


OOPS



Getting in and out .The larger picture

- Stay outside the marked area by the windmills. This is foul ground with numerous obstructions.
- Follow "Lynette løbet" to the end before turning north or south
- Beware of commercial traffic
- Beware of navigation marks – keep a good watch and ask crew to always be alert – do not assume the helm has seen the mark that you are closing in on



Underway and out on the water

We all know the basics ?:

- One hand for the ship, the other for you
- Keep a good lookout under the sails (other traffic, navigation marks etc)
- Beware of boom when running with the wind
- Beware of loose sheets – end or section of rope flapping can seriously injure
- Potential for trapped legs when mooring
- Potential for trapped fingers when using winches
- Boat keeping, keep sheets/halyards tidy with key items flaked in case of emergency

Observe Your Crew

- Fatigue, seasickness, cold, hypothermia, sun-stroke, dehydration all incapacitate, and you still need persons to sail the boat.

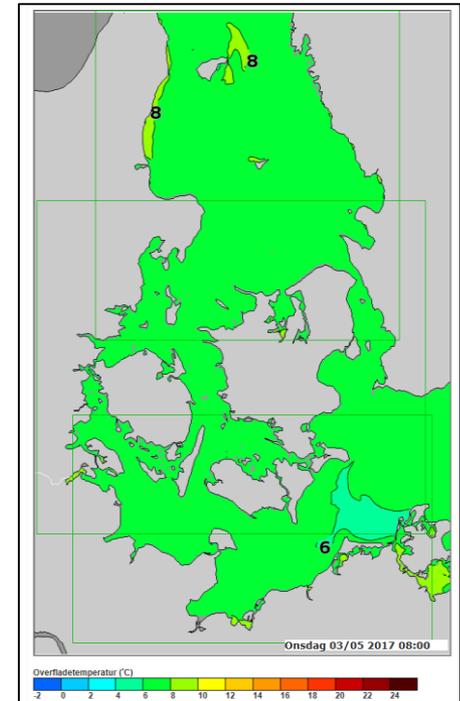
Dress for the weather (CHECK the weather)

- Goes for you and the crew
- Make adjustments in good time before conditions change

Underway and out on the water – cold water

We all know that it is unpleasant – sometimes – however in the early and late season it is life threatening.

| Water Temperature | | Expected Time Before Exhaustion or Unconsciousness | Expected Time of Survival |
|-------------------|------------|--|---------------------------|
| (°F) | (°C) | | |
| 32.5° | 0.3° | < 15 minutes | 45 minutes |
| 32.5–40° | 0.3–4.4° | 15 – 30 minutes | 30 – 90 minutes |
| 40–50° | 3.3–10° | 30 – 60 minutes | 1 – 3 hours |
| 50–60° | 10–15.6° | 1 – 2 hours | 1 – 6 hours |
| 60–70° | 15.6–21.1° | 2 – 7 hours | 2 – 40 hours |
| 70–80° | 21.1–26.7° | 3 – 12 hours | 3 hours – indefinite |
| > 80° | > 26.7° | Indefinite | Indefinite |



Should You or Your crew go overboard You can prolong survival by reduction of heat loss by:

- Keeping calm, trusting your life-vest, not trying to swim unless you have to
- Curling up in a ball, closing gaps in clothing, protecting hands/armpits/groin and back of knees where you lose the most heat

Cold water robs the body of heat 25 to 30 times faster than air. When someone falls overboard, his or her core temperature begins to drop within 10 to 15 minutes. The water doesn't have to be icy – it just has to be colder than the victim to cause hypothermia. Even worse, our body's first response to cold water immersion is to instantaneously gasp for air, but chances are that you'll end up with a mouthful of water and be on the path to drowning.



Out on the water – Hypothermia first aid

Symptoms are:

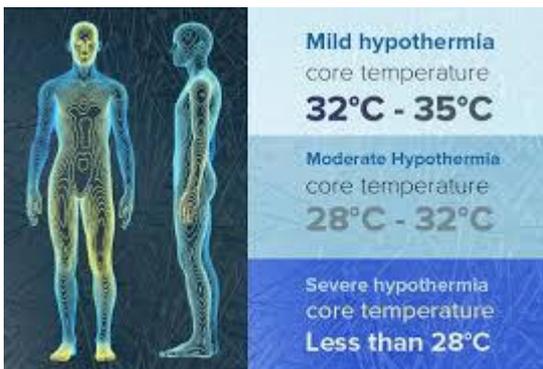
- Confusion, memory loss, or slurred speech
- Exhaustion or drowsiness
- Loss of consciousness
- Numb hands or feet
- Shallow breathing
- Shivering

Treatment is:

Restore Warmth Slowly

- Get the person indoors.
- Remove wet clothing and dry the person off, if needed.
- Warm the person's trunk first, not hands and feet. Warming extremities first can cause shock.
- Warm the person by wrapping him or her in blankets or putting dry clothing on the person.
- Give the person a warm drink, if conscious. Avoid caffeine or alcohol.
- Once the body temperature begins to rise, keep the person dry and wrapped in a warm blanket. Wrap the person's head and neck, as well.

Take the person to hospital for medical check-up



Demonstrate to crew and/or practice

- How to use a winch safely and efficiently
- Gybing the main sail safely and under control
- Heaving to (Ligge underdrejet/lægge bi)
- MOB procedure (sail/motor/variations)
- Use of the Spinnaker – know your limitations and that of the crew
- Mooring under sail – how to get into harbor if the engine fails. Start with a simple approach – light winds, outside the harbor and simply approaching a buoy (NOT a navigation mark)
- Mooring; alongside a boat, pontoon, wall or between poles (fenders, springs, separate lines, technique)
- General seamanship skills; knot work (rolling hitch), throwing a line, sail trimming, helming in heavy sea, getting a reef in/out etc

After you get home,

Give yourself time to fill in the log/sailing report

Reporting in English

Check the previous user's report and make sure any problems / damage have been reported.

