



Safety Equipment

A2N Race Preparation



DAVID WALTERS
YACHTS
YOUR CHOICE FOR BLUE WATER BOATS

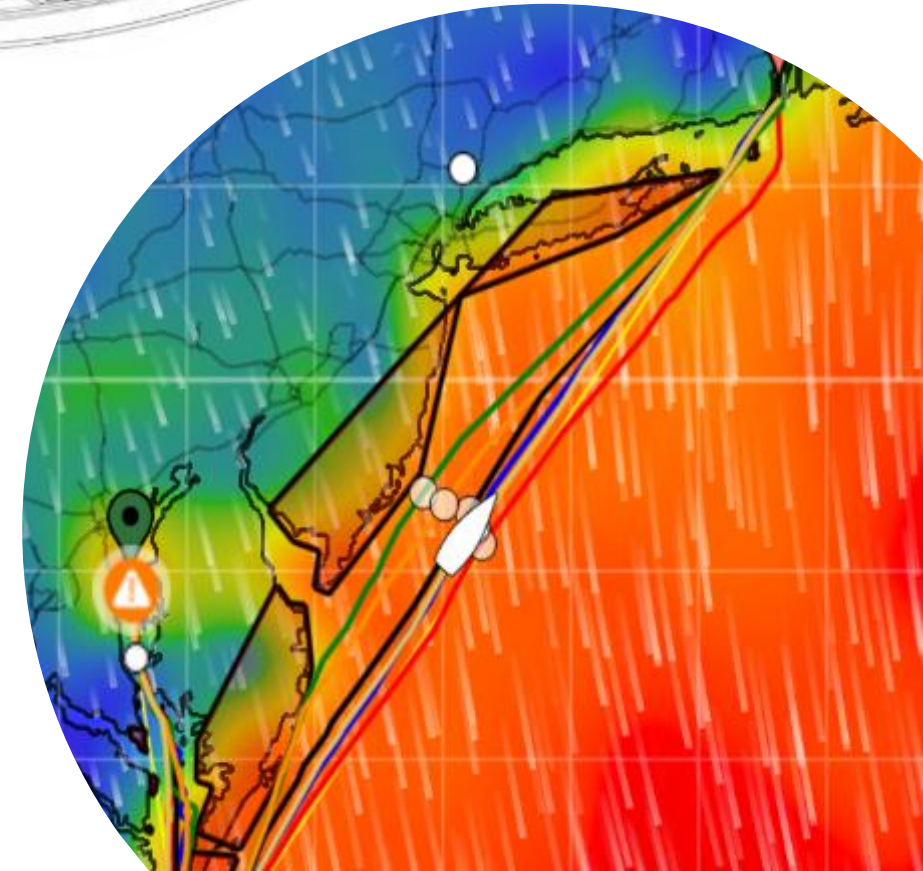
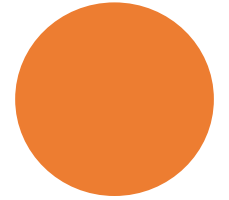
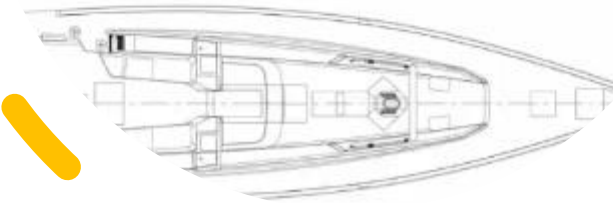
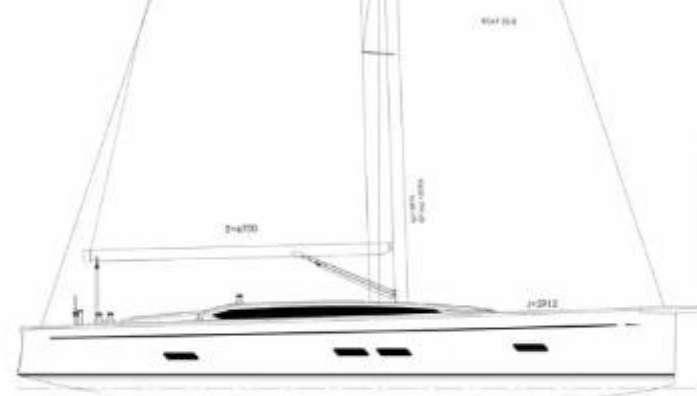
New Ride & Safety from Scratch

