Syvstjernen Safety Briefing

April 2020

Henrik Lindhardt

MAERSK

Introduction

The Safety briefing is a mandatory annual event for all present and new skippers before being allowed to take out our boats.

The primary purpose is to remind all skippers, experienced and less experienced about responsibilities to crew and equipment.

All club members are encouraged to attend the briefings.

First and foremost: Crew and skipper safety

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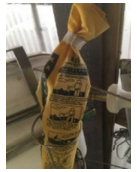
Classification: Internal

Safety equipment on the boats

MUST always be in place!

- Functioning life jackets *or swim vests* for everyone



- Life bouy with working light and throwing line

- Charged fire extinguishers

- Complete first aid kit with non out of date contents
- Workable flashlight and knife
- VHF in working condition and charged mobile phone

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Classification: Internal

Safety equipment on the boats

MUST always be in place based on sailing conditions or trip

- Navigational lights in working condition *if the sailing <u>might include</u> dusk, twilight or night conditions*

- Fog horn, *if the weather forecast predicts poor visibility, or is unpredictable*

- Life raft with a valid usage period

Fire stopper

- Flares with a valid useage period

- Wire cutter

- Safety lines, *depending of type of sailing and weather forecast.*

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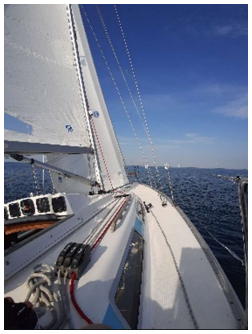
Safety equipment on the boats

COULD be in place!

- Fire blanket
- Hand operated bilge water pump

- Spare navigational lights

- Smooth sailing



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Classification: Internal

Before you head out to sea

Check the sailing reports

- There is a copy on the boat, and any damage should have been reported.
- Check if reported damage is repaired – if not report again.

Inspect the boat

- **Rigging**
  - Visible damage/dents in mast or boom
  - Sheets and halyards (fraying or damage)
  - Broken wires on stays
  - Shackles (deformation)
  - Rig tuning (slack), spreaders angles ASO
- **Hull and deck**
  - Visible damage
  - Water below deck (fresh or salty ?)
  - Sea cocks and valves
  - Navigation lights & electronics
- **Engine**
  - Oil spill
  - Water leak
  - Oil level
  - Fuel level
  - Cooling water

Inspect the safety equipment

- **Safety equipment**
  - Life jackets (CO_2 cylinder)
  - Swim vests, *if applicable*
  - Llife bouy and light
  - Throwing line
  - Fire extinguishers
  - First aid kit
  - Torch and knife
  - **VHF**
  - **Navigational lights**
  - Fog horn
  - Life raft
  - Fire stopper
  - Flares
  - Wire cutter
  - Safety lines

- **If damage is found/done, Report it**
- **If damage reported is not fixed, Re Report.**

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Before you head out to sea

Make sure crew / guests comes with adequate clothing. Ask them to dress warmer than normally in the given weather.

Its easier to remove clothes than putting imaginary clothes on.

Do not exceed the number of max. persons allowed onboard as per boat certificate!

Tell family and/or friends where you are going, when your are expected to be at the next point of destination and when you will contact them (Approx.)

In case of an emergency rescue services will have a location / area to conduct a search and rescue operation.

Alcohol policy: Skipper is responsible for that the boat can be handled in a safe manner. In principle all of you need to be able to drive a car.

Note: Swedish waters = zero tolerance.

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Before you head out to sea

Give yourself time to brief the crew on safety and passage/voyage plan

Crew safety briefings

- Make sure crew know the location of and how to use all safety equipment.
- Hands on demonstrations work.
- Discuss the MOB process (most experienced person may go overboard).
- At least two persons know the Pan Pan & May Day radio procedures.
- Liferaft placement and launching procdure.
- Life Jackets to be worn **at all times while on deck**;

  Preferably also while below deck.
- Proper shoes always worn when on deck.

- **Do not set out in predictable bad weather unless you have to.**

Know your and your crews limitations.

