

Photo: Howard McMichael



# STORM TRYSAIL HANDS-ON SAFETY-AT-SEA SEMINAR

APRIL 16, 2016  
SUNY MARITIME COLLEGE

PRESENTED BY:  
THE STORM TRYSAIL FOUNDATION  
THE STORM TRYSAIL CLUB  
SANCTIONED BY US SAILING



**“DON'T GIVE UP THE SHIP!”**

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## SEMINAR SCHEDULE:

0700-0745	Registration				
0745-0900	Opening Session				
0910-1040	Block I	Pool	On Board	Fire/Pyro	Dam. Cont.
1050-1220	Block II	Dam. Cont.	Pool	On Board	Fire/Pyro
1230-1330	Lunch				
1330-1500	Block III	Fire/Pyro	Dam. Cont.	Pool	On Board
1510-1640	Block IV	On Board	Fire/Pyro	Dam. Cont.	Pool
1650-1745	Closing Session				

Attendees will be divided into four groups and rotated through each of the four blocks: On-the-Water, In-the-Pool, Firefighting & Pyrotechnics, and Damage Control.



Storm Trysail  
Foundation  
President  
John Fisher

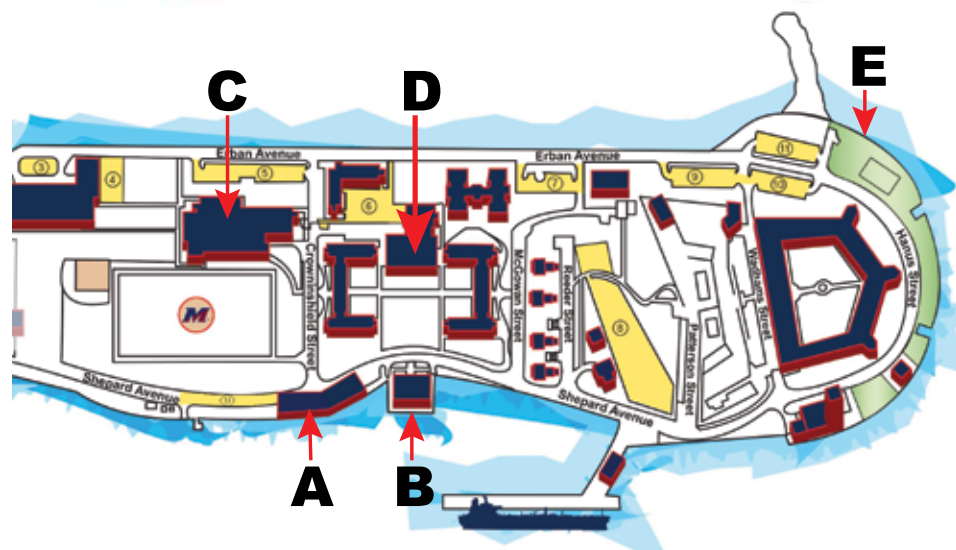


Storm Trysail  
Club  
Commodore  
Lee Reichart



SUNY  
Maritime College  
Superintendent  
Adm. Michael Alfultis

These three organizations have teamed up to present this third Storm Trysail Hands-On Safety-at-Sea Seminar at the Maritime College. The Storm Trysail Club, founded in 1938, aims to promote good fellowship among blue water sailors and to encourage the sport of ocean racing and offshore cruising. The Storm Trysail Foundation supports the Club's initiatives in Adult Hands-On and Junior Safety-at-Sea, and the fifty-college Intercollegiate Offshore Regatta. The past two years, Storm Trysail, working with Gary Jobson, a Storm Trysail member and Maritime College graduate, has produced a series of Safety-at-Sea videos. The Foundation also supported U.S. Sailing's video series. Storm Trysail is the leader in combining a one-day Hands-On Seminar with online learning to achieve the international World Sailing (ISAF) certification standard. We hope you enjoy this seminar and that it helps you enjoy safe and fun sailing.