- Italia Yachts 14.98 (Arrived a few weeks ago)
Welcomed with 30-45kt winds and front passage and ending rainbow in Annapolis
- Big lift, Short timeline for preparation
 - No running rigging
 - No power
 - No electronics
 - No ORC rating or 3D scan
 - Shipyard custom installations to meet USA some SER's
 - List of SER items to still complete
 - Race tuning & calibrations
 - Sail testing
- Good news, I ran the same process last time on my IY13.98 for the A2N



Big Picture

- Race Plan and Preparation – Define goals, race plan and manage the project
- Race is won and lost in the planning - Race is the execution and limit mistakes
- Weather Planning – Historical WX models on every A2N race and IY14.98 VPP models & Sail cross overs route optimization analysis
- Prepare and Plan for the worst – WX, Crew issues, MOB, Nav/Comm
- Crew Selection – Multi-role, Highly skilled, Physically and mentally strong, Deep experience, Balanced ego's
- Test everything and double check
- Ensure crew understand safety gear, procedures and boat systems completely
- Leadership – PIC (Me) and Senior Leadership



Boat Rules

- Only go forward and aft on the high side period! Day and night. Keep as much deck space between you and the sea
- Stay upwind of loaded fittings and out of any danger triangle zones
- Take a moment to analyze the problem before reacting
- PFD and tethers at night and anytime 20kts+ or moderate seas
- Keep crew warm, fueled with quality meals and snacks, hydrated, rest
- Communicate intentions – Plans and maneuvers
- Well organized cabin, no sails or gear on the floors. House “Mom”