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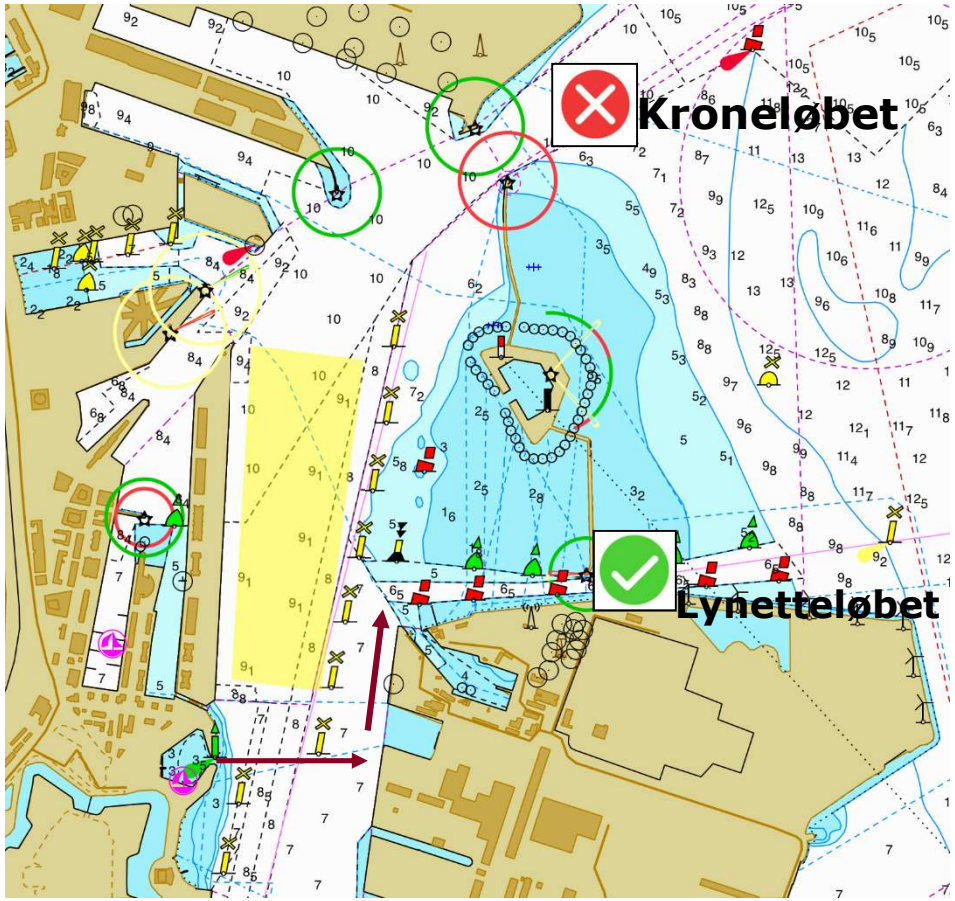
Copenhagen - getting in and out of the harbor

- Beware of commercial traffic
- Max Speed 6 knots in main channel and 4 knots in canals
- Yachts must sail east of restricted area. Vessels may not cross the restricted area nor navigate on Sdr. Frihavn during arrival/exit of commercial traffic
- To and from Langeliniehavn must be at right angles
- Only use ”Lynetteløbet”
- Do not use “Kroneløbet”



Watch for the seaplane, it can & does takeoff from both the inner and the outer harbor.