At the end of your trip fill out the report form, particularly noting any problems / damage that need immediate attention.

Yellow copy stays on board

White copy returned to Mette when handing in keys.

If previous damage still exists, re report it.

| SAILING REPORT | | | | | | |
|--|--|----------------------|-----------------------------|--------------------------|--------------------------|------------------------|
| YACHT CLUB 'SYVSTJERNEN | | | | | | |
| Boat's name: | | Skipper: | | Ext.: | | |
| Sail no.: | | Membership No.: | | Mobile: | | |
| Crew (names + membership nos.): | | | | E-mail: | | |
| BOAT CONDITION / CLEANING | | | | | | |
| | | Before leaving | | Upon return | | |
| Diesel/petrol | (e.g. 3/4) | | | | | |
| Oil | (e.g. 3/4) | | | | | |
| Water | (OK / not OK) | | | | | |
| Gas | (OK / not OK) | | | | | |
| Life Jackets (check how many) | | | | | | |
| Comments to the above: | | | | | | |
| LOG | | | | | | |
| Date: | Harbour / Route (e.g. LLB - Flakfort - LLB) | Time (eg. 45 min) | Weather (eg. 15th, 20th) | Wind (eg. 6-7 m/s SE) | Departure (eg. 07:45) | Arrival (eg. 21:15) |
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| Total engine usage: (e.g. 45 minutes) | | | | | | |
| Comments on trip (accidents - damage): | | | | | | |
| | | | | | | |
| | | | | | | |
| (All accidents/damage should be reported immediately by the responsible skipper to the boat's caretaker and the Club's Chairman/Vice Chairman) | | | | | | |
| General Comments (experiences - good ideas - suggested improvements): | | | | | | |
| | | | | | | |
| | | | | | | |
| Date and Skipper's signature: | | | | | | |

Please don't just copy previous entries ie: fuel level etc

After You get home: General "housekeeping"

- Leave the boat in a tidy, clean condition
- Loose equipment to be stowed away tidely.
- Coil lines & mooring (deck coil or life-boat coil for mooring lines)
- Wet equipment , if left below, not to be put in lockers. Hang it up or lay it out to dry. If you can take it home to dry and guarantee the return next day, please do so. If bunk cushions wet raise to vertical position to dry.
- Make sure no food or open drinks are left in the cooler. Leave cooler lid open
- Check fuel and oil
- Check spare gas bottle is full. Check that gas is turned off inside and out before leaving the boat.
- No trash to be left on board
- Make sure that ANY deficiencies are reported. The boat caretakers needs to be informed in order to be able to rectify.
- If Deck or Cockpit is dirty or grimy from salt, hose down using the freshwater hose at the dock
- Before leaving the boat, check fenders are secure and set at the correct height
- Moor correctly so the bow cannot touch the mooring (use fairleads & space out correctly). xcheck cleat hitches and tension.
- Switch of the power (for Scankaps...power switches horizontal)
- Dont forget to lock the boat and the external lockers.
- Hand in the keys



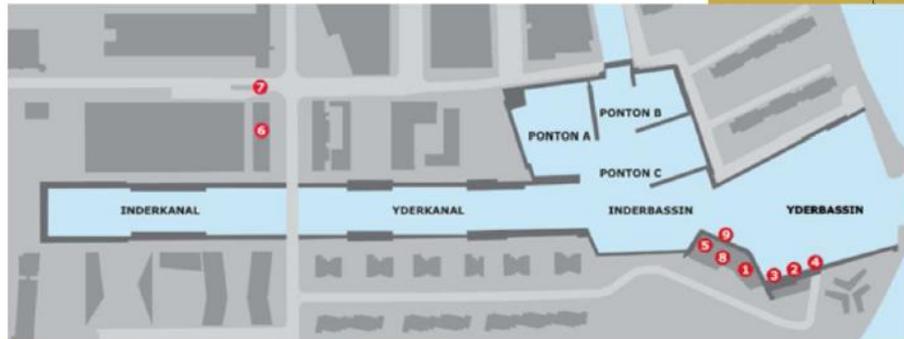
Prevent injuries: fitness

Generally Pre season training can provide greater enjoyment during the season however Sailors typically experience back and shoulder injuries or problems.

1. Train your balance – Will help you stay upright on board (Sea Legs)
Use a ball or a balancing board.
2. Train your endurance –
Any way you like, Running, cycling, swimming - long slow distance
3. Train your core strength – Always good
Planking and hiking (more for the dinghy sailors) Abs and back
4. Work on your strength - There is generally not room to use your weight
Rowing, Squats, lunges, deadlifts, pullups, overhead press, and bench press. Focus on repetitions, not mass.
5. Shoulder stability – We use them a lot - they need to stay in place.
There are specific exercises for the shoulders. Google a few – use some

FUEL

Tuborg Havn





- 1 Havnekontor
- 2 Toilet og bad
- 3 Service kaj (mastekran bensin/diesel miljøstation)
- 4 Miljøaffald (oliefilter/lign. batterier kemikalier)
- 5 Restaurant (Club Royal Brasserie)
- 6 Butikcenter
- 7 P kælder
- 8 Kongelig Dansk Yachtklubs klubhus
- 9 Gæstebro



FUEL

Lynetten