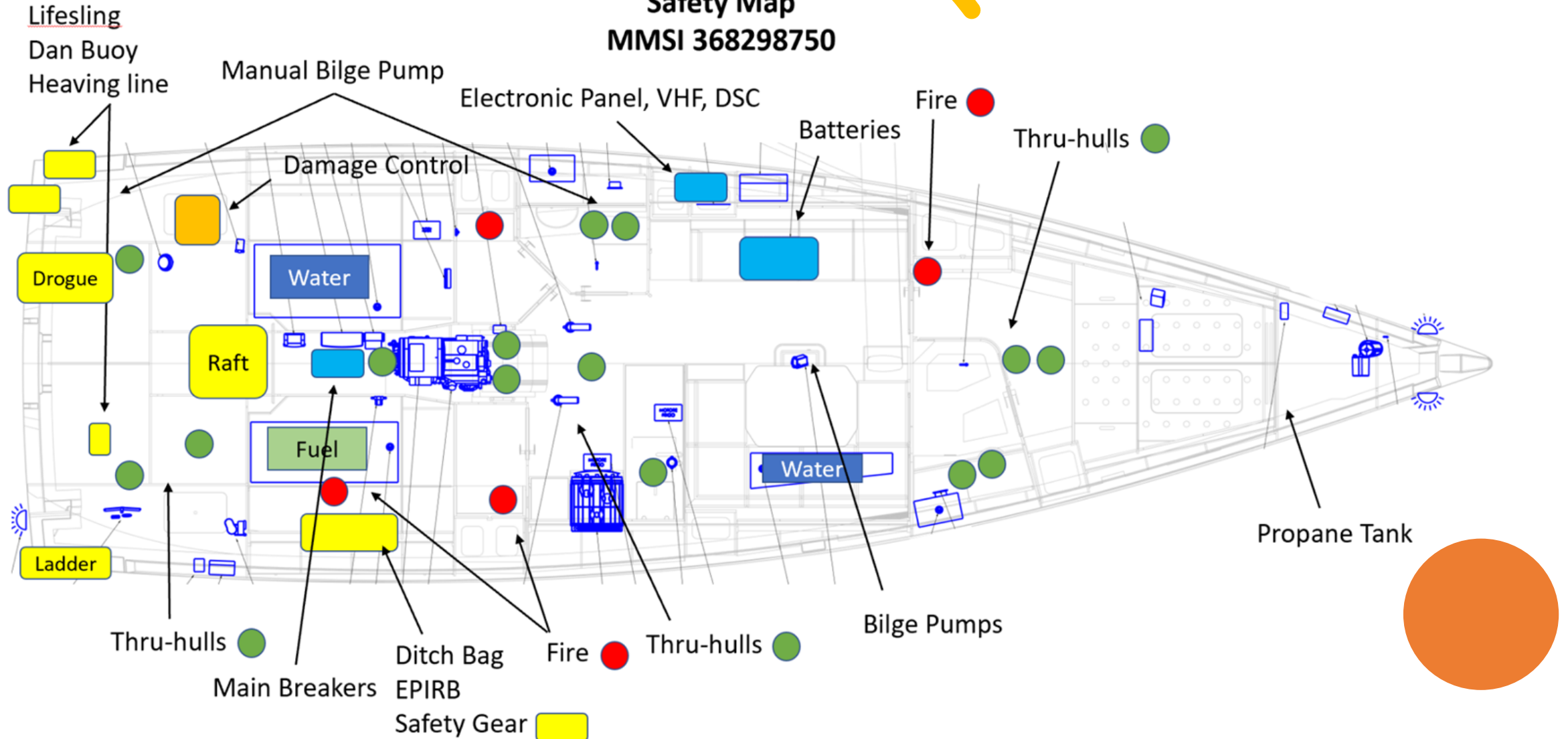


Gearing It Up

- Standardized on Mustang EP38 PFD's, Ocean MOB AIS, Wichard tethers, strobe, whistle, boat name SOLAS tape
- Custom Dyneema Jacklines vs flat straps Run inboard on deck and cockpit setups
- Life Sling, 75' Heaving line, Dan Buoy, Emergency Ladder, Gale Rider Drogue
- Waterproof spotlights and Petzl rechargeable headlamps, Strobes, 406 PLBs, 406 EPIRB
- Ditch bags + Emergency water, Solar charger, Medical extras, Std and Electric flares...
- Good knives
- Sea sickness options
- Emergency antenna*
- Confirm you are meeting all the SER requirements!!!

Safety Map

ARTEMIS - USA 1498
Safety Map
MMSI 368298750



Check & Test Everything

- Safety Gear
 - MOB gear and systems checks
 - Confirm AIS MMSI programming and battery / comms test
 - Inspect and repack PFD's, have recharge kits
 - Expiration dates
 - Jackline set ups and test (I run inboard and not to stern)
 - Ditch bag contents check and test EPIRB, SOLAS beacon
 - Sat / Com test and practice use for voice, email, txt and WX
- Rigging and Systems
 - Inspect all rigging lines, mast, blocks, deck fittings, connections points, lifelines for any potential problems. Baseline - no operational problems
 - Review boat systems - Engine, Power systems, Water maker, Electronics, Propane, Refrigeration, Pumps, Thru-hulls with plugs
 - Have a good damage control plan and materials box
 - Spare parts matter even down to cotter pins
- When in doubt, service, repair or replace



Team Briefings

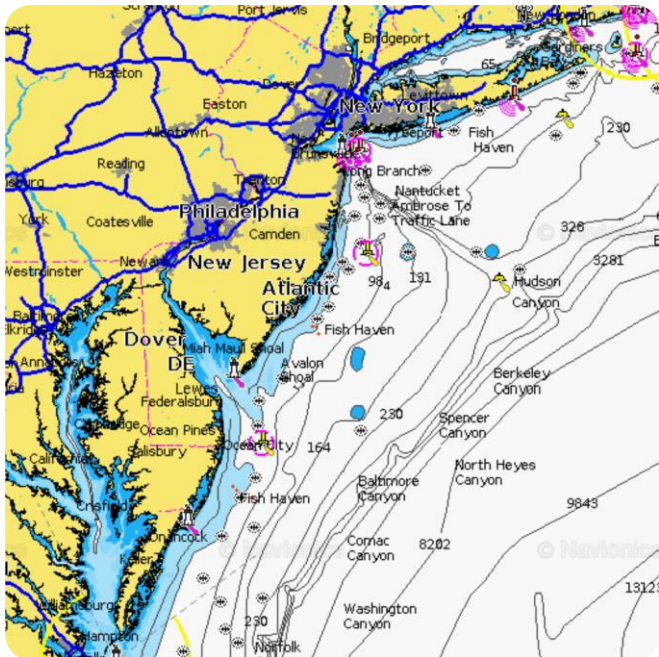
- Planning and discussion / zoom / email
- Race plan and roles updates
- Weather models
- Boat Preparation status and remaining items
- Sailing Performance tune-ups and drill work
- To Do List Readout