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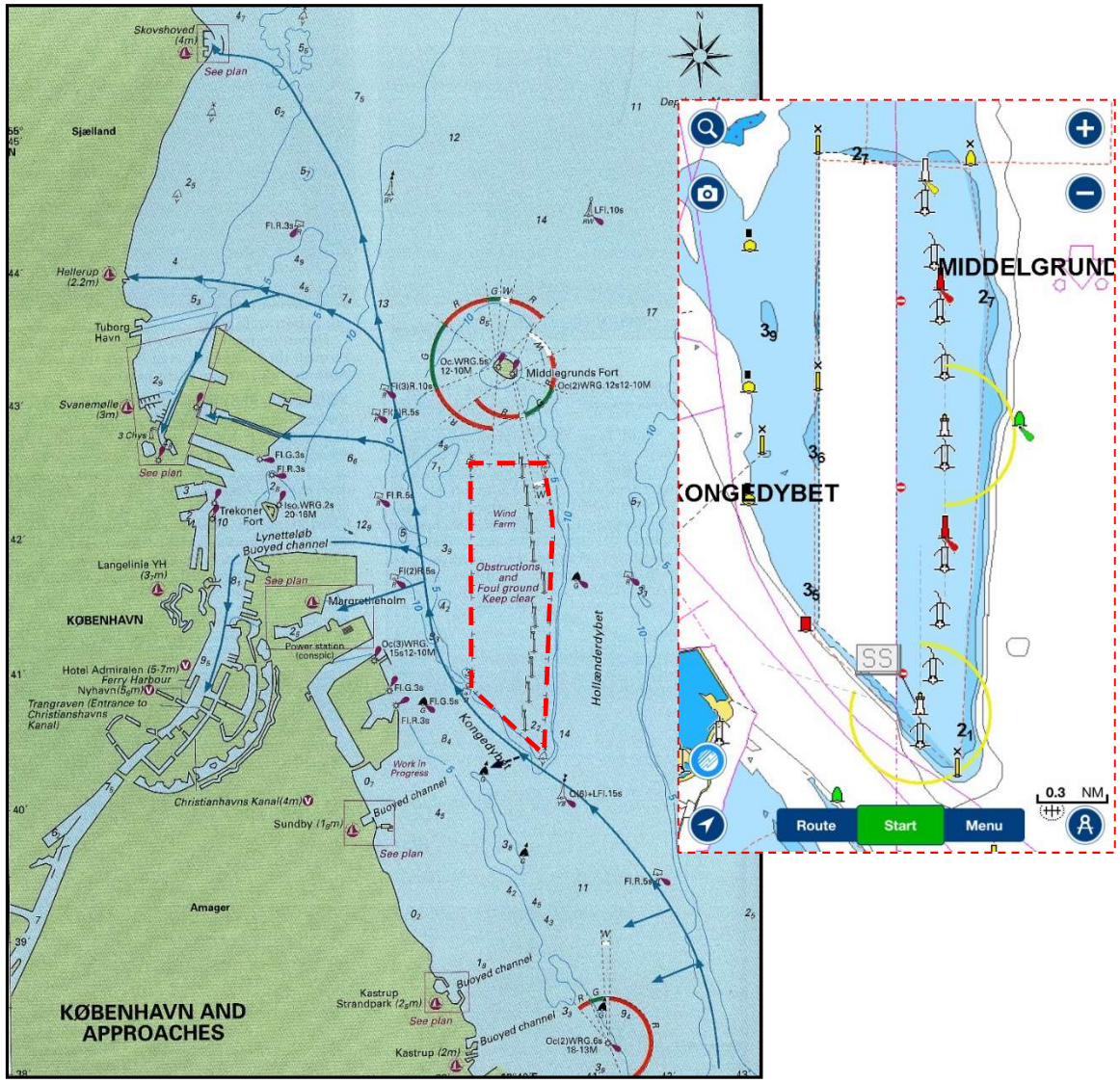
Getting in and out .The larger picture

- Stay outside the marked area by the windmills. This is foul ground with numerous obstructions.
- Follow ”Lynette løbet” to the end before turning north or south
- Beware of commercial traffic
- Beware of navigation marks – keep a good watch and ask crew to always be alert – do not assume the helm has seen the mark that you are closing in on



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Underway and out on the water

The basics:

- One hand for the ship, the other for you!

- Keep a good lookout (other traffic, navigation marks etc.)
- Beware of the boom when running with the wind.
- Beware of loose sheets – end or section of rope flapping.
- Beware of the potential for trapped fingers when using winches.
- Boat keeping. Keep sheets/halyards tidy.
- Potential for trapped legs when mooring or leaving the boat.

Observe Your Crew

- Fatigue, seasickness, cold, hypothermia, sun-stroke, dehydration etc.

Dress for the weather (CHECK the weather).

- Goes for you and the crew.
- Make adjustments in good time before conditions change.