- A** Maritime Academic Center—Opening/Closing sessions, classrooms for Damage Control, Fire Fighting, and Pyrotechnics
- B** McMurray Hall—Launches for on-the-water session
- C** Riesenberg Gymnasium & Pool—Life Raft and Drown Proofing Session
- D** Vander Clute Hall—Lunch on second deck
- E** Point Lawn—Fire Fighting pits and Pyrotechnics practice

**Yellow areas** Parking





It is very exciting to be the Moderator of this Storm Trysail Hands-on Seminar. The Storm Trysail Club ran its first such event at Kings Point Merchant Marine Academy in 2006 based largely on lessons we learned teaching sailors in our Junior SAS programs. Kids learn best “hands-on” developing strong skills and having fun, a great draw into a lifetime enjoyment of big boat

sailing. This also applies to adults!

Armed forces, pilots, emergency responders, and professional athletes have long known that hands-on practice under pressure is the best training for real life incidents and confrontations. In the days of sailing ships, it was not a coincidence that seafarers became the great explorers. Men like Nansen, Amundsen, Shackleton, Scott, and Peary were first sailors then explorers. They developed confidence based on navigation, seamanship and survival skills, and most important, were effective leaders under adverse circumstances. Shackleton was perhaps the most striking example of good cheer and optimism in the face of incredible odds. When his ship the “Endurance” disappeared under the Antarctic ice, he adeptly changed the goal of the expedition to survival and return to civilization. The diaries of his men did not report despair or fear; they reflected Shackleton’s optimism and cheer.

What does all this have to do with this Seminar and Storm Trysail Club? It is simple. We want to maximize your knowledge, skills, and positive attitude about offshore voyaging or racing. Like Shackleton, we want you and your crew to return safely using your leadership and seamanship skills. Your goal should be to prepare your boat and crew for any challenges that Mother Nature or random gear failure can throw at you, to cope and prevail. (See Captain Ned Shuman’s remarks at the end of this pamphlet).

If circumstances are such that you have to get airlifted by the Coast Guard, or abandon ship to a raft or rescue vessel, we want you do it safely. But the challenge in today’s “connected” world is that people (and sailors) often abdicate responsibility and give up, rather than overcoming adversity. Too many yachts are

abandoned unnecessarily. We believe when you go to sea, your plan and attitude must be to “prevail.” **Think Shackleton!**

**The owner** (skipper) of a yacht going to sea is the “responsible party” from both a legal and moral perspective, even if there are more experienced crew aboard. Here are aspects of that responsibility:

- **Management**—channel the skills and energy of the crew to achieve objectives and ensure a favorable outcome (racing or cruising)
- **Situational awareness**—identify risks, problems (opportunities) early in order to take corrective action with minimal risk and loss
- **Reset goals** and strategy as conditions change
- **Attitude**—exhibit optimism and confidence that all challenges can be met as a team
- **Safety habits**—all crew should be active in enforcing safety that include: the proper use of tethers (see photos), rig and bilge inspections every watch, leeward and aft lookout, and use of the famous “piss cup” instead of hanging off the stern.

Proper preparation takes lead time and experience with both the boat and the crew. Every crew member, sail, system, and safety evolution (like Man Overboard practice) must be tested on shorter passages—at least a few overnights—before committing to a voyage. Your boat and crew should be prepared for heavy weather—including testing all storm sails.



**Photo 1:** Jackline terminates center of foredeck- tether fetches up before crew drops lower than rail- no dragging in the water. **Photo 2:** Jackline terminates before reaching stern- tether fetches up before crew can go over stern or drag aft of transom. **Photo 3:** “Walk Like a Man”—straddle the tether and pull up on jackline for stability. **Photo 4:** Always remained tethered as you go up/down companionway. **Photo 5:** Leave tether hanging after feet are on cabin sole; hook up before ascending.





# Moderator's Overview (Cont'd.)

**Boat Preparation** covers a wide range of tasks, including:

- Watertight integrity—hull, deck, ports, mast partners, foredeck hatch
- Pumps—small & big electric, bilge alarm, manual cockpit & cabin, clean bilges
- Rig—closeup inspection, tune, heavy weather setup (positive bend)
- Sails—inspection, leads, wind range/sail combinations
- Reefing—reef out haul locations, practice, shock cord reef ties
- Storm sails—mark leads, practice how to strip and stow main
- Steering—inspect all components, spares, test emergency tiller and drogue

