



# SAFETY

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Learning and improving

Club Conferences 2022



# Learning and improving

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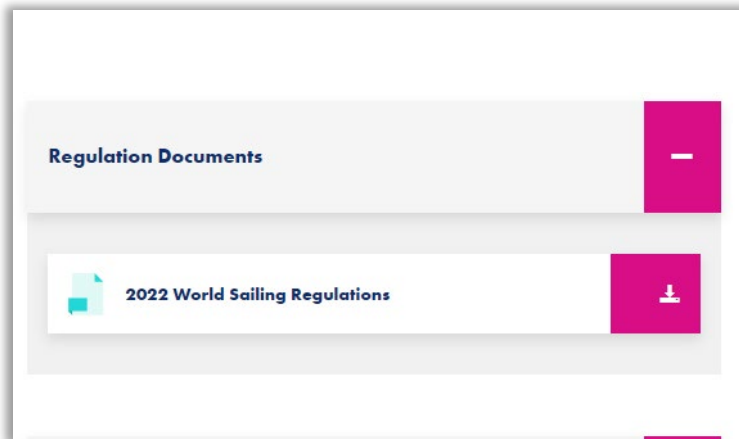
- Australian Sailing has adopted the World Sailing Regulation requiring safety reporting
  - Why safety reports are needed
  - How clubs get them done
  - What clubs can do to improve safety



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- Safety reporting used to be 'best practice' done voluntarily
- Keel failures and foiling were the topics of the day
- World Sailing introduced a Regulation and codified reports
- Australian Sailing followed

