

ASSOCIATION CUP DROWNING ON PORT PHILLIP 15TH APRIL 2018

LESSONS TO BE LEARNED FROM THE CORONIAL FINDINGS

1. THE YACHT IN QUESTION

- An Adams 10 without lifelines but unclear that they would have prevented the MOB given the prevailing weather conditions.
- The MOB person had a manually inflated lifejacket with the inflation tab tucked inside the jacket (a common practice). Automatically inflatable lifejackets recommended, particularly where the MOB incident involves some physical injury in the process (as in this case).
- Communications from the boat handheld 5W VHF were marginal. Fully installed 25W radios recommended.

2. THE WEATHER

- Forecast wind/wave conditions were marginal (average wind/waves at the high end of OK and higher squalls were forecast) but the club did check with the BOM. Compulsory wearing of lifejackets were required. Victoria Police recommended that club documents should be very clear when a race should not be run or abandoned.

3. RESCUE CAPABILITY

- The nearest rescue boat was not suited to MOB recovery (high topsides, no transom door).
- The most suitable rescue boat for recovery could not make good speed in the conditions. Additionally, it only had one crew on board which was inadequate.
- No boats were equipped with automatic defibrillators. Recommended.
- Clubs need to be careful to ensure the rescue boat capability matches the fleet and the expected conditions.