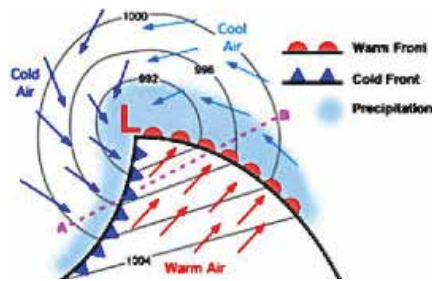
In summary: **Understand, Inspect, and Test Everything!**

**Crew Preparation** covers a wide range of activities:

- Personal safety gear—PFD, crotch strap, strobe, whistle, knife, AIS/PLB, headlamp
- Proper clothing—foul weather gear, boots, warm wicking clothing and wool
- Watch system—balance of skills, intelligent schedule, good leadership
- Safety habits—proper use of tethers, rig and bilge inspections each watch, lee and aft lookouts, piss cup
- Know the boat—emergency chart, assign crew to specialize in boats systems
- Know the communications—VHF, Satphone, Epirb, DSC (Register your MMSI)
- Know the drills and practice—MOB, abandon ship, fire, damage control, emergency steering (emergency tiller and drogue), reefing, storm sails

**Voyage Plan and Strategy** deal with use of information to plan a safe voyage:

- Pre-departure plan—flight plan, forecast, depart now or delay
- Route planning—optimal route, racing or cruising
- Weather updates—consultants, broadcasts, Internet
- Maintain log—hourly lat/long (what if electronics fail?), wind, pressure, sea temperature, sea state, sail combo, sightings—keeps you/crew head in the game
- Inspections—rig, steering gear, batteries
- Track lows/fronts—routing, sea room, wind vs. current, imminent sail changes
- Heavy weather tactics—anticipation, boat characteristics, preparations, dangerous quadrant, avoidance/minimization tactics
- Fail-safe—communication links, tracker, port(s) of refuge, emergency contact(s)



Modern forecasting of the movement of defined systems such as classic lows (see diagram) and their associated fronts is remarkably accurate. Changes of path and intensity are analyzed and broadcast promptly. A sailor's challenge is that at 6 or 7 knots boat speed, it is difficult to alter strategy at short notice. To a ship an increase of wind of ten knots may not be important, but to a yacht it can make life much more uncomfortable. Therefore it pays to make decisions well in advance to stay in port, seek a port of refuge, or steer clear of the storm.



**Photo 1:** #4 jib/single reef main (27-32 kts.)—tiller centerline, balanced helm, no luffing, fast. **Photo 2:** #4 jib/double reef main (32-40 kts.) **Photo 3:** storm jib/double reef main (40-50 kts.)—balanced and fast. **Photo 4:** storm jib/storm trysail (50 kts. plus)—note height of trysail tack and trim to boom (optional)

Cruisers should shift sail combinations much sooner than racers, often going to storm sails around 30-35 kts wind speed. Both racers and cruisers must anticipate deteriorating weather and plan accordingly.

**A Case Study:** The training and preparation worked for my Express 37 *Lora Ann* sailing through a gale back from Bermuda in 2012. Reaching comfortably with only a double-reef main, our weather lower shroud turnbuckle parted. Before the mast collapsed, watch captain Rich Feeley immediately tacked the boat and saved the rig (see Damage Control Chart). We quickly rigged halyards to the rail, fixed a strop and strong line to the remainder of the turnbuckle and lead it to a cockpit winch and pulled the bent mast back into column. We issued a Pan-Pan to several boats on our "radio net" and soon received a Satphone call from Coast Guard Norfolk who tracked our progress to New York.



After the storm, friendly boats twice rendezvoused with us to provide spare fuel to assist our sailing. We made it home having had a great experience putting many lessons to good use, including make an even closer inspection of all rigging!

**Final Questions:** Is all this overkill and does it really work? Why can't I just chill out and go offshore sailing? Storm Trysail's answer is: "All the preparation is not overkill; it is sensible, responsible and shows respect for Mother Nature and her oceans. The preparation itself is interesting and fun. This should allow you to enjoy the offshore experience and come back for more.