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Underway and out on the water

Demonstrate to crew and/or practice

- How to use a winch safely and efficiently.
- Gybing the main sail safely and under control.
- Use of the Spinnaker – know your limitations and that of the crew
- Mooring under sail – how to get into harbor if the engine fails.
- Mooring alongside a boat, pontoon, wall or between poles.
- General seamanship skills
- MOB procedure (sail/motor/variations)

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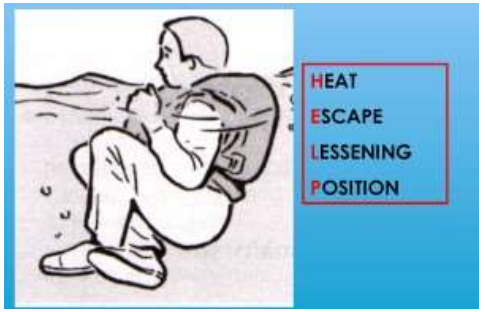
Underway and out on the water – MOB

Going into the water can especially in the early and late season be life threatening.

Water Temperature		Expected Time Before Exhaustion or Unconsciousness	Expected Time of Survival
(°F)	(°C)		
32.5°	0.3°	< 15 minutes	45 minutes
32.5–40°	0.3–4.4°	15 – 30 minutes	30 – 90 minutes
40–50°	3.3–10°	30 – 60 minutes	1 – 3 hours
50–60°	10–15.6°	1 – 2 hours	1 – 6 hours
60–70°	15.6–21.1°	2 – 7 hours	2 – 40 hours
70–80°	21.1–26.7°	3 – 12 hours	3 hours – indefinite
> 80°	> 26.7°	Indefinite	Indefinite



Keeping calm, trusting your life-vest, not trying to swim unless you have to

Prevent accidents:
One hand for the ship and one for you and be careful of unintentional gybing situations.

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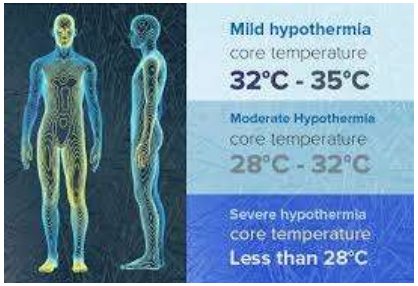
Out on the water – Hypothermia first aid

Hypothermia symptoms are:

- Confusion, memory loss, slurred speech
- Exhaustion or drowsiness
- Numb hands or feet
- Shallow breathing
- Shivering



In case of loss of conciousness; you cant recover the person from the water or you lose sight of the person overboard:

Call for help

112 for iOS

VHF channel 16

SejlSikkert Alarm for iOS and Android

Treatment is:

Restore Warmth Slowly

- Get the person indoors.
- Remove wet clothing and dry the person off, if needed.
- Warm the person's trunk first, not hands and feet. Warming extremities first can cause shock.
- Warm the person by wrapping him or her in blankets or putting dry clothing on the person.
- Give the person a warm drink, if conscious. Avoid caffeine or alcohol.
- Once the body temperature begins to rise, keep the person dry and wrapped in a warm blanket. Wrap the person's head and neck, as well.

Take the person to a hospital for medical check-up.

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Racing

❖ Racing is fun and a good way to improve on boat handling

But were are not competing in the Olympics and dangerous situations must be avoided.

- First of all – know the basic racing rules and what to expect of other boats.
- Be aware that other boats might not follow the racing rules.
- Know the limitations of your crew – experienced / unexperienced.
- Don't chase a dangerous situation – bear off before it gets dangerous.
- In case of dangerous situations then discuss this with the Skippers from the boats involved in order to prevent future situations (and also to maintain good relations!)

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After You get home: General ”housekeeping”

- Leave the boat in a tidy, clean condition. No trash to be left.
- Loose equipment to be stowed away tidely.
- Coil lines & mooring (deck coil or life-boat coil for mooring lines)
- Wet equipment , if left below, not to be put in lockers. Hang it up or lay it out to dry. If you can take it home to dry and guarantee the return next day, please do so. If bunk cushions wet raise to vertical position to dry.
- Make sure no food or open drinks are left in the cooler. Leave cooler lid open
- Check fuel and oil
- Check spare gas bottle is full. Check that gas is turned off inside and out before leaving the boat.
- **Make sure that ANY deficiencies are reported. The boat caretakers or safety officer needs to be informed in order to be able to rectify.**
- If Deck or Cockpit is dirty or grimy from salt, hose down using the freshwarter hose at the dock
- Before leaving the boat, check fenders are secure and set at the correct height
- Moor correctly so the bow cannot touch the mooring (use fairleads & space out correctly). xcheck cleat hitches and tension.
- Switch of the power (for Scankaps...power switches horizontal)
- Dont forget to lock the boat and the external lockers.
- Hand in the keys