Crew Health and Safety

- Crew health status: Anyone with diabetes, allergies, taking medication, etc. Carry spares of any meds needed and have a designated 'doctor' that is aware of how to administer them in an emergency
- Bailout plan in case of emergencies en-route. Where is safe harbor and contact numbers. For a lot of sailboats between Chesapeake Light and Block there are limited options. Make sure bailout option is near a medical facility, some are not
- Communications expert on each watch. Able to monitor radios etc... Not all big fishing vessels have AIS on and will run you down.



MOB and Life Raft Drills

- Your duty is to stay on the boat. It's very hard to get back aboard
- Have you tried to board via emergency ladder, I have, good luck
- Practice MOB drills procedure and crew roles. MOB alert at helm, spotter, deploy equipment, AIS activation, DSC, recovery plan given the situation
- Crew in water, thumbs up if ok. Break water with your hands and not your head!
- Practice Quick Stop, Fast Return (Figure 8) and variants downwind & high-performance boats
- Life Raft – have an evacuation plan and duties based on skills and physical strength



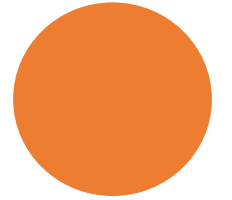
Practice Days – Have a Plan

- Defined the plan for the day – Pre-Sailing briefing
- Safety briefing
- Maneuver briefing
 - Simulated racecourse
 - Sail changes
 - Rotate positions
 - Organize by Watch Teams
 - MOB Drills
 - Storm Sails
 - Tuning and calibrations
- Post training debrief and discussion
- Practice races, churn and burn. Practice focus vs results