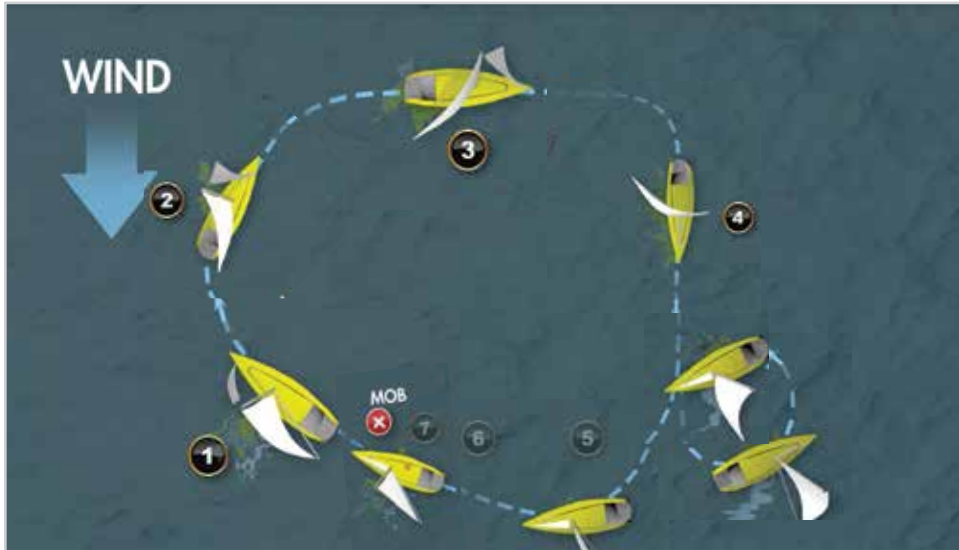
Ideally, you behave like Shackleton without his particular circumstances. It all comes down to: **Leadership and Seamanship, Combined with Available Technology.**

Happy voyaging,

Richard du Moulin, Moderator



# Upwind Quick Stop



## UPWIND QUICK STOP MOB RECOVERY

**Position 1:** Shout “Man Overboard!”; Pull the pin on the MOM; Throw flotation; Hit the MOB button. Helmsman shouts “Hold on! Tacking!” One crew assumes role of Pointer shouting continuous bearing & range to MOB.

**Position 2:** Crew holds on while helmsman quickly tacks. Jib sheet is not released; with backed jib, boat “heaves to.” Engine started and kept in neutral; check for lines in water.

**Position 3:** As soon as crew is prepared, ease main and boat beam reaches 2-4 boat lengths. Jib remains cleated and backed. Crew prepares for jib douse (furl).

**Position 4:** Helmsman bears off to dead run; jib is dropped; mainsail gybed (or in heavy air, helmsman can do a chicken tack to avoid gybe).

**Position 5:** When boat is 1/1.5 boat lengths past the MOB, helmsman luffs up to point at MOB.

Ideal approach is a close reach. Pointer moves forward to shrouds to keep MOB in sight and continue calling bearing and range.

**Position 6:** Helmsman/tactician decide windward or leeward pickup and tell crew port or starboard. Crewman on foredeck prepares to deploy ThrowBag. Main is trimmed/luffed to control boat speed (1-2 knots maximum as bow passes MOB). Engine available to assist.

**Position 7:** As bow passes MOB, ThrowBag is deployed and MOB is brought alongside. MOB is manhandled aboard or secured to the boat while a halyard is attached to the MOB’s tether, a bridle, or a Galerider drogue.

# Downwind Quick Stop



## DOWNWIND QUICK STOP MOB RECOVERY

**Position 1:** Shout “Man Overboard!”; Pull the pin on the MOM; Throw flotation; Hit the MOB button. Helmsman shouts: “Hold on! Coming up!” One crew assumes role of Pointer shouting continuous bearing & range to MOB.

**Position 2:** Ease pole to head stay, trim fore guy, cleat both. Crew holds on as helmsman luffs up to close hauled.

**Position 3:** Spinnaker sheet pulled tight as crew grabs foot of chute. Spinnaker halyard (with 1-2 turns remaining on winch to avoid jams) is run as crew pulls in chute. When chute is down, tack of spinnaker is eased out.

**Position 4:** Start engine and keep in neutral; check for lines in water. Tack towards MOB using engine to gain speed and steerage. The Pointer moves forward to shrouds to keep MOB in sight and continue calling bearing and range. Crewman on foredeck prepares to deploy ThrowBag.

