



Sailability Safety Workshop

2012



Case Studies

- 1) Hawk 20 Inversion and near drowning
- 2) Rib Collision
- 3) Catamaran trapeze fatality



Capsize and near drowning – the scene...

- Paraplegic helm with 3 able bodied (instructors) as crew
- Racing in the Dart regatta
- Sailability group in a boat with which they were familiar
- Hawk 20 – “All the characteristics of a keel boat”
- Spinnaker up in 13 to 20 kts, by the lee?



The result

- Accidental gybe and capsize
- Full inversion – helm trapped in seat, under water, lifejacket self inflated
- Crew – all in water with inflated lifejackets and unable to dive under the boat
- No safety boat cover as vessels were “keel boats”
- 2 boats nearby assisted



The original strap arrangement





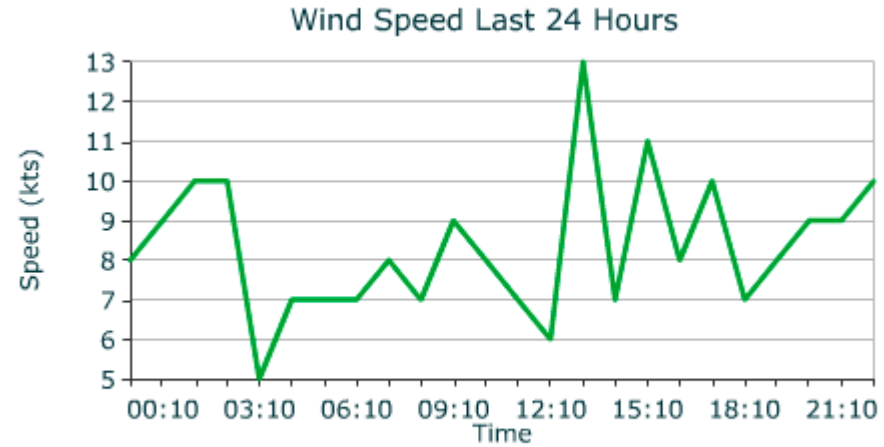
Note the limited range of tiller movement

Note also the fixed position of the seat





Can you guess what time the incident occurred?



Wind Speed Last 24 Hours [dropdown arrow] [X]



Near-drowning – altered vessel stability?

- Manufacturer fitted seat, off-centre
- Loss of full range of tiller movement
- Centre plate raised
- Sailor strapped in
- Self-righting vessel?
- Auto lifejackets used
- No dedicated safety cover





Happy Endings

- 1 trained safety boat driver and 1 ex – navy clearance diver responded
- Helm unconscious underwater for ??
Minutes – no pulse
- Revived using CPR in RIB
- Ambulance then air ambulance
- Left hospital within 36 hours
- Full recovery



Powerboating Injuries - Children

- Race training
- Return by RIBs at night
- No nav lights
- Drivers inexperienced at night driving
- Excessive speed
- No means of communication





Incident

- Impact at over 20 kts
- 3 children in the water
- 1 child lost consciousness
- Severity of incident not explained to parents or MAIB
- Long term health issues for at least one child
- MAIB investigation, legal action to follow, possible prosecution



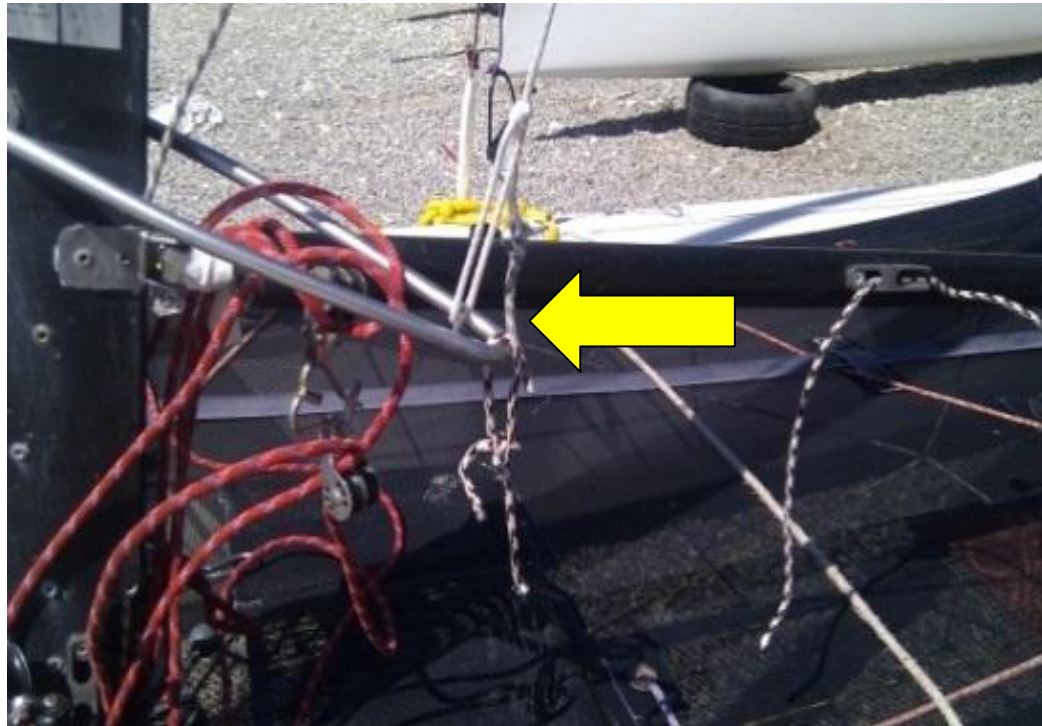
Catamaran Inversion – Entrapment Fatality

- RYA recognised training centre on a Greek island
- Free sailing
- Experienced helm with less experienced wife on board
- Moderate conditions with occasional gusts
- Safety boats and support staff above required levels



Inversion

- Catamaran capsized and rapidly inverted
- Safety boat on site within a minute
- Helm trapped by harness to rotator control arm line
- CPR attempted and all procedures followed
- Casualty pronounced dead at local medical centre



**Rotator arm and line
that caused the
entrapment**



Buoyancy aid and harness worn by helm



Lessons learned.....

- Nil!
- Sometimes there is little that can be done to anticipate or prevent a freak accident



Common Threads

- “Non RYA” activities
- Outside of the “normal” activities conducted by the organisation
- Chain of events rather than a single issue
- Experienced and qualified people involved in all cases



The message? We are not Nike

Just Do it..... No, no, no.....

STOP

THINK

ACT



RYA guidance

Making the decision about wearing personal buoyancy is generally based upon factors such as weather conditions and the experience of the crew, however if you're a beginner or still relatively inexperienced, making these judgements is often not that easy. Therefore in order to help clarify when a lifejacket or personal buoyancy aid needs to be worn, the RYA recommends that you **wear a lifejacket or buoyancy aid unless you are sure you don't need to.**

The RYA strongly recommends that you should always wear personal buoyancy:

- If you are a non-swimmer and there is any possibility of entering the water
- When the skipper deems it necessary
- When abandoning ship
- When you feel you want to wear one or if you are not totally sure that you do not need to wear one.

The personal flotation device needs to be appropriate to the activity and in general the following will apply:

Buoyancy Aids are suitable for:

- Using personal watercraft
- When sailing a dinghy
- Novice windsurfers
- Providing safety cover for such an activity

Lifejackets are suitable:

- When on an open boat (eg. small powerboat or RIB)
- When going ashore in a yacht tender
- On a sailing yacht or motor cruiser