

October 15, 2012

Commandant (G-OPB-1)  
U. S. Coast Guard  
2100 2nd Street, SW, Room 3100  
Washington DC 20593-0001  
Attention: Carlin Hertz  
Re: *Recreational Boating Safety Partnering - Agreement No. 1102.28*

Dear Mr. Hertz:

US Sailing is pleased to submit this final report describing our activities and progress associated with the **2011 USCG/US SAILING Recreational Boating Safety Partnering Grant**. This grant was approved in June, 2011. The period of performance for this grant is August 2011 – September 2012.

As per the grant requirements, I have attached the following documents:

- Executive Summary
- Abstract
- Financial Status Report

US SAILING greatly appreciates the assistance that the United States Coast Guard provides in the area of boating safety. We are proud of our contributions to promoting boating safety over the years and as facilitated by the subject grant.

Please do not hesitate to contact me should you have any questions or require clarification.

Sincerely,

Janine Connelly  
Training Director

## **2011 Recreational Boating Safety Partnering Program Executive Summary**

As the premier, on-the-water, boating safety educator for both recreational sailors and power boaters, US Sailing takes boating safety knowledge to the water which results in safety. To broaden US Sailing's existing network of partnerships to proactively expand delivery of US Sailing's boating safety knowledge, with the support of the **USCG 2011 Partnering Grant**, we have pursued additional avenues to enhance distribution of and access to our training, educational materials and distance learning. US Sailing accomplished this mission by:

- Expanding and maintaining a national network of partners whose **specific goal is to proactively develop successful strategies to promote boating safety, emphasize life jacket wear and deliver high quality, on-the-water training to recreational boaters;**
- Creating new avenues and opportunities to provide US Sailing safe boating on-the-water training, courseware and educational materials as well as train-the-trainer training to boating safety partner organizations, retailers and community sailing organizations;
- Providing opportunities to work directly with national and international leaders in boating;
- Recognizing outstanding acts of superb seamanship;
- Attending conferences, workshops and meetings representing boating safety awareness;
- Developing additional boating safety programs; and
- Continuing with research initiatives that strengthen boating education and safety awareness.

The continuing goal of the US Sailing /USCG partnering grant is to expand and maintain a national network of partners through which to jointly identify and harness the maximum opportunities to provide effective boating safety training to recreational boaters and boating safety trainers; to broadcast the "Wear life jackets" message; and to reach out as a responsible information highway for boating safety awareness and education. These partnerships have shared access to the repositories of boating safety educational initiatives and training materials, to heighten public awareness and provided access to safe boating training on-line and on-the-water. These partnerships collaborated on how to increase the avenues for boating safety training delivery and broadcast the criticality of wearing a life jacket to the enormous population of recreational boaters who are operating at risk without this information. We strongly believe that the outcome of these efforts will result in increased compliance with boating safety rules and regulations with the ultimate outcome of decreased accidents and fatalities in support of the overall goal of the USCG Strategic Plan.

### **Objectives**

The objectives of the partnership include:

1. Developing additional avenues through which to deliver boating safety classroom and/or on-the-water training to the maximum number of recreational boaters, trainers in partnering organization memberships, boat retailers, and/or community sailing programs.
2. Collaborating with boating safety partnering organizations to improve boating safety training performance evaluation and best practice standards.
3. Effectively broadcasting the necessity of wearing life jackets when on the water, no matter the age of the boater, the expertise of the boater, the size or type of the boat; to collaborate with PFDMA to gather information to develop life jackets that perform the job most effectively, advertise the benefits of life jacket wear most expansively and use existing partnership memberships to exponentially broadcast the critical requirement of life jacket wear;
4. Increased number of partnerships with boating safety organizations nationwide and internationally;
5. Broader network for dissemination of boating safety materials, information, media and access to on-line or on-the-water training;
6. Broader awareness of the existing on-the-water and on-line resources about boating safety available to all boaters;
7. Increased safety certification opportunities through public awareness of Safety-at-Sea programs;
8. Improved cooperation with and coordination of boating safety education nationwide; and
9. Increased public awareness of the need for and benefits of boating safety education.

The following pages detail the activities performed in relation to each objective and our progress in meeting the objectives.