**Position 5:** Helmsman/tactician decide windward or leeward pickup and tell crew port or starboard. Main is trimmed/luffed to control boat speed (1-2 knots as bow passes MOB). Engine used to assist. As bow passes MOB, ThrowBag is deployed. MOB is brought alongside. MOB is manhandled aboard, or secured to the boat while halyard is attached to the MOB’s tether, a bridle, or a Galerider drogue.

**Asymmetrical Sprit Boats:** Helmsman luffs to close hauled. Spinnaker sheet is trimmed tight, the foot grabbed by crew, and halyard is run. Tackline is released only when sail is on deck and bowman yells aft that he is ready to pull the tack of the sail aboard. For both the spinnaker pole and sprit rigs, the tack of the spinnaker is not eased until the sail is on deck under control and the bowman asks for it. This keeps the sail from blowing aft and overboard.





## “Don't Give Up the Ship!”

### Fasteners/Caulking

Marine hose clamps: various sizes up to 7 inch  
Tape: duct, self vulcanizing, Teflon  
Seizing wire: big roll                      Plastic wire ties: largest size  
Bag of self-tapping screws (1-2 inches)                      Bag of nails (1-3 inches)  
Bag of bolts ( incl.4 inch carriage bolts with washers/wing nuts)  
Caulking gun and minimum 4x10 oz tubes Lifecaulk & 5200  
Waterproof putty (West Stay Afloat): 2 pints  
Spectra rope- 100' x 4 mm

### Plugs/Patches

Wooden plugs at each thru-hull    Bag of extra wood plugs  
Foam plug (Forespar Staplug)  
Rubber sheet, inner tube rubber  
Dry suit neoprene                      Dacron sailcloth (10 sq ft)  
2x4 – two 6 foot sections                      Wood block: 12x12x1 inch  
Wedges: 3 pair various sizes  
Plywood patches (can use storage covers)  
Sheet lead: 15x15 inch rolled and pre-drilled perimeter  
Hose: various sizes to match boat systems, extra long

### Tools

Cordless drill with bits and nut/screw drivers  
Cordless angle grinder with 6 blades  
Three power packs (charged) and charger  
Brace and bits  
Crowbar, hatchet, baby sledge (to tear down interior to access damage)  
2 Hacksaws and 10 blades                      Keyhole saw, wood saw  
Big hammer, rubber mallet (for the lead, not wood!)  
2 large drift pins (to knock out rig clevis pins)  
Spanner wrench (for stuffing box)  
Strap wrench (for large fittings)    Vise grips, pliers, wire cutters  
Screwdrivers, crescent wrenches    Socket sets: metric, English (useful sizes)  
Allen wrenches: metric, English  
Knife

### Other:

Spare shroud: 7x19 galvanized plow steel (5/16 inch 9000 lb. break strength for 35-40 footer); 10 feet longer than mast height, spliced loop at one end; 10 wire rope clamps for other end; thimble and shackles.  
Collision Mat: use storm jib or trysail  
Galerider Drogue with 10 feet heavy chain and two shackles (see pix to right)



Damage Control tools and supplies should be stowed in containers so they are available at short notice. Location should be noted on the posted Emergency Chart. Larger items such as timber, spare shroud, drogue, and emergency tiller should also be noted. In the right handed corner is a charged power pack drill, rolled lead sheet with pre-drilled perimeter, self- tapping screws with matching nut-driver, and rubber mallet. This hull patching package is stowed together since in an emergency it would be used together, along with Lifecaulk.



Steering with a Galerider drogue deployed astern.