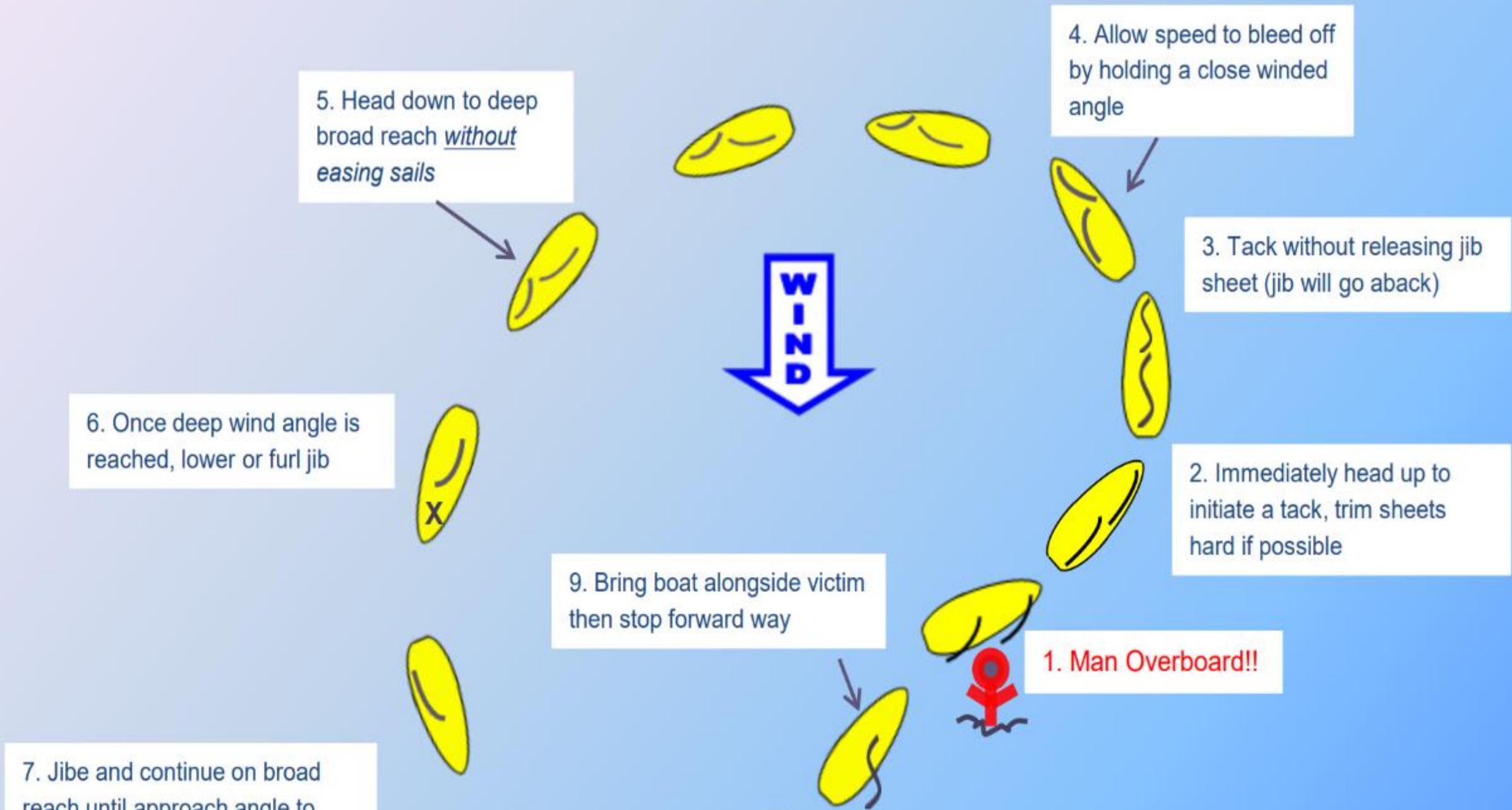


Summary

- Plan it out
- Test your gear
- Know your crew and limitations
- Adapt to changes
- Weather is the big deal
- Race to win



Quick Stop Recovery



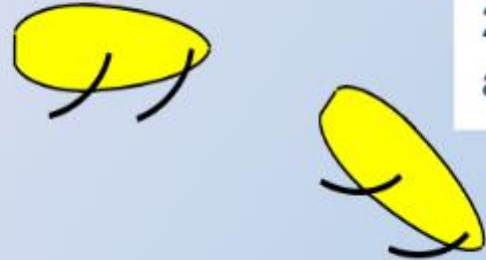
Fast Return (figure 8) Recovery



1. Man Overboard!!



2. Immediately head down to a deep broad reach



5. Continue heading down to broad reach then lower or furl the jib

7. Bring boat alongside victim then stop forward way



6. Once angle to victim is approximately 60 degrees relative to the true wind, turn towards them and control speed with mainsail trim and motor as required