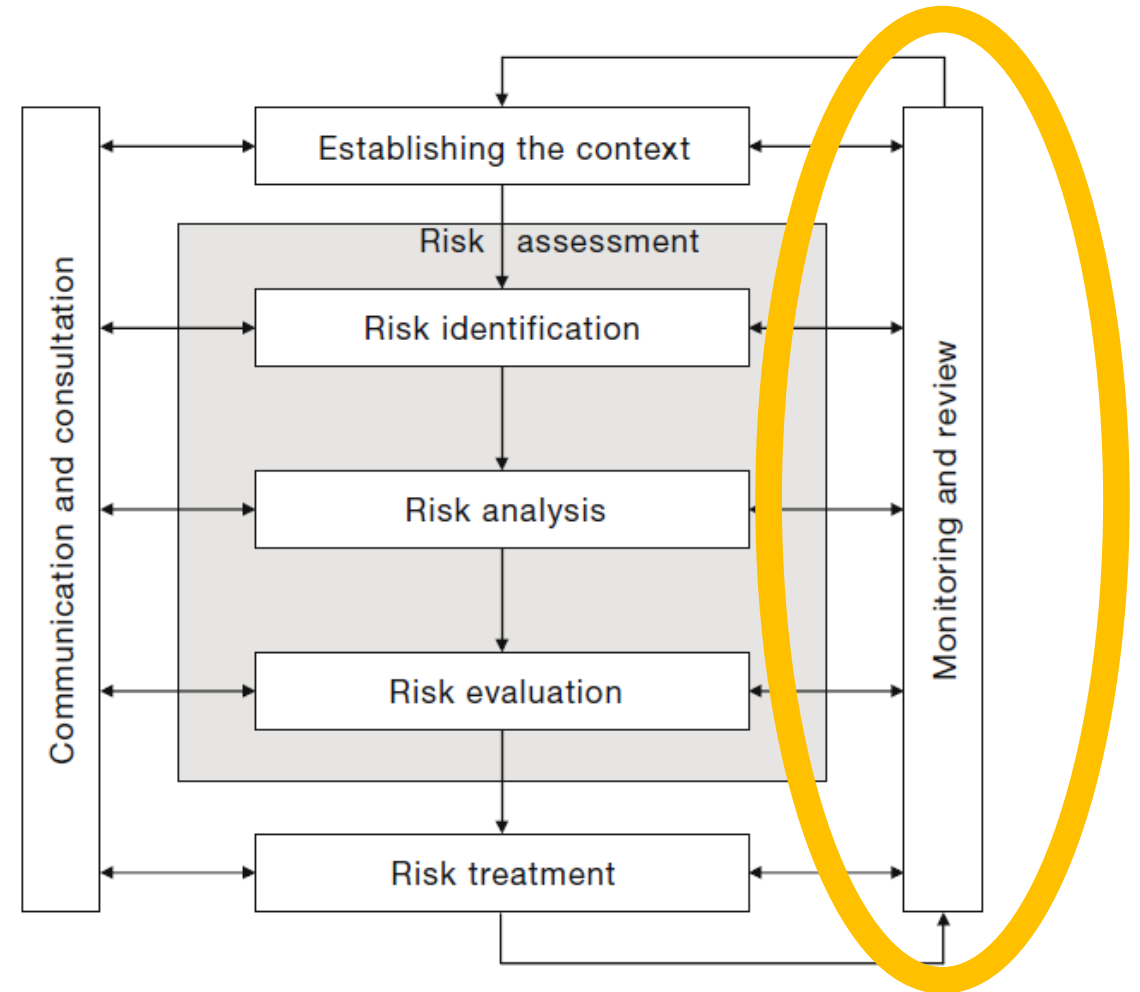


# Why do reviews

## Assumptions:

- Risks are assessed and managed
- Plans are in place in case of an incident
- People know their roles

“The risk management plan should be a fluid document which is regularly updated... information about injuries or accidents should be used to determine whether there are specific activities that require either increased precautions...”



# Why do reviews

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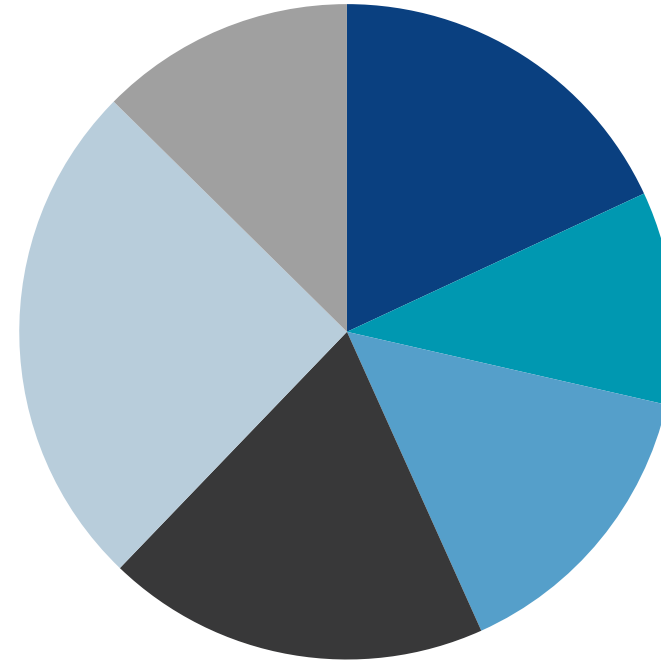
- Learn from accidents
- Avoid repeating incidents
- Inform others about the issues
- Correct thing to do

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“The objective of the review would be to improve safety in sailing by establishing the facts and making safety recommendations”

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## Learnings



■ Boat Equipment  
■ Judgement

■ Training  
■ Rescue Capacity

■ Personal Protection  
■ Race Administration

# How to do reviews

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- Sailing is a complex sport and accidents happen.
- Own your accidents and make a commitment.
  - People may have opinions on whether to do a report.
  - The scope may be subject to a variety of perspectives.
  - Who is on the review panel may be subject to many views.

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“I mean, I guarantee if you walk into any pet shop in Australia, what the resident galah will be talking about is...” *Paul Keating*

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# How to do reviews

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- Empower a panel with a Terms of Reference.
  - A short document scoping out the issue and boundaries.
  - Provide expected outcomes and timelines.
  - Appoint an independent panel with skills, experience and availability.
- Establish the facts.
  - Interview people and let them tell their story.
  - Refer to records of the boat or race administration.
  - Draw on people or information that provides expertise.



# How to do reviews

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- Make justifiable safety recommendations.
  - What might be added to training or communication channels?
  - Do Australian or international standards need to be changed?
  - What equipment should be introduced, or race administration practices updated?
- Make the findings and recommendations public.
  - Sailing organisations everywhere can share the benefit.
  - Increases safety awareness and influences judgement.
  - People learn and safety improves.





# How to do reviews

How sailing can learn from accidents and avoid repeating them.

1. Acknowledge the incident happened and take ownership of it.
2. Reframe the incident as an opportunity to learn.
3. Analyse the incident with the 5 Ws.
4. Put the recommendations into practice.
5. Review your club's progress implementing what you learned.
6. Share the lessons so that everyone can do that.