# Damage Control Emergency Responses

EVENT	IMMEDIATE RESPONSE		QUICK REPAIR	PERMANENT REPAIR
<b>Lee shroud or spreader loose or damaged</b>	Stay on present tack! Maintain pressure on windward rigging		Secure leeward rigging Rig halyards to rail	Rig halyard to end of pole set abeam Replace or reconnect parts Fabricate new shroud* or spreader
<b>Windward shroud or spreader loose or damaged</b>	Tack instantly! Maintain pressure on new windward side		Secure leeward rigging Rig halyards to rail	Rig halyard to end of pole set abeam Replace or reconnect parts Fabricate new shroud* or spreader
<b>Broken or loose headstay</b>	Bear off to run! Ease main Do not drop jib		Run halyards to bow then drop jib. Reduce pressure on backstay and runners	Reconnect or replace headstay*
<b>Broken or loose backstay</b>	Crew roll call! Man Overboard?		Run spin halyards to stern Tighten mainsheet & vang	Reconnect or replace backstay Spanish windlass if hydraulic failure
<b>Broken Mast</b>	Crew roll call! Man overboard?		Try to secure rig Do not start engine until rig cleared	Retrieve rig if possible (for jury rig) Cut loose if threatening hull Pan Pan or Mayday?
<b>Lose steering: rudder intact</b>	Drop headsail (unless small jib)		Heave to: back jib and play main (reef?)	Deploy emergency tiller; repair steering gear; tow drogue if needed
<b>Lose steering: rudder gone</b>	Drop headsail (unless small jib)		Heave to: back small jib and reef main	Rig steering drogue: Galerider (Key-worth setup); spare rudder? Pan Pan?
<b>Flooding</b>	All hands! Slow down boat Find leak and slow it Start pumps		Select tack that lifts leak Stuff leak and fother Start engine to charge Mayday or Pan Pan?	Wood plug, Truplug Plywood or lead patch Shoring timber Abandon ship?
<b>Fire</b>	All Hands! Slow down boat Drop headsail		Fight fire Shutoff valve to stove or engine? Mayday or Pan Pan?	Raft to cockpit Abandon ship? Mayday? Withdraw Mayday? Fire watch
* <b>Spare Shroud:</b> recommend 7x19 galvanized wire (more flexible than stainless) with eye splice and shackle on one end and a dozen wire clamps (U-shaped with 2 nuts) for the other unspliced end; over-all length ten feet greater than mast height.			<b>Emergency Steering:</b> Galerider drogue and ten feet of heavy chain with anchor screw pin shackles at each end. Drogue shackled to chain; at other end, spinnaker sheets shackled and seized onto shackle. Lead sheets to midships and back to to primary winches	



# Abandon Ship Check List

# Watch Standing Best Practices

All seagoing ships must post a **Ships Emergency Station Bill**—most important is the **Abandon Ship Bill**. The two emergencies that are most likely to lead to abandoning ship are flooding and fire. Time is critical and preassigning responsibilities is essential to save the crew. Every yacht should have three charts posted prominently in the main cabin near the companionway:

- Watch Standing Bill
- Abandon Ship Bill
- Emergency Vessel Diagram

The diagram must show the location of all through-hulls, pumps, life rafts, abandon ship bags, flares, EPIRB, and other important equipment. If you really want your crew to study the Abandon Ship Bill and Emergency Vessel Diagram, post second copies in the head!

## CARINA ABANDON SHIP BILL

Mayday/Position/Take Satphone & EPIRB	Navigator
Officer in Charge: Cockpit	On-watch Captain
Officer in Charge: Cabin	Off-watch Captain
Life rafts/ditch kits/flares to cockpit	Neil, Peter, Will
Water Jugs, PFDs, FW gear to cockpit	Cook, Gerard
Stop leak/fight fire	Barrett, Steve

### REMEMBER:

- Secure life raft painters to cleat but do not toss over raft until ready to abandon ship.
- All crew wear FW Gear and PFDs with tethers
- Split ditch kit, water, flares between rafts
- Once deployed, Watch Captains each take charge of a raft



**A captain is responsible for organizing a watch system** that best promotes a safe voyage, or if racing, safe and fast. Opinions vary as to which system is optimum. I am averse to a system that has one tired watch go off as one sleepy watch stumbles on deck. It is sloppy, the boat loses speed and risks losing control in heavy air. No one going on or off has full focus and awareness. It is also unsafe because crew go up and down the same companionway, usually untethered. Down below there is never enough room for an entire watch to dress, undress, and use the same head.

In all my races, including Transatlantic on *Carina* last summer, we use a **Staggered Watch System** where each crew does four hours on/four hours off. *Carina* had eight watch standers with the cook and navigator floating. Every two hours two crew would go off watch as two fresh crew came up. We had the benefit of two fresh crew joining two who were half way through their cycle. Watch changes were smooth, quiet, and the crew enjoyed a change of company and fresh jokes.

Other benefits included having six crew available every two hours which made it easier to do sail changes without turning people out of their bunks. When we needed extra hands, the floaters were the first to be called, allowing the two off watch crew to get some continuous rest. Each “pair” had at least one person with extensive heavy air downwind helm experience, and one adept on the foredeck. Our floaters could steer or assist with sail changes.