**2011 Recreational Boating Safety Partnering Program  
Abstract and Progress Report**

The **2011 Recreational Boating Safety Partnering program** allows us to continue our efforts of the previous years, focusing on proactively expanding and maintaining a national network of partners through which to jointly identify and harness the maximum opportunities to provide effective boating safety training to recreational boaters and boating safety trainers, broadcast the “Wear life jackets” message and act as a responsible information highway for boating safety awareness and education. In addition and simultaneous with this partnering effort, US Sailing is using its established channels of distribution to promote our partner’s boating safety resources in various formats including on-the-water training, manuals, courseware, on-line distance learning and videos.

Attendance at and participation in the following activities supported US Sailing in meeting their goals and objectives for the USCG Partnering Grant.

<p><b>Association of Marina Industries</b> Fort Lauderdale, FL 10/23-25/2011 US Sailing Rep: Dick Allsopp</p>
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US Sailing representative Dick Allsopp attended the Association of Marina Industries conference with the intention of learning more about the marina industry, and making contacts to spread the word to marina managers about the availability of on-the-water and safety programs to boat owners.

US Sailing was invited to attend and give a 45-minute presentation, which focused on *Cultivating the Next Generation of Boaters*. The opportunity allowed us to present means of developing increased safety compliance, reduced accidents and new revenue streams for marinas by their offering space and access to on-the-water training classes. The topic was well received and Capt. Allsopp fielded many questions and ran out of business cards and sample program collateral. He had the opportunity to speak at length with Robert Gauvin from the USCG Office of Vessel Activities about port security and the American Waterways Watch program. We have supported the AWW program in previous years through email communications and distribution of printed material, and will do so again this season.

<p>NASBLA Annual Conference Milwaukee, WI 9/12/2011 US Sailing representatives: Jim Muldoon &amp; Joanne Dorval</p>
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The NASBLA Conference offered attendees updates on numerous subjects of interest to US Sailing as well as opportunity for excellent exchanges between attendees. A key outcome of attendance was for the first time US Sailing was recognized as helping to lead a joint effort among recreational boating organizations to convey the boating community's position to lawmakers on Capitol Hill regarding the Sport Fish Restoration and Boating Trust Fund. NASBLA, the National Marine Manufacturers Association (NMMA) and US Sailing worked together to spearhead agreement with other groups to support of the US Coast Guard's position on the reauthorization of the Trust Fund. This is a major step forward in advancing US Sailing's relationship with other influential organizations within the broader recreational boating community.

Updates on US Coast Guard initiatives were among the topics addressed, with US Sailing sharing its general support for the USCG position on:

- Supporting lifejacket wear (in particular the National Boating Safety Advisory Council's recent resolution to the USCG to proceed with researching the feasibility of some kind of mandatory wear);
- Limiting Ethanol levels in marine fuel;
- Required Cutoff Switch Use (Proposed Rule Making to be published shortly); and
- Advancing On-Water Skill Based Training.

Specifically, Jim Muldoon and Joanne Dorval attended several meetings to prepare to implement the 2011 On-Water Standards grant awarded to US Sailing. The USCG's John Malatak advised on areas of concentration and the need for collaboration and agreement across the recreational boating community. NASBLA's Ron Sarver advised on the American National Standards Institute (ANSI) process to be followed based on USCG desire for a nationally recognized set of standards. Numerous meetings across the wide range of recreational boating community representatives were held throughout the conference to begin building nationwide consensus for the On-Water effort that US Sailing would be undertaking for the USCG.

**Royal Yachting Association**

Wyboston, UK

2/4-5/2012

US SAILING representative: Stu Gilfillen

The Royal Yachting Association (RYA) National Training Conference is a two-day annual event that brings together program managers, coaches, and educational leaders from throughout the United Kingdom. While components of it bear similarity to US Sailing's National Sailing Programs Symposium, the event seemed to have more of a focus on ways RYA specific programming rather than the programming of/for individual schools and organizations. I attribute most of that to the manner in which the RYA has structured their organization, with "Training Centres" being

the focal point for student level programming. Regardless, the event was an excellent opportunity for me to gain a better understanding about how sailing and powerboating programs, internationally, operate.

The keynote speaker was Sarah Treseder, the RYA's CEO, who gave a presentation addressed the various ways that the RYA has impacted sailing education throughout the UK. Conversely, she also discussed ways that the individual constituents (i.e. the program directors in the room) can help to maintain the RYA Standards within the UK, and abroad.