3. Continue until angle to victim is approximately 30 degrees relative to the



4. Sharply tack the boat with a backed jib and continue turning until aimed well to leeward of victim



Fast Return (figure 8) Recovery for High Performance Boats



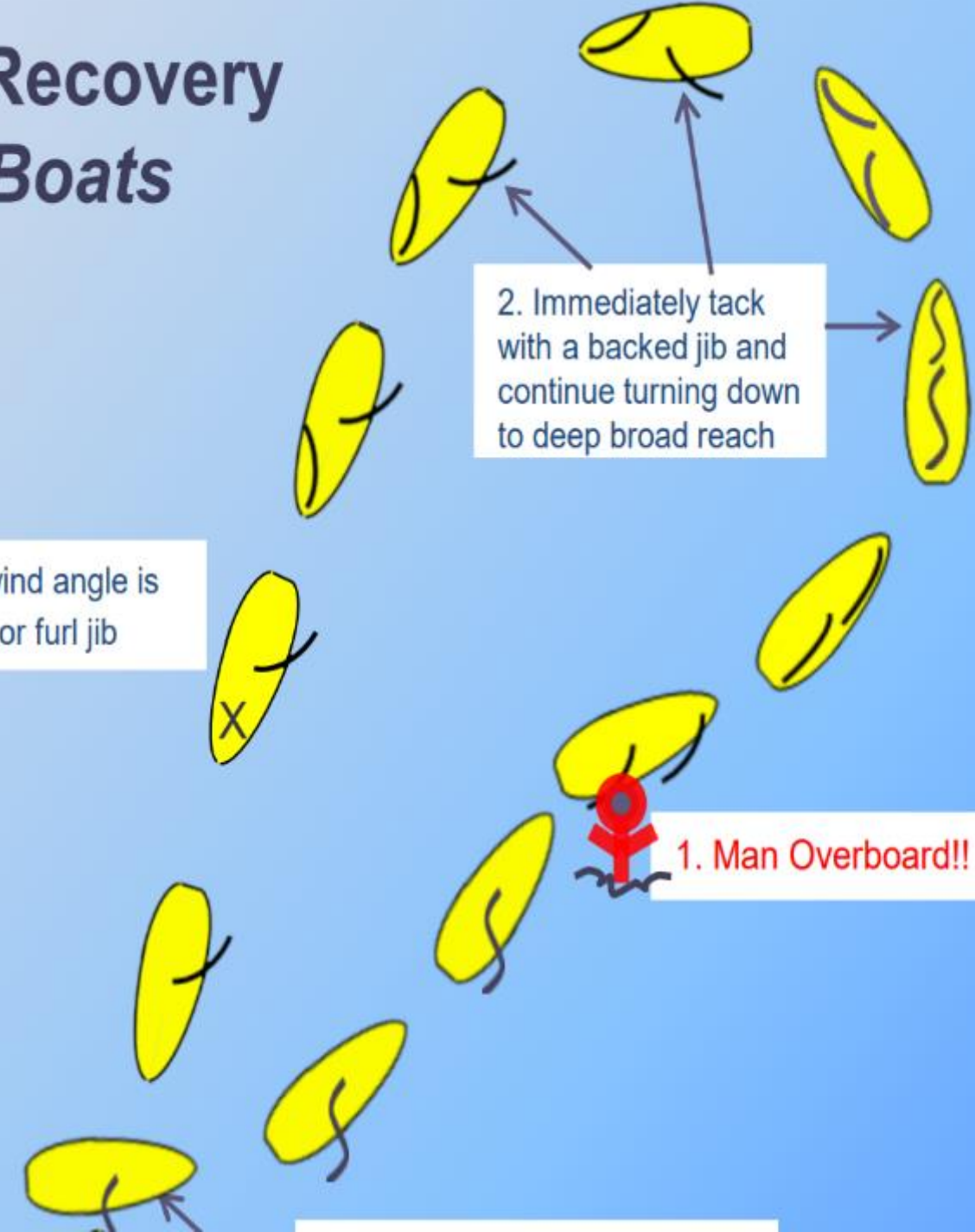
2. Immediately tack with a backed jib and continue turning down to deep broad reach

3. Once deep wind angle is reached, lower or furl jib

1. Man Overboard!!

5. Sharply tack the boat and continue turning until aimed well

4. Continue until angle to



Downwind Quickstop Recovery (w/ spinnaker)