## CARINA TRANSATLANTIC WATCH BILL

(On watch)		(On watch)		
00-0200	A C	12-1400	B D	A – Rich, Gerard
02-0400	A D	14-1600	B C	B – Lee, Peter
04-0600	B D	16-1800	A C	C – Barrett, Will
06-0800	B C	18-2000	A D	D – Steve, Neil
08-1000	A C	20-2200	B D	Cook – Chris
10-1200	A D	22-2400	B C	Nav – Devin

This “staggered watch” system can be readily applied to cruising with crew members paired up and relieving each other as they wish. It helps if each pair has similar abilities such as navigation, heavy weather steering, or foredeck skills. Some professional racing crews and cruising sailors utilize a three watch system with crew divided into on-watch, standby, and off-watch groupings. Regardless of your choice, a watch system should ensure that crew get sufficient rest.





# Medical Kit Check List

# Safety-at-Sea Resources

## Recommendations for offshore racing and passagemaking:

1. A medical kit for simple trauma (cuts and suspected fractures), sea sickness, allergic reactions, and pain. Most items can be obtained “over-the-counter” but help from a physician will be necessary.
2. Crew training with basic first aid or wilderness medicine courses.
3. First aid reference books, one or more, for the crew to consult.
4. Communications: VHF and single sideband radios, satellite phone securely installed and well tested.
5. Recognize and address sea sickness, hypothermia, dehydration and fatigue in the earliest stages.
6. Avoid medical conditions among the crew that could be fatal if medical treatment not readily available: seizure disorders; insulin-dependent, brittle diabetes; blood thinners; significant heart conditions and pacemakers.
7. Crew to bring adequate supply of all their regular medications.

## PROBLEM or ACTIVITY – EQUIPMENT LIST

Examination: Blood pressure cuff, stethoscope, thermometer

Airway, breathing: Airway kit: Oral airways (small, medium and large), Ambu bag, CPR mask

Urinary retention: Prepackaged, sterile Foley catheter tray with catheter

Eyes: Sterile irrigation fluid for eye wash

Nose: Nasal packing (nasal tampons, 1” Vaseline gauze)

Dental: Calcium hydroxide dental paste

Dehydration: IV administration set, 19 and 25 gauge butterfly needles, 0.9% (physiological) saline, 500cc sterile plastic bags, 5% dxtrose and 0.9% saline

Fractures: Inflatable (or other) splints for arms and legs, tongue depressors (finger fracture), Sam splint

Simple cuts, burns and wounds dressing material: Band-aids, assorted sizes, Xeroform or Vaseline gauze (12”x12” sheets), Sterile dressing sponges (4X4), Steri-strips (1/2”), Non-adhesive dressings (e.g. Telfa), Roll Gauze (2” and 4”), Ace bandages (2”, 4”, 6”), Adhesive tape 1”, Triangle bandages (for sling and swath), Large abdominal/ trauma dressing

Wounds requiring closure: Surgical Kit/ Laceration tray (pre-sterilized and packaged), iodine prep sticks (pre-packaged), 1% lidocaine, 5cc syringes, needles (18 and 25 gauge), 14 gauge angiocath (3”), hemostats, needle driver, forceps, scalpel – 11 blade, sterile dressing sponges (4X4), suture material – 5.0/ 4.0/ 3.0 nylon, 4.0 vicryl, Dermabond topical skin adhesive, skin stapler

Misc: Sterile gloves ( sizes 7.5, 8), cervical collar, headlight, suture/staple removal suture removal kit/ staple removal kit

Credit: BermudaRace.com

## Safety and Seamanship

Safety and Giving Assistance Guidelines

Links to videos, Junior Safety-at-Sea

Links to papers and videos

Links to medical and communications

Links to safety reports, videos, Junior SAS

U.S. Coast Guard main page- visit SAR

Stormtrysail.org

Stormtrysailfoundation.org

SAS.cruisingclub.org

Bermudarace.com

USSailing.org

USCG.mil

**Safety Equipment:** PFD, rafts, pyrotechnics

LandfallNavigation.com

SeaSafety.com

KentSafetyProducts.com

## Great Seamanship Books

“The Art of Seamanship” by Ralph Naranjo

“Safety at Sea Core Topics Handbook” edited by Sally Honey (soon to be published by US Sailing)