The initial session I attended was entitled "Boating across the Curriculum" and was presented by Jane Campbell Morrison from Scotland. The primary focus of Jane's presentation was about how to link sailing into schools, and the possible pitfalls or problems that organizations might run into. She also discussed ways to develop a sustainable program and the process of implementing the pre-existing RYA curriculum. That specific curriculum focuses on numeracy, literacy, science, technologies, health/wellbeing and social sciences. The programming bore a striking resemblance to the STEM (Science, Technology, Education and Mathematics) initiative that US Sailing is currently undertaking, and it was very interesting to see the approach that the RYA took.

The second session I attended was for RYA Overseas inspectors and was designed to provide updates about the evaluative materials that the RYA uses when doing inspections of their overseas schools. For reference, the RYA is beginning to expand their Yachtmaster program into North America with two current locations in the US and several in Canada. The session discussed specific things to look for with regards to safety protocols, equipment and general facilities. The materials provided a great comparison against the evaluations we use for our own Keelboat and Powerboat programs.

The afternoon was filled with roundtable discussions, each with a different focus. The first session was entitled "National Sailing Scheme (NSS) Clinic" (NSS is the term used to describe the Sail Training structure for the RYA). The bio we were given as a baseline for discussion was: *"Could a clinic based approach help uptake and accessibility to courses in a time restricted world? Accessibility of a sport is a key factor in choosing to participate in a given sport due to the time constraints of today's busy lives. 5 years ago we adjusted the Windsurfing Scheme to run in a more clinic based approach. Taking the NSS in its current format, could we learn from the short clinics available in the windsurfing scheme? How would you break the scheme down, what clinics would you have?"*

Generally it was felt that the NSS didn't need a lot of tweaking and in fact a lot of centres already ran a very clinic based approach, however it was agreed that providing this in a more formal way through the layout of the syllabus was a good idea. The groups believed the Windsurfing Scheme worked well and the NSS should become more clinic based, providing flexibility and reflect what customers want. But there were questions group members for RYA Training: how would the scheme be broken down, could we introduce 'crew skills' within the clinics and maybe we could see dinghy certificates include a box/line with either single or double handed boat. Some groups went on to discuss more radical changes, suggesting a combinations of certain modules and a possible new layout: Start – Level 1 and 2 combined, Intermediate – Level 3 and the modules providing Advanced with the possibility of combining Day sailing and Seamanship Skills.

The second, and last, session of the day, was called "Continuing CPD" which stood for "Continuing Professional Development." In the US, we've looked at this same issue and what

ways US Sailing can provide opportunities for sailing instructors and marine professionals both within our own training programs and through partnerships.

The background we were given was: *“More sports are focusing on CPD to up skill and update their instructor and coaches. RYA Racing has a well-developed, but compulsory approach for their coaches. Should we be offering CPD as part of our instructor training pathway, if so, how can we encourage our instructors and coaches to participate and what should we be offering?”*

Most feedback that came back from the discussion groups agreed that CPD should be offered, but that there were important challenges and considerations to be investigated. Groups felt CPD was a vital part of ensuring participants have a quality experience, and therefore should be designed to enthuse and up skill instructors. It was believed that it should be in the form of compulsory updates for Coaches, Trainers, but biannual rather than every 5 years, reflecting on their current Racing Division as a model to consider. The kind of topics groups thought should be covered was varied from centre and safety management to Instructional and communication techniques, on water skills and session’s management. It was generally agreed upon that it was important that the schedule should revolve around existing RYA events/inspections and be flexible.

The second day of the conference was much briefer and was filled with updates about the current developments with the RYA for both the Sailing/Windsurfing schemes and Powerboat Schemes.

General Sailing/ Windsurfing updates included:

- Updating the “Senior Instructor Workbook”
- Developing RYA Safety Management guidelines for Training Centres- specifically how to write and adapt them for your own organization
- Modifications to the content and layout of the RYA Newsletter, *Wavelengths*
- An adjustment to the Health Declaration for Instructor Courses which will now read :*”I declare that I am not suffering from any physical or mental impairment which has an adverse effect on my ability to properly discharge my duty of care as an instructor. I undertake to inform the RYA if this changes and agree to submit to a medical examination if requested by the RYA.”*

Specific updates pertaining to the National Sailing Scheme included:

- Keelboats
  - Should there be a requirement for automatically inflating lifejackets to be used, specifically in the case of modified boats?
  - The presenter relayed a story of a keelboat that had been modified for accessible (i.e. disabled) sailing and had actually capsized with a disabled sailor on board while sailing downwind. The sailor survived but it did lead to the conclusion that an investigation/ assessment for boat modification and the required standards should be undertaken.
- Multihull

- Risk assessment of adding Mast head floatation on advanced (i.e. performance) high sided craft (this also pertained to dinghies). In short- was there a value to requiring floatation?
- Updated materials that provide a multihull specific section for their training materials.
- Boat selection
  - As Training Centres in the UK serve as public access points, the following questions were raised: How do organizations determine the eligibility of clients choice in boat? And who is responsible for this? Are there any restrictions in place?
- Youth Scheme
  - It was oddly enlightening to know that the RYA is facing the same challenge of keeping youth engaged that US Sailing programs are. One approach that the RYA is taking is the introduction of badges/medals, which appear similar to those used by Boy Scouts/Girl Scouts in the US.
  - They are developing a Youth Windsurfing book called *“Go Windsurfing! A practical handbook for young people.”*

The powerboat scheme update included a lot of the same information, specifically the change to the Health Declaration form and the Implementation of Safety Management System Procedures for centers. Changes that were specific to their powerboat scheme included:

- Changing from offering paper certificate to only photo ID certificates by April 2013.
- The development of Advanced Powerboat which will increase pre-requisite knowledge to the level of Coastal Skipper / Yachtmaster Theory. They indicated that the phasing in process would be communicated as available. It would also include a wide variety of pilotage techniques .
- The ratios for Powerboat instruction was reduced from 6:1 to 3:1 for Advanced Powerboat Instructor courses.
- The development of an Inland waterways course which they expected to see launched in the next year.

I’m very grateful to the RYA for allowing me to attend what is normally a RYA member’s only event. It was an exceptional opportunity for me to learn more about their system and gather materials.

<p><b>American Canoe Association</b></p>
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<p>9/29-30/2011</p>
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<p>US Sailing Rep: Kevin Kavanagh</p>
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**Activities and Contacts:**

Placed US Powerboating at registration desk and in Exhibit Hall

Was introduced and presented the Powerboat Information at the Safety Education and Instruction (SEI) Meeting – Robin Pope Chair.



## Contacts Regarding Powerboat Program

- Christopher Stec – ACA Chief Operating Officer
- Ed Huntsman – Arizona Game and Fish Department (He is also with NASBLA)
- Robin Pope – Chair of the SEI Committee [robinpope@hotmail.com](mailto:robinpope@hotmail.com) (Gave him a Start Powerboating Right book)
- Jim Virgin – ACA Vice President
- Rachel Wisner --- Chief Executive Officer Professional Paddlesports Association
- Wayne Stacey – USCG representative
- Virgil H. Chambers, National Safe Boating Council
- Chad Stone – River Program Manager NAU (Northern Arizona University) Outdoors
- Tina Aldrich – Asst Professor Virginia Wesleyan College
- Ed Huntsman – Arizona Game and Fish Department (He is also with NASBLA)
- Jordan Messerer – Assistant Director for Outdoor Adventures, University of Nebraska, Lincoln.
- Christopher Stec – ACA Chief Operating Officer (Gave him a Start Powerboating Right book)
- Wade Blackwood – Executive Director, American Canoe Association
- Steve Scherrer – Training and Technical Specialist – Confluence

Attended Meetings on: Entanglement Safety (T. Aldrich), When Goals Align (E. Huntsman), and Understanding Boat Control (S. Scherrer).

### **National Sailing Programs Symposium / American Canoe Association**

Long Beach, CA

1/17/2012

US Sailing representatives: Janine Connelly, Jack Gierhart, Rich Jepsen

While all US Sailing representatives were present at the National Sailing Programs Symposium, and Chris Stec (operations, ACA) was in attendance, it was a good opportunity to discuss areas of cooperation between the two organizations. Camp counselor and junior instructor on-water training and boating safety course offerings for both organizations were explained and discussed and areas of synergy and market overlap identified. All agreed to forge ahead with a Memorandum of Understanding for the 2013 training season.