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After you get home,

Give yourself time to fill in the log/sailing report

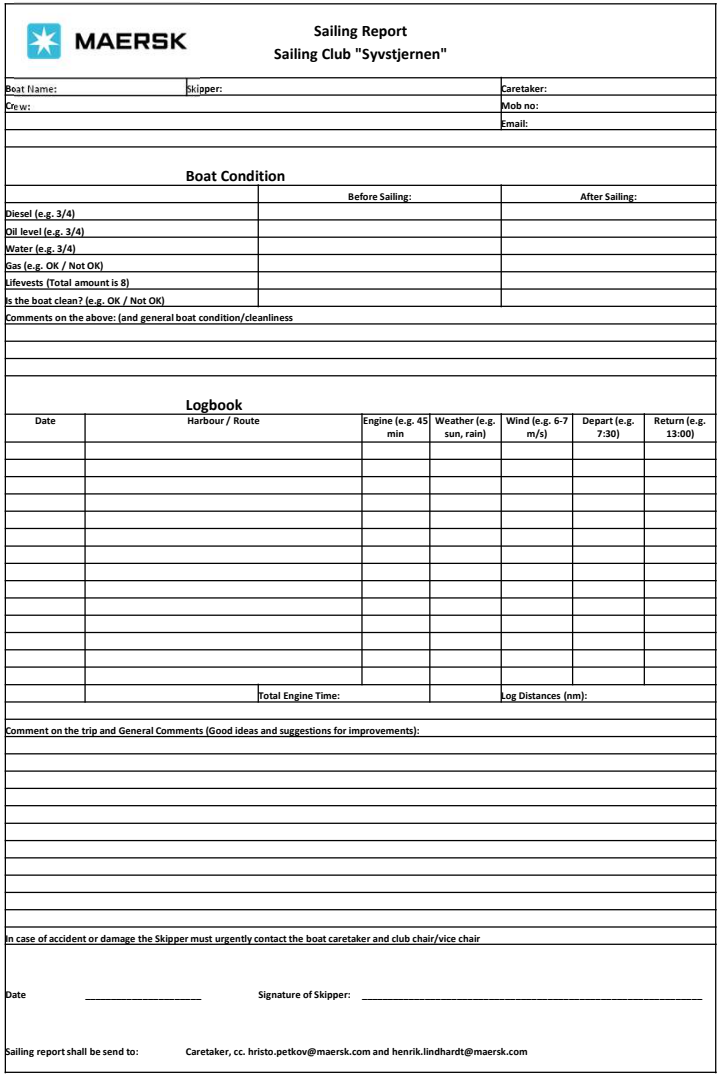
Check the previous users report and make sure any problems / damages have been reported.

At the end of your trip fill out the report form noting any problems / damage or missing equipment.

If previous problems still exist, re-report it.

Send a scanned copy of the report to the boat caretaker; the club chairman and the club safety officer.

Please don't just copy previous entries i.e.: fuel level etc



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Sailing Report
Sailing Club "Syvstjernen"

Boat Name:	Skipper:	Caretaker:
Crew:		Mob no:
		Email:

Boat Condition

	Before Sailing:	After Sailing:
Diesel (e.g. 3/4)		
Oil level (e.g. 3/4)		
Water (e.g. 3/4)		
Gas (e.g. OK / Not OK)		
Lifevests (Total amount is 8)		
Is the boat clean? (e.g. OK / Not OK)		

Comments on the above: (and general boat condition/cleanliness

Logbook

Date	Harbour / Route	Engine (e.g. 45 min	Weather (e.g. sun, rain)	Wind (e.g. 6-7 m/s)	Depart (e.g. 7:30)	Return (e.g. 13:00)
	Total Engine Time:			Log Distances (nm):		