“South” by Sir Ernest Shackleton and “Endurance” by Alfred Lansing

## Weather Sources

NOAA—primary source of all data

noaa.gov

Ocean Prediction Center—offshore analysis/forecast

www.opc.

ncep.noaa.gov

National Weather Service—official forecasts

www.weather.gov

National Marine Weather—official forecasts

nws.noaa.gov/om/marine/home

Geostationary Satellites—weather photographs

goes.noaa.gov

Bermuda Marine Services—Western Atlantic

weather.bm

## Gulf Stream

Rutgers Oceanographic—satellite imagery

marine.rutgers.edu

runcool.marine.rutgers.edu

fermi.jhuapl.edu

Johns Hopkins Lab—satellite imagery

## EPIRB Registration

NOAA Beacon Register

Beacon.registration@noaa.gov

## Emergency Contacts: US Coast Guard

Mainland line:

800-323-7233 or 911

VHF Channel 16

Atlantic Area SAR (Sea Air Rescue):

757-398-6700

Rescue Coordination Centers:

Boston—617-223-8555

Norfolk—757-398-6231

Miami—305-415-6800

202-372-2091

USCG Head Office

003 669 995

USCG VHF DSC MMSI Number

Bermuda Marine Services

441-297-1100

Bermuda VHF DSC MMSI Number

003 669 995



# Key Seminar Presenters

# Safety-at-Sea Notes

The Hands-On Safety-At-Sea Seminar would not be possible without the participation by scores of Storm Trysail Club members and marine industry professionals who have stepped-up to lend their expertise. Thanks to all.

## **Seminar Chairman**

Charles "Butch" Ulmer—Storm Trysail Club, UK Sailmakers

## **Seminar Moderator**

Rich du Moulin—Storm Trysail Club, Intrepid Shipping, LLC

## **Ft. Schuyler Waterfront Director**

Rob Crafa—SUNY Maritime College

## **On-the-Water/Waterfront Coordinator**

Kelly Robinson—Storm Trysail Club, Rutgers University

## **Medical**

Dr. Kim Zeh, MD—Stamford Hospital

## **In-the-Pool**

Dan O'Connor—Firex, Inc

## **Damage Control**

Eric Goetz—Storm Trysail Club, Goetz Composites

Will Keene—Edson International

James Phyfe—Brewer Yacht Yards & Marinas

## **Firefighting and Pyrotechnics**

Carl Lessard—Storm Trysail Club, AIG

Joe Richter—Storm Trysail Club, Sea Safety International

Brook West—Storm Trysail Club, volunteer fireman, yacht project manager

## **Video Production**

Gary Jobson—Storm Trysail Club, Jobson Sailing

Scott Shucher—AppleCart Digital Video

Capt. Henry Marks—Landfall Navigation

## **Boats and owners**

*Aragorn*—Dick York

*Bandera*—USMMA

*Brigand*—Sean Saslo

*Carina*—Rives Potts, Cdre. NYYC

*Charlie V*—Norm Schulman

*Froya*—Briggs Tobin

*Gold Digger*—Jim Bishop, Past Cdre. STC

*Maxine*—Bill Ketcham, Rear Cdre. NYYC

*Soulmates*—Adam Loory

*Vamp*—Leonard Sitar, Vice Cdre. STC

*Wild Goose* — Paul Derecktor

And thanks to the 50+ Storm Trysail Club members who volunteered their time and experience to make this event a success.

Program designed by Padin & Estabrook LLC



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# KENT



“I have often compared ocean racing with being a prisoner of war, an environment with which, unfortunately, I have had some experience. Hard conditions, cramped quarters, bad food (really bad on boats stocked by midshipmen) and diverse personalities. Instead of the guards beating you, Mother Nature takes over. You can’t get out so you make the best of it. It’s a character builder.”



Navy Captain Ned Shuman (1931-2014), a Storm Trysail member, was shot down over Vietnam and held as a POW for five years. When he retired he was put in charge of Sail Training at the US Naval Academy. He survived the Hanoi Hilton and the 1979 Fastnet Race. Want some leadership inspiration? Google Edwin A. Shuman III.