### **American Sail Training Association**

Newport, RI

1/30/2012

US SAILING representatives: Stu Gilfillen, Rachael Miller

**Future relationship between US SAILING and ASTA:** We see some great opportunity here starting with carrying on the person exchange. We have already organized Jonathan Boulware and Simon Colley to join us at the NSPS this year. Rachael Miller has been invited to speak next year at the ASTA conference and also was asked to be part of the ASTA Education Committee. There are also some opportunities to share very specific information perhaps in the form of US Sailing running teaching and coaching clinics for ASTA instructors (that part of Rachael's presentation was very well received). In addition, with the NSPS in Long Beach in 2012, the home to several tall ships and a great Maritime Museum, there was a convenient opportunity to bring the two organizations together.

**International Boating & Water Safety Summit**

San Diego, CA

3/4-7/2012

US SAILING Rep: James Muldoon, Dick Allsopp

**Event:**

The Convention was held at the Hyatt Regency Mission Bay Hotel. I was unable to get a formal count of attendees. I estimate it was in the low 300s.

**Executive Summary**

There were many interesting and informative presentations; however few out of the ordinary and worthy of special note.

- The major event of the Summit was the forthcoming retirement of John Malatak from the USCG Office of Boating Safety. It was at his insistence that the National Safe Boating Council (NSBC) and the National Water Safety Congress combined their meetings into a single summit. John was obviously recognized by all as the patriarch of the event.
- The underlying theme of the entire event was the Coast Guard's strategic plan and its implementation.
- Special recognition was paid to and an opportunity for comment was offered to Mr. James Muldoon Chairman of the National Boating Safety Advisory Council and Captain Rizzo, Chief, U.S. Coast Guard Office of Auxiliary and Boating Safety.
- Special recognition was also paid to the Sea Scouts on the occasion of their one hundredth birthday.
- A presentation by the Bonnier Corporation showing various crossing situations and responses showed the US Sailing logo on its pages. It was quite good and worth looking into as a training aid.

**Opening Ceremony and General Meeting**

The Sea Scouts of San Diego performed the presentation of colors along with Keith Christopher National Director and Charles Wurster, National Commodore. Events continued with a number of presentations including one by Pam Dillon and Brian Dorval on the On Water Standards Development/NASBLA Standards Update.

**Breakout Sessions:**

There were a number of excellent breakout sessions.

Of significance were:

- **Training the Trainer** – a group discussion among Emily King, NSBC; Dave Lumian, ASA; Diane Wenzel, US Sailing, and Chris Stec, ACA. Of interest in this discussion was the confirmation that

ASA courses were being approved for deck licenses. This appeared to be a departure from the school based course approval system. John Malatak was interested in how they maintain qualifications and what continuing education ins involved. USPS and USCGA members in the audience added information.

- **Water Rescue Awareness for the First Responder** - Chris Calhoun and Ryan Ball of the Pennsylvania Fish and Boat Commission discussed their course for providing water rescue training for the first responder. The course consists of 6 hours of lecture then moves to the pool and then to moving water. Since 1984 they have taught 25,000 students
- **New Approaches in Risk Management** - Dr. Robert Kauffman of Frostburg State University presented a new approach to Risk Management by applying the Barrier Concept. Quite interesting but a little too theoretical for our use.
- **Welcome to Community Sailing** – Dave Lumian and Dian Wenzel
- **Building the Recreational Boating Safety Network** – Virgil Chambers
- **Canadian SAR Program**

**Implementing the Plan – A day At the Beach** - This was a day of presentations on the National Strategic Plan accompanied by on the water demonstrations. They were intended to illustrate various aspects of the strategic plan.

**American Camp Association Conference New England**

Manchester, NH

3/30-31/2012

US Sailing representative: Janine Connelly

US Sailing has historically attended American Camp Association conferences when possible, as hundreds of camps in the U.S. have waterfront facilities and informal or formal boating programs, but often don't provide high quality on-water boating instruction to the camp staff. Through small group session discussions, shared meals and hallway conversations, Janine was able to distribute several dozen book samples and brochures and explain US Sailing / US Powerboating's Sailing Counselor and Safe Powerboat Handling program to camp directors and owners.

**Sail America Conference**

Newport, RI

6/25-27/12

US Sailing Rep: Stu Gilfillen

I was only able to attend Tuesday due to prior commitments. However, as Monday was used for the Industry regatta and an opening reception and Wednesday was only a half-day, I still feel that I was able to gain a significant amount of information from the event. Here is a brief synopsis from each module I attended:

- An America's Cup presentation was made by Bob Billingham and Iain Murry who spoke of a how the America's Cup organizers are trying to reach the "Taco Bell demographic"

in their continuing effort to grow sailing and how they are partnering with Red Bull to try and pull a more youth-based demographic into the sport.

