

Course wrap up



Example Safety Briefing

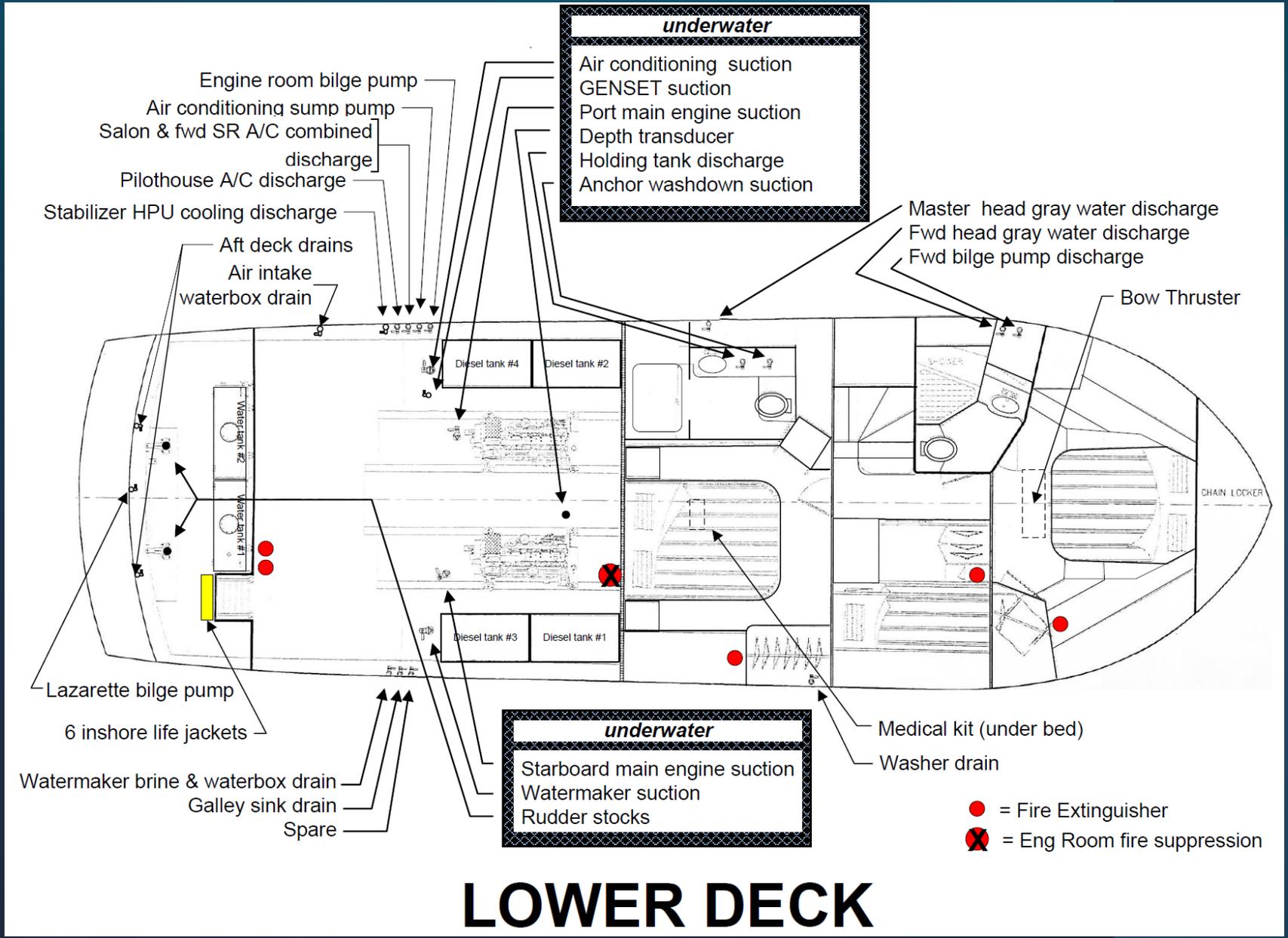
1. Welcome and thank everyone for being part of the crew. **Tell them they are on board to have fun – SAFELY!**
2. **Explain general steps in any emergency**
 - a. **Call out the alarm, ensure everyone is on deck, identify place to assemble and what actions to take.**
 - b. **Place boat in most stable condition.**
3. Location and operation of key safety equipment:
 - a. **Show location of posted boat diagrams of boat thru hulls and safety equipment** including damage control kit and tools. Diagrams should be legible and in large enough font to be read at night.
 - b. **VHF-radio(s):** Demonstrate how to turn on and how to make a routine or distress call on Channel 16 (a laminated distress call template is recommended). Show how to use DSC distress calling button.
 - c. Instruct crew on how to start and stop the engine, use of autopilot and chart plotter.
 - d. **Fire extinguishers:** Show locations. If there are multiple types of extinguishers explain which one is used for each type of fire. Show location of fire blanket, engine compartment fire port and/or how to activate a fixed system if installed. Emphasize need for speed.
 - e. **Life Jackets:** Show stowage locations and explain boat's policy on wearing life jackets, e.g. always in a tender, at night, when alone, high winds and seas. In general, when offshore it is required when on deck. Anything can happen and recovery is not guaranteed even with best efforts.
 - f. Visual distress signals: Show types of flares and explain how/when to use.
 - g. MOM: show location. Explain deployment of MOM and its importance.
 - h. Lifesling: show location and explain deployment of Lifesling.
 - i. MOB button on chart plotter: show location of MOB button on chart plotter and explain how to use.
 - j. Life raft: Show location, discuss deployment plan.
 - k. EBIRB: Show location and discuss deployment plan.
 - l. First aid kit: Show location
4. MOB:
 - a. Explain the danger of going overboard and emphasize prevention, for example how to move safely, and when to use jack-lines and tethers.
 - b. Discuss methods of recovering a person in the water and the steps of the response to a MOB. Post steps where they can be regularly seen.
5. Identify and instruct crew on operation of any gear that is potentially hazardous, e.g. booms, travelers, winches.
6. **Review crew roles, e.g., second in command and roles in an emergency.**
7. Flooding: Identify location of thru hulls, location of damage control kit, and steps/roles for finding and containing a leak. Discuss when it might be time to abandon ship.
8. Explain any Captain's orders, e.g., close proximity of other vessels.
9. Culture of Safety: Emphasize that safety is a first priority on the boat and all crew should feel responsible and comfortable in asking any questions and bringing up any concerns around safety issues. It is important as a leader to set the bar and stress a safety ethos amongst your crew.

