

Recommendations from the Capsize of the Racing Yacht, Nexba Review Report.

Australian Sailing's responses

<p>Recommendation</p> <p>7.1 Race organisers assess the risks of the inclusion of qualifiers in the Notice of Race. This should consider: the length (distance and time) of qualifier versus race; the equipment audit status; and the provision of communication and incident management support. This may include prescribing additional criteria in qualifiers or warning sailors of the added risks.</p> <p>7.2 Sailors undertaking qualifying passages should:</p> <ol style="list-style-type: none"> Log a voyage plan with Marine Rescue NSW or an equivalent. Arrange scheds/skeds with Marine Rescue NSW or a supporting contact. Equip the boat to the comparable race category standard of equipment.
<p>Response</p> <p>Organising Authorities accept responsibility for requiring qualifying passages for certain races. Since the release of this report the CYCA has included the following requirements of skippers undertaking qualifying passages in response to Recommendation 7.1 and 7.2.</p> <p>The NoR wording is as follows:</p> <p><i>A boat completing a qualifying passage should meet the safety and crew qualification requirements of this Notice of Race prior to completing their qualifying passage. It is strongly recommended that a boat organise a shore contact and determine a communication schedule for the duration of the passage.</i></p> <ul style="list-style-type: none"> <i>Include a clause in Cat 1 Race NoRs regarding crew and safety requirements for qualifying passages for both crew experience and the boat.</i> <i>Include a clause in Cat 1 Race NoRs that boats completing a qualifying passage should have a shore contact for the duration of the passage with a frequent predetermined communication schedule.</i> <i>Include the above clauses in all future major race NoRs;</i> <i>Include an article regarding qualifying passages in the RSHYR Competitor's Newsletters to remind people to log on/off with Marine Rescue NSW, organise skeds with a shore contact and ensure crew and safety equipment requirements are met;</i> <i>Advise competitors that qualifying passage logs must include confirmation of logging on and off with Marine Rescue.</i> <p>The CYCA has shared this updated requirement with the organising authority (OA) participants of the Working party. The Working party is satisfied with this response to recommendation 7.1 and 7.2 and will include in a future Safety in Focus email newsletter (SiF).</p>
<p>Recommendation</p> <p>7.3 Support team members have a plan of action to notify appropriate search authorities if communication schedule not met or AIS stopped tracking.</p>
<p>Response</p>

<p>The Working Party is of the view that this responsibility for having a plan of action by the support team is the responsibility of the person in charge of the boat undertaking the qualifying passage. The working party notes and supports the CYCA reminder to the person in charge as stated above: “A boat completing a qualifying passage should meet the safety and crew qualification requirements of this Notice of Race prior to completing their qualifying passage. It is strongly recommended that a boat organise a shore contact and determine a communication schedule for the duration of the passage.”</p>
<p>Recommendation</p> <p>7.4 Australian Sailing open the following Special Regs [6] content for review:</p> <p>7.4.1 Clause 4.19.3(c). Whether liferaft deployment when the boat is inverted (for movable ballast) should be expanded for variable ballast, and whether two-handed boats should be included.</p>
<p>Response</p> <p>The Working Party does not support expanding clause 4.19.3 (c) to include boats with variable or moveable ballast or two-handed boats. People in charge of these boats have the discretion to adopt this recommendation if they see fit.</p>
<p>Recommendation</p> <p>7.4.2 Clause 4.20. Whether a secondary grab bag location, accessible if a boat is inverted (such as near the transom), should be required to allow critical items to be including:</p> <ul style="list-style-type: none"> • electronic communications (e.g. handheld VHF, EPIRB) • visual signaling (e.g. flares, laser light).
<p>Response</p> <p>The working party sees potential advantages of a secondary grab bag located near the vessel transom. The working party is concerned however for the potential loss of that grab bag due to exposure to the conditions of the sea and believes that the decision to have such a bag should be left with the person in charge. The Working Party recommends an article regarding grab bag locations in a future SiF.</p>
<p>Recommendation</p> <p>7.4.3 Whether a float-free EPIRB should be recommended for use when two-handed racing.</p>
<p>Response</p> <p>The working Party noted an inconsistency between this requirement in World Sailing’s Offshore Special Regulations and this not being required in Australian Sailing’s Special Regulations. The working Party recommends that Australian Sailing considers this inconsistency with a grandfathering approach if a decision to change is made creating consistency between the two sets of regulations. The working party recognised that such a change if made should not be isolated to two-handed boats but all boats as the risk of keel loss is universal across the fleet.</p>
<p>Recommendation</p> <p>7.5 Australian Sailing communicate with the sailing community regarding:</p> <p>7.5.1 The potential of loss of keel if experiencing unusual steering or boat behaviour through a Safety Information Notice or other method.</p>
<p>Response</p> <p>The working party believes Australian Sailing has already introduced new measures through its keel and rudder inspection requirements which have now been in place for two years. The working party sees no harm in further education through a future SiF but has agreed that whilst</p>