- John Spence, a consultant who focuses on corporate strategy and team building, spoke about the “Running and Sustaining highly successful organizations” and methods for cultivating customer feedback and referrals. While not a sailor or boater by background, John was able to relate many of the concepts to the marine industry through example and statistics.
- Carl Blackwell (National Marine Manufacturers Association) and Ross Kilborn (Yachting Australia) spoke about efforts that are being made Nationally, and Internationally, to get people on the water. Carl spoke of their “Welcome to the Water” Campaign which has included a large web presence ([www.growboating.org](http://www.growboating.org)) and facebook campaign. Ross gave a synopsis of a report commissioned by the Australian government which addressed the way Australians view sailing and how those views impact their involvement with the sport. Much of what both Carl and Ross discussed has a direct relation to how sailing is viewed within the US. That report is available on the Yachting Australia website
- After lunch attendees were divided into groups (these groups were pre-determined) and develop ideas for best developing sailing nationally. These sessions were modeled after the successful Grow Boating "Growth Summit." Workshop topics included: attracting and retaining youth sailors, introducing new people to sailing, sailing participation trends, industry collaboration, and more. Conclusions and recommendations from each of the workshops was presented later in the program by the moderator.
- I attended a breakout session with Tom Knighten entitled “Hands on Training and Education, an Effective Marketing Tool for a Competitive Environment.” The session was actually mislabeled as it focused more on the interest of consumers in on the water training during Powerboat and Sailboat shows. Tom discussed his experience developing programs and how he had found that consumers from a variety of backgrounds are looking for opportunities to do more than just “have a ride” on a boat. These findings parallel with what US Sailing/US Powerboating is aware of.
- The second breakout I attended was entitled “Turning Ideas into actions” and was presented by John Spence, the keynote from the morning. While the topic was, conceptually, an extension of this morning presentation this breakout served as more of a workshop. Attendees were asked to fill out a survey based on their perceived successes and failures of their organization and its’ management team. It was very interesting to hear how each person viewed the strengths and weaknesses of their company, especially in cases where their company was very diverse in their interests.

I found the conference to be an excellent opportunity to speak formally, and informally, with people from all aspects of the industry. I was able to connect with people who are powerboat and engine manufacturers as well as those that represent sail training both in the US and abroad.

### **US Sailing Independent Review Panel Inquiry**

Low Speed Chase Capsize During the Full Crew Farallones Race

Sally Lindsay Honey, Jim Corenman, Bartz Schneider, Bill Barton and Dr. Kent Benedict, San Francisco Yacht Racing Association and the NorCal Offshore Racing Council

#### **Synopsis of what Happened**

On April 14, 2012, at 14:36:40 PDT, while racing in the Full Crew Farallones Race out of San Francisco, CA, the sailing vessel Low Speed Chase, with eight crew aboard, encountered breaking waves when rounding Maintop Island, the northwest point of SE Farallon Island. The vessel, a Sydney 38, was less than 0.2 nautical miles (400 yards) from the point, crossing a 4-fathom shoal at near-low tide in a 25-knot northwest wind on a heading of approximately 235° magnetic. The morning forecast predicted “wind waves 3 to 7 feet, NW swell 12 to 15 feet at 13 seconds.” A set of larger than average waves capsized the boat and drove it onto the rocky shore. Seven of the eight crew members were thrown into the water. Two of those in the water made it to shore and survived, but five did not. One of the survivors rode the boat to shore.

On April 26<sup>th</sup>, USCG San Francisco Sector Captain Cynthia Stowe called for a ‘stand-down’ restricting offshore races to stay within the demarcation line running from Point Bonita to Land’s End. The stated purpose was to give San Francisco offshore sailboat racing organizations a chance to review their racing safety protocols and seek improvement.