7. Bring boat alongside victim controlling speed with main trim and motor as required

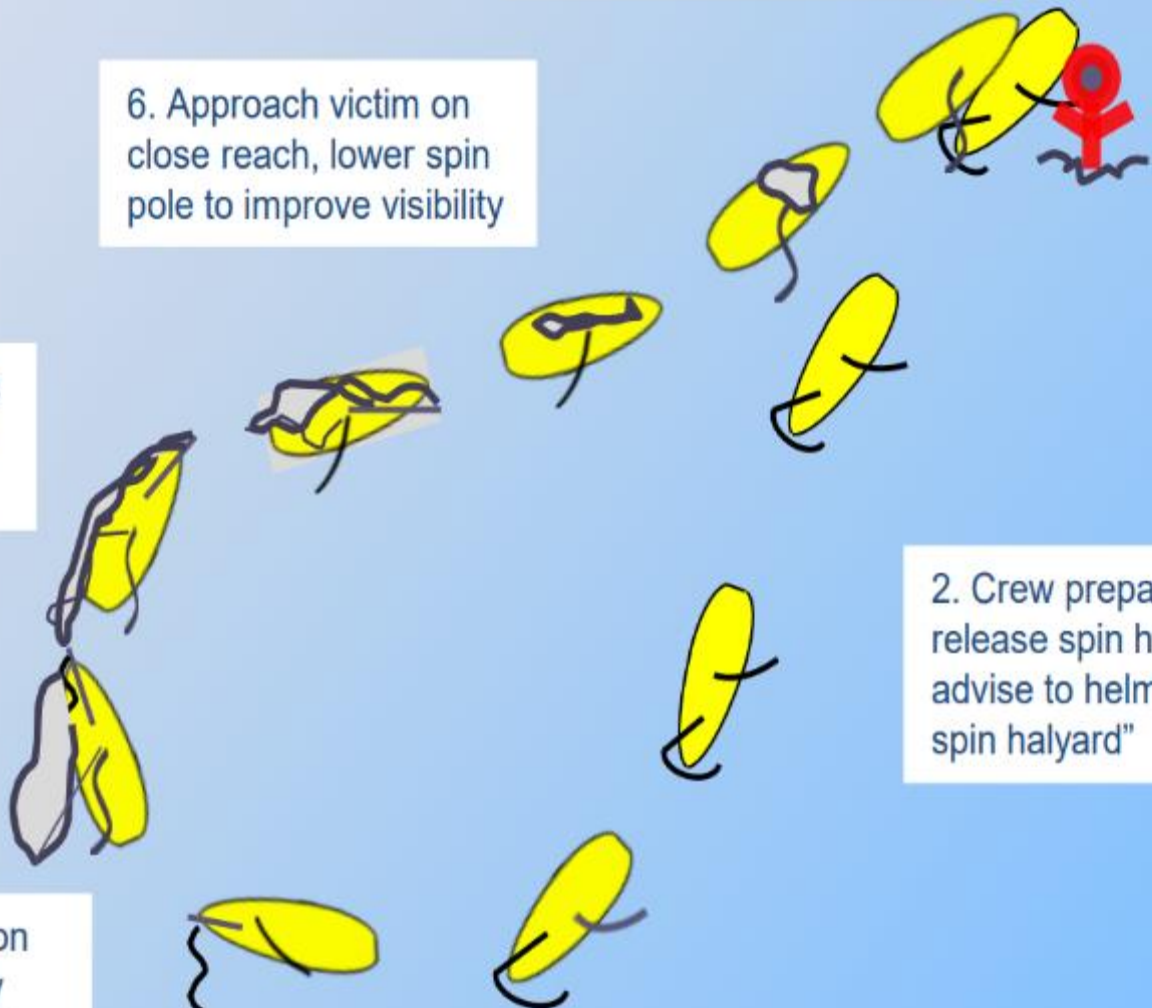
6. Approach victim on close reach, lower spin pole to improve visibility

1. Man Overboard!!

5. Helm tacks boat as crew gathers spin on old lee rail

2. Crew prepare to release spin halyard, advise to helm "ready on spin halyard"

4. Spin halyard is run on helmsman call, usually



Lifesling Recovery Method



4. Head down to deep broad reach without easing sails

3. Tack without releasing jib sheet (jib will go aback), deploy Lifesling

2. Immediately head up to initiate a tack, trim sheets hard if possible

8. Drop sails, haul victim to boat using pennant. Keep boat stopped!! Execute recovery

1. Man Overboard!!

7. Once victim has pennant in hand, tack with backed jib, slow boat to

5. Jibe and continue on broad reach until approach angle to victim is approximately 80 degrees relative to true wind direction