<p>keel maintenance is the responsibility of the owner, it is the responsibility of the manufacturer to ensure a keel is properly designed, manufactured and attached in the case of a newly purchased vessel.</p>
<p>Recommendation</p> <p>7.5.2 An independent review of the Special Regs [6] for coverage of two-handed racing.</p>
<p>Response</p> <p>The Working Party does not recommend a review of Special Regs (6) for two-handed racing. It notes that OA's have introduced additional safety requirements specific to two-handed racing in races such as the ORCV Melbourne to Hobart Race and CYCA Sydney to Hobart Race, and other Cat 1, 2 and 3 races. The working party believes that the Special Regulations is a universal document designed to provide advice and set safety minimum requirements for all forms of racing regardless of crew size. It is believed that isolation of a specific category such as two-handed racing may be detrimental to the intent and useability of the Special Regulations. However, the working party supports the OA's continued focus on workable two-handed safety requirements specific to the racing environment.</p>
<p>Recommendation</p> <p>7.5.3 The sailors' key contributors to survival, via education or awareness programmes:</p> <ul style="list-style-type: none"> • experience in offshore sailing • fitness level • preparation and pre-voyage team agreements (roles and communication) • wearing of suitable offshore clothing • use of sea survival techniques as taught in accredited courses.
<p>Response</p> <p>The Working Party notes the observations of recommendation 7.5.3 and the continued effectiveness of Sea Safety Survival Training. The Working Party recommends these observations are captured in a future SiF.</p>
<p>Recommendation</p> <p>7.6 Australian and World Sailing ensure the Sea Safety Survival Course notes the disorientation experienced if escaping from a capsize, and related challenges in locating critical items.</p>
<p>Response</p> <p>The working party believes this is already captured in the Sea Safety Survival Course.</p>
<p>Recommendation</p> <p>7.7 World Sailing provide input to the relevant standards working groups (IEC and ETSI) regarding robustness of Personal Locator Beacons (PLBs) for use in the marine environment.</p>
<p>Response</p> <p>The working party believes that AMSA is the appropriate Australian authority to address this issue. The ORCV has published an article regarding unintended beacon activation which was provided to AMSA. AMSA have since published PLB Tips and Guide for use of personal locator beacons to encourage safer storage and prevent operator error in use of these devices. The OA's have undertaken to continue the ongoing education process around AIS and PLB devices with their sailing community by providing documents such as the AMSA pamphlet prior to major offshore races.</p>
<p>Recommendation</p>

7.8 Sailors generally:

- Carry each personal beacon (PLB and AIS PCOB) separately on their person.
- For two-handers, carry personal beacons (PLB and AIS PCOB) at all times.
Test personal beacons (including moving parts/antennas) before sailing departure (potentially in a pre- departure briefing) in accordance with manufacturer's recommendations.
- For distress communication devices, ensure that the manufacturer's signalling indication signs are understood before a voyage.
- Continue to monitor developments in communication and electronics features (such as distress alert receipt confirmations), to inform choices in equipment.
For two-handers, consider having spare air available and being trained in its use.
- When voyage planning, note that forecast weather and estimates of arrival will affect the rescue conditions (eg wind, sea state, visibility) and rescue asset deployment.

Response

The working party believes that his recommendation is adequately covered by Special Regulation 1.02. In particular, the working party notes the requirement that all safety equipment is properly maintained and stowed and the crew know where it is kept and how it is used.