The Coast Guard invited US Sailing, the national governing body of sailing in the United States, to investigate the circumstances in an attempt to make offshore racing safer. A report was requested by US Sailing President Gary Jobson with the approval of US Sailing's Board of Directors. A panel of five prominent offshore sailboat racing experts was selected by US Sailing (Sally Lindsay Honey, Jim Corenman, Bartz Schneider, Bill Barton and Dr. Kent Benedict). Their report can be viewed at <http://media.ussailing.org/AssetFactory.aspx?vid=18674>

The safety issues examined include:

1. Failure of seamanship in negotiating shoal waters on a lee shore;
2. Inadequate personal safety gear in use for offshore conditions;
3. Limited communication infrastructure hampering race committee-to-race boat communications;
4. Race management protocol flaws creating uncertainty surrounding search and rescue efforts

The panel interviewed seventeen Farallones racers from eleven different boats, including the three survivors. The information gleaned from these interviews included specific answers to

questions on the following topics: prior crew experience and Safety-at-Sea training; command structure; life jacket and harness wear; jackline and tether use; understanding of weather and sea state; considerations of withdrawing at any point in the race; strategy for rounding the islands; status of the boat when rounding (sail compliment, reefs); any crew overboard or serious injuries; other safety gear employed; attempts, if any, to provide assistance to Low Speed Chase (alter course?, delay racing?); quality of communications monitoring, transmission, and reception.

#### Panel Recommendations

The San Francisco Yacht Racing Association and the NorCal Offshore Racing Council<sup>1</sup> should offer yearly seminars that include training specifically related to breaking wave development in shoal waters and how to calculate reasonably safe water depth for given forecast wave heights. These groups should also publish and make available reference information on this subject.

US Sailing's Safety at Sea seminars and the ISAF Offshore Special Regulations Section 6 – Training should include topics specifically related to breaking wave development in shoal waters and how to calculate the minimum safe water depth.

The San Francisco Yacht Racing Association and the NorCal Offshore Racing Council should remove their prescription under 6.04.1 stating that "Safety At Sea training is strongly recommended" and leave intact the US Sailing Category 2 requirement for such training, which also includes training in radio protocol for communicating distress events and avoiding equipment problems.

The Ocean Yacht Racing Association should change the wording of its current Minimum Equipment Requirement 5.0.1.4 prescription to: 'OYRA prescribes that the personal flotation *required by US Sailing's prescription to 5.0.1* will be worn at all times while on deck.' In addition, the panel recommends that such life jackets be fitted with usable thigh/crotch straps.

Seminars conducted by US Sailing, San Francisco Yacht Racing Association, and NorCal Offshore Racing Council should include training in the rigging of jacklines and a discussion of conditions when tether use is recommended.

The Organizing Authority should perform either spot or entire fleet inspections of boats, either pre- or post-race, to ensure compliance with all minimum equipment requirements and impose appropriate penalties for non-compliance.

San Francisco Yacht Racing Association should install and maintain remote-controlled VHF radio stations at appropriate locations (possibly Fort Miley, Drakes Bay, Half Moon Bay) to provide better coverage of the San Francisco Bay Entrance, Gulf of the Farallones, and adjacent coastal areas.

NorCal ORC in association with US Sailing should establish a more accurate and consistent process for recording boat and crew information, to maintain "accountability" of all participants on the race course, including a common web-based entry and record-keeping system and improved protocols for communication between racers and the race committee during check-in and incident reporting. US Sailing should be involved in this development since it has nationwide applicability.

NorCal ORC or SF YRA should implement regular training for offshore PROs and race committee personnel in all aspects of race management, including specific requirements

for offshore events, and establish more consistent race management protocols for skippers meetings, equipment requirements, and inspections.  
US Sailing PRO training & certification programs should include specific requirements for offshore events, to address requirements by local Coast Guard and other authorities.

<sup>1</sup> The NorCal ORC is a coalition of Northern California Organizing Authorities recently formed in response to the Coast Guard's concerns raised by the Low Speed Chase incident.