Medical

- Preparation is everything:
 - Medical history form for everyone onboard.
 - Skipper should know of any medical conditions. There is no obligation to take a crew member that does not disclose medical conditions to the skipper.
 - Medical supplies appropriate for the voyage.
 - Consider an offshore medical service.
- Typical first aid courses all presume rapid access to advanced medical care
- Wilderness medical first responder course (and maritime versions) are EXCELLENT!! Seriously consider this.
- The most common medical issues are (1) complications from sea sickness, (2) injuries to extremities, (3) sunburn.

Offshore Communications

- **SATCOM:** Severe difficulties on the 2024 Newport Bermuda Race highlight the challenges of calling into a boat via satcom. The incoming calls were not heard onboard for various reasons. Outgoing calls went smoothly.
- **Starlink** is proving to be robust, reliable, and best value for the price.
- **VHF:** Similar problems with distress calls not being heard by some boats. Consider using a SOLAS parachute flare with the VHF mayday call.
- **“Direct to Cell”** service. Now live in the USA. ***Any*** cell phone can use this service from cell phone providers like T-Mobile (uses StarLink). This can provide a backup SATCOM capability, for example in a life raft.
- **Cruising Club of America (CCA) “Coastal and Offshore Communications Guide”** - <https://cruisingclub.org/article/coastal-and-offshore-communications-guide>



LOWER DECK

Miscellaneous topics

- **Diesel fuel fouling:** it happens to most boats. It is a problem in choppy seas and with increasing severity as the fuel tank level gets lower. Recommend inspecting the fuel tank(s) annually (?) when sailing offshore.
- **Life Jacket policy** – Have a policy and follow it religiously.
- **“Hands in the pockets” leadership** – When you are “in charge” of an emergency or high-pressure situation, try “figuratively” keeping your hands in your pockets. You need to keep “the big picture” and be thinking 2 steps ahead. No one else will.



500 series filters
Note D/P gage



1000 series filters
Powerboat/large sailboat

How do you implement any of this on your boat? On boats you are crew?

YOU MUST TRY IT ON YOUR BOAT!



Wear it for the ones
who wouldn't know
what to do without you.

Workplace injuries hurt the most at home.
worksafeforlife.ca

WORK SAFE. FOR LIFE.
WORKERS' COMPENSATION BOARD OF NOVA SCOTIA

NOVA SCOTIA



Nova Scotia
Fisheries Sector Council

**WHAT'S HARDER?
TELLING YOUR CREW TO PUT ON LIFEJACKETS
OR TELLING THEIR FAMILIES THEY AREN'T COMING HOME?**

Nova Scotians are lost at sea every year in the fishing industry. Loading your boat properly helps make fishing safer.

Call the Fisheries Safety Association at (902) 742-7521 for a copy of the Fish Safe handbook, or visit worksafeforlife.ca to learn more about workplace safety.

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Fisheries Safety
Association
OF NOVA SCOTIA

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