	NEWS	EVENTS	OUR SPORT	SAILORS	INSIDE WORLD SAILING
2/2018			NACRA 17 – Foiling Leeward Side Projected On To Shroud	NACRA 17	Incident Co Pa
2/2018			NACRA 17 – Downwind Deceleration – Rudder Strike	NACRA 17	<a href="#">See NZ</a>
2/2018			Yacht – ‘Finistere’ Keel Loss	Davidson 50ft	<a href="#">RFBYC Co</a> <a href="#">RFBYC</a> <a href="#">Pub</a>
1/2018			Musto Skiff – Port- Starboard Collision – Bowsprit Hit Helm’s Arm	Musto Skiff	Injured Ar On Comm To Industry
2/2018			NACRA 17 -Training – Finger Fracture Bone	NACRA 17	<a href="#">World</a>
3/2019			IMOCA 60 ‘Gonnagitcha 2’ (Ex ‘Fleury Michon X’ 1989) Keel Loss	IMOCA 60	Photo Pub Bow Sl Panama
3/2018			Volvo Ocean Race ‘Scallywag’ MOB	Volvo Ocean 65	Aw

## Files available for download

[2021 RORC Fastnet Race Jamareeh J120 Keel F](#)

[2021 ORC Europeans Le Pelican Salona 37 Colli](#)

[2020 LCE Showtime Review Summary](#) PDF

[2020 Vendée Globe SeaExplorer IMOCA 60 Coll](#)

[2020 Vendée Globe PRB IMOCA 60 Structural F](#)

[2020 Somerton Yacht Club](#) PDF

[2020 Vendée Globe Initiatives Coeur IMOCA 60](#)

[2019 King Island Incident Report](#) PDF

[2019 - Prodigy 2 sinking \(Poland\)](#) PDF

[2019 Maritime New Zealand Loss of the Sailing](#)

[2018 Bunbury Ocean Race- RFBYC report](#) PDF

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“Learn from the mistakes of others. You can't live long enough to make them all yourself.” - *Eleanor Roosevelt*

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# What can be done

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Australian Sailing and World Sailing will support, guide and communicate.

Actions clubs can take include:

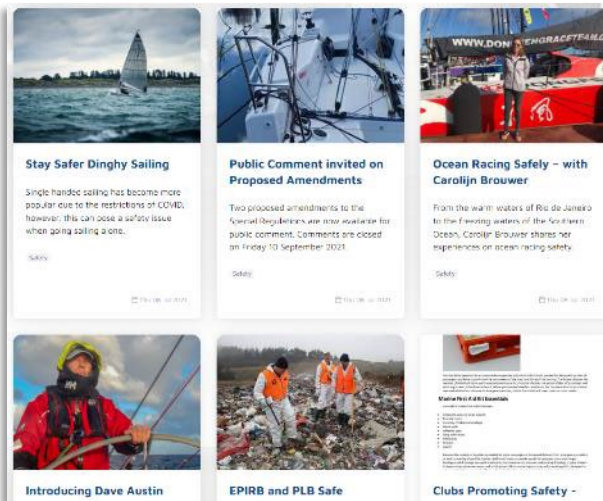
- Making your own statement about safety within your club
- Mentions of safety in your communications to members
- Sharing safety news on your social media
- Acting on bad safety practices or compliance
- Induct your volunteers on safety



# Where to learn more



<https://www.sailingresources.org.au>



## HOW TO CREATE A SAFETY MANAGEMENT SYSTEM IN 10 STEPS



### STEP ONE – STRUCTURE

Design a structure (e.g. a safety committee, designated safety managers or champions, etc.) and delegate sufficient authority to the persons in that structure to draw upon the resources and exercise the decision-making capacity required for attainment of the targets.

### STEP TWO – CONSULT

Consult with your staff, volunteers and participants. Each person with a duty has a requirement to consult, communicate and coordinate with all other person sharing that duty to ensure that safety is effectively managed.

### STEP THREE – LEADERSHIP

Commit to safety; nobody should be harmed by participating in sailing. Create a safety management policy and share it with all staff, volunteers and participants. If your club is new to safety management

## AMSA Marine Notices on Navigation

Published Tue 11 Jan 2022



The Australian Maritime Safety Authority has published electronic systems.

Safety issues associated with groundings and collisions, navigational practices, and a lack of supporting safe navigational practices addresses these by outlining principles that the person in charge of responsible navigational practices addresses these by outlining principles that the person in charge

The marine notice from AMSA on electronic systems focuses on Electronic Chart Display and Information Systems (ECDIS) and the critical functions that person in charge of performing chart updates and alternative methods of position fixing.

Each of these are recommended reading for any yacht's navigator regardless of the electronic board.

Marine notice for 2021/07 Responsible Navigational Practices can be viewed here <https://www.amsa.gov.au/systems/marine-notice-072021-responsible-navigational-practices>

Marine notice for 2021/08 Electronic Chart Display and Information Systems can be viewed here

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- Safety reports are an important tool to learn about and improve safety.
- Follow a clear and independent process to get to the outcome.
- Communicate with your peer clubs and members on safety issues.



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