Comment on the trip and General Comments (Good ideas and suggestions for improvements):

In case of accident or damage the Skipper must urgently contact the boat caretaker and club chair/vice chair

Date _____ Signature of Skipper: _____

Sailing report shall be send to: Caretaker, cc. hristo.petkov@maersk.com and henrik.lindhardt@maersk.com

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Practical information

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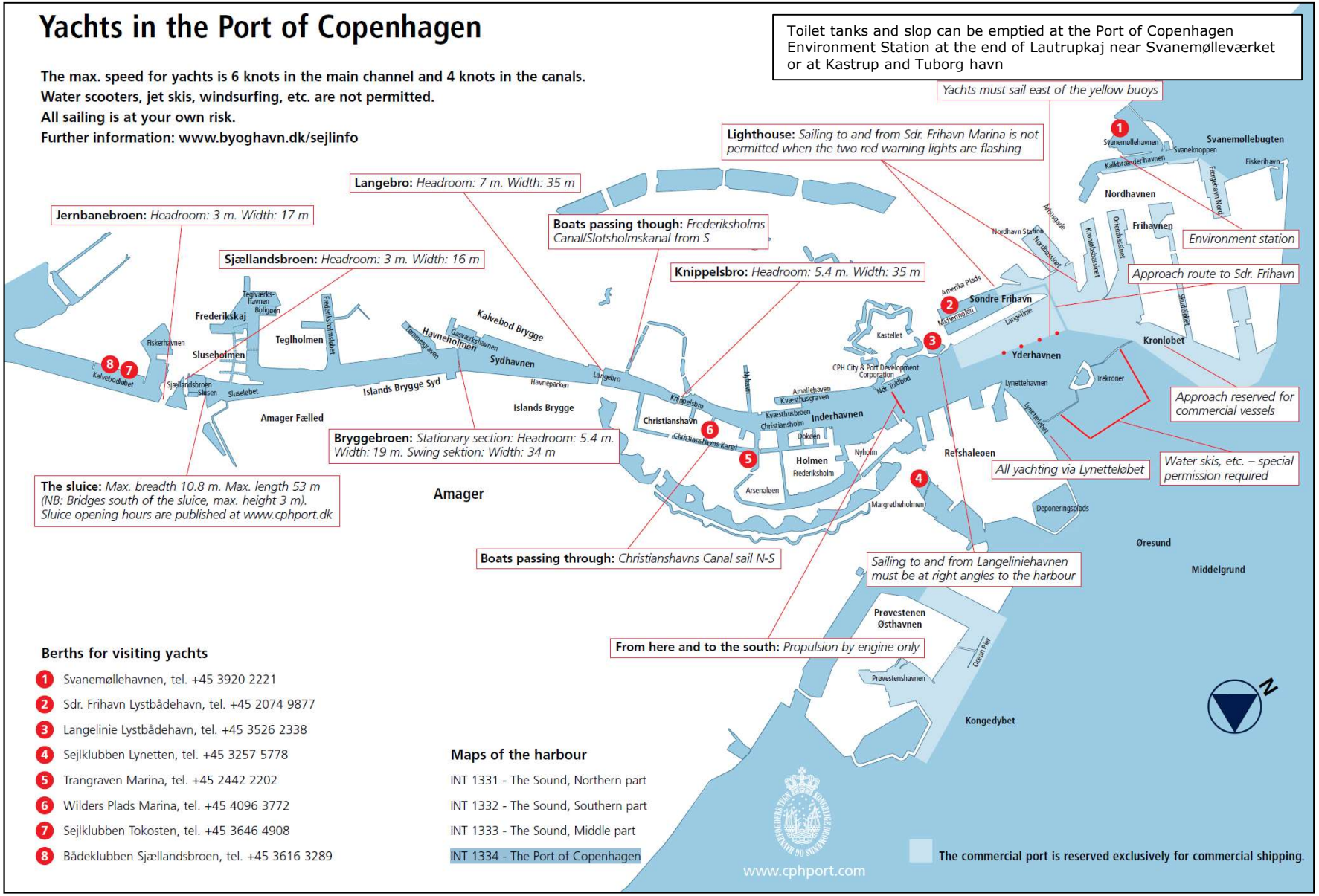
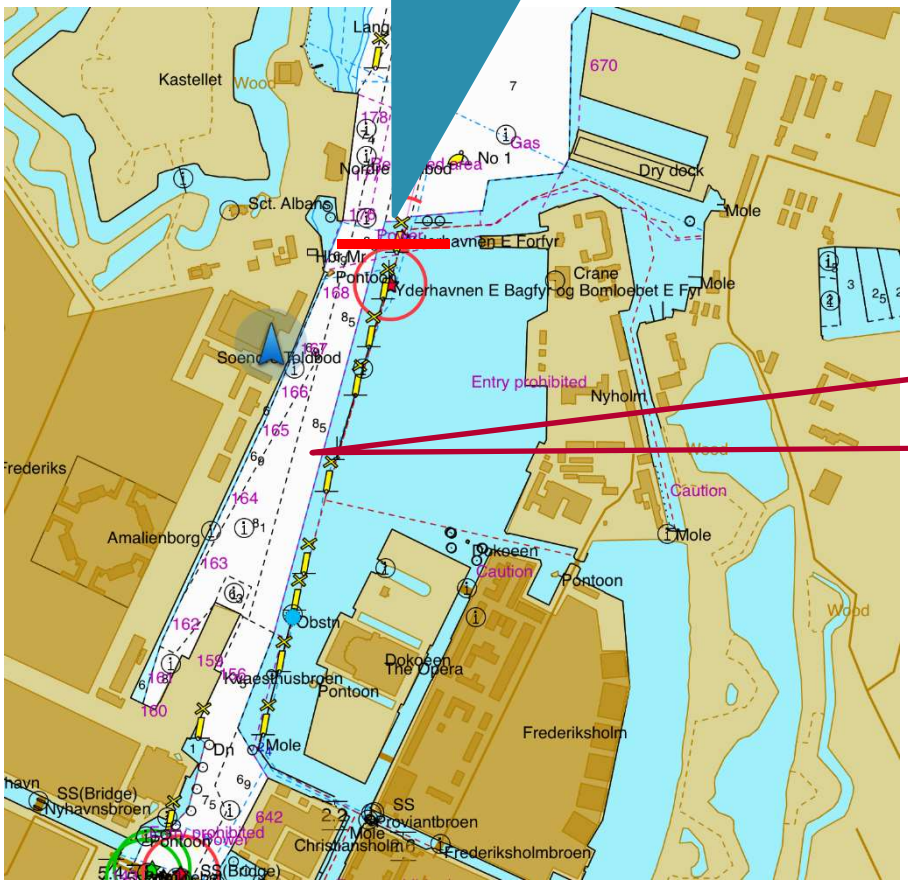


Police: Copenhagen police patrol the port. Call 114 in case of a need for assistance or a need to report dangerous behaviour.

Engine **only** in the inner harbour and in the restricted area

From here to the south (city) engine propulsion only.



Looks good but not allowed...

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Going through the 10 bridges in Copenhagen inner harbour

Opening of bridges are free of charge within normal operating hours but it has to be pre-ordered by calling the port office at 33 76 98 00 or the harbour master at 40 42 39 77 up to 4 hours before passing.

Different rules apply for time of day and which bridge it is.

Find the exact procedures on the below link. (Only in Danish)

https://www.kk.dk/artikel/s%C3%A5dan-f%C3%A5r-du-%C3%A5bnet-en-bro

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Classification: Internal

FUEL

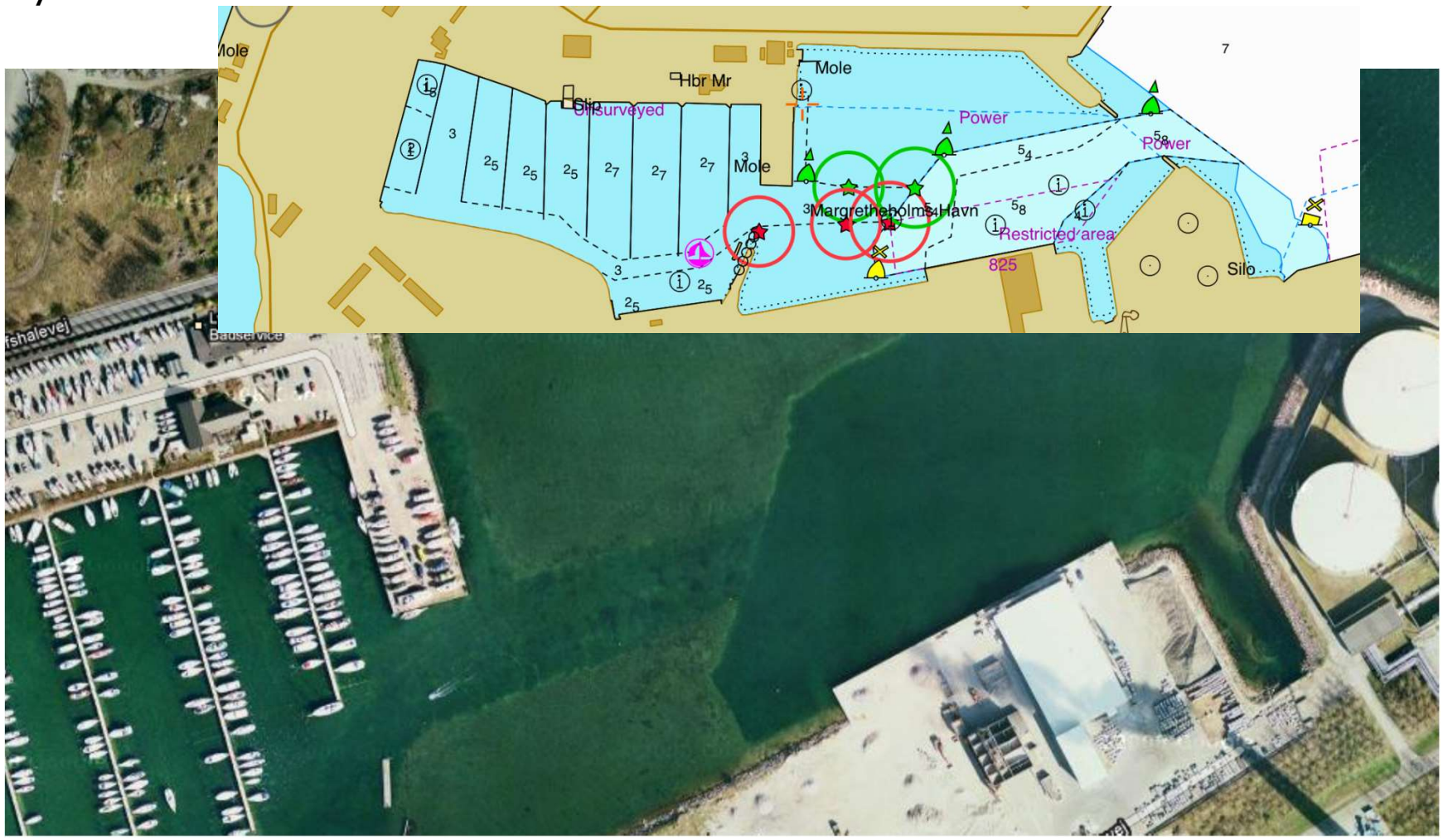
Tuborg Havn
PONTON A
PONTON B
PONTON C
INDERKANAL
YDERKANAL
INDERBASSIN
YDERBASSIN
1 Havnekontor
2 Toilet og bad
3 Service kaj (mastekran bensin/diesel miljøstation)
4 Miljøaffald (oliefilter/lign. batterier kemikalier)
5 Restaurant (Club Royal Brasserie)
6 Butikscenter
7 P kælder
8 Kongelig Dansk Yachtklubs klubhus
9 Gæstebro
TUBORG HAVN

TUBORG HAVN
Inderbassin
Yderbassin
Yderkanal

Tuborg Havnevej
NCC Construction Danmark A/S
Tuborg Sundpark
Tuborg Havnepark
Club Royal Tuborg Havn

FUEL

Lynetten



Thank you and enjoy the 2020 sailing season

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