#### **Additional efforts and development over the duration of the grant period**

- Shared library of media materials with Spirit of America.
- Implementation of a long-discussed relationship with Boat/US to launch enhanced, widespread online learning opportunities.
- Collaboration with Best Boat Club & Rentals (Pompano Beach, Fort Lauderdale, Captiva, FL) to offer US Powerboating / US Sailing on-the-water training to boat owners/charterers. Best Boat Club has also acquired Castle Harbor Sailing & Powerboat School (Miami, FL) and has converted the facility to a US Sailing / US Powerboating accredited school.
- Continued development of *Safety, Rescue and Race Support* textbook as a complement / more advanced level of the sport powerboat handling course, for those involved in coaching, on-water training, regatta support, or anyone interested in safe powerboating maneuvers and sailboat rescue. Anticipated publication is early winter, 2012.
- In 2011, 25 Junior Olympic Festivals were scheduled around the country, hosting 3,421 participants. In previous years, US Sailing partnered with the National Safe Boating Council to distribute a variety of Safe Boating Campaign brochures and stickers to US Sailing audiences; unfortunately this year enough material was unavailable. In 2010 2,970 youth sailors participated in Junior Olympic Festivals; expected 2012 attendance should break 4,000.  
**(Strategic Plan Strategy 8.4)**
- Development of a facility inspection system, whereby US Sailing representatives will regularly visit accredited boating programs to ensure high-quality standards and safety requirements are being met (development is complete and program has been implemented).

- Working to expand partnerships by offering on-the-water training at programs that also sell boats. **(Strategic Plan Strategy 3.4)**

<b>Program</b>	<b>Dealership</b>
Club Nautique	Hunter
Harbor North	Hunter, Hanse, Albin, Walker Bay, LaserPerformance
Windworks	Dufour Yachts
Magellan Sailing	Beneteau
Wild Yachts	Nordic Tug

- Broader network for dissemination of boating safety materials, information, media and access to on-line or on-the-water training through considerable enhancement of the US Sailing online store offerings, marketable categorization of the offerings and related emails. Emails include product promotions every Monday highlighting boathandling books and DVDs, sent to a list of 28,000 email addresses, and weekly e-newsletter “e-ussailing”, sent to a list of 31,000 email addresses. Recently added products include Gill’s Harness Rescue Tool, which has become a popular safety item for organizations to provide to their coaches and sailors. **(Strategic Plan Strategy 8.4)**
- A second straight record-breaking year for on-the-water training of boating instructors and coaches; 2012 is expected to exceed 1,900 instructors and coaches trained in various boating disciplines, in on-water courses lasting from 2- to 5-days each.
- Enhancement of the data entry, storage and accurate reporting capabilities of US Sailing’s member and certification database (SailorBase), allowing for accurate, faster, improved reports on NASBLA approved course participation; **(Strategic Plan Objective 1.1)**
- Securement of NASBLA course approval for Safe Powerboat Handling in Puerto Rico, as a boating school begins the US Powerboating accreditation process.
- Add links on its worldwide websites to its new partnering boating safety organizations directing users to appropriate resources:
  - Implementation of a new online KnowledgeBase, a repository of boating safety information, tips, games, drills, etc. to support boaters and boating organizations.



- A training area of the US Sailing website continues to grow and improve, and includes the following page with links to all helpful resources and partner organizations: [http://training.ussailing.org/ProgramMgmt/Other\\_resources.htm](http://training.ussailing.org/ProgramMgmt/Other_resources.htm) and the following page with archived Symposium presentations, including topics such as quality curriculum development, safe towing practices and regatta safety: [http://training.ussailing.org/ProgramMgmt/NSPS/NSPS\\_Archived\\_Presentation\\_Handouts.htm](http://training.ussailing.org/ProgramMgmt/NSPS/NSPS_Archived_Presentation_Handouts.htm) This page was fully updated in February with presentations given at the Long Beach NSPS and will be updated again immediately following the January 2013 event. (**Strategic Plan Objective 2**)

**Increased safety certification opportunities through public awareness of Safety-at-Sea programs;**

For 2010, twelve Safety-at-Sea seminars were scheduled with over 1,600 attendees recorded to date. Of these, 145 people received full ISAF compliant training. (**Strategic Plan Objective 3**) We expect record attendance in 2012, with 2,573 already registered.

2012 Date	Location	Sponsoring Organizations
Jan 28, 2012	Newport Beach, CA	129 Attendees – Orange Coast College
Jan 28, 2012	Chicago, IL	225 Attendees – Strictly Sail Chicago
Feb 25, 2012	Seattle, WA	97 Attendees - The Sailing Foundation
Feb 26, 2012	Seattle, WA	80 Attendees – ISAF Hands-on
Mar 17, 2012	Newport, RI	294 Attendees - Cruising Club of America
Mar 17, 2012	Newport, RI	63 Attendees – ISAF “Refresher” Training
Mar 18, 2012	Newport, RI	65 Attendees – ISAF Hands-on
Mar 24, 2012	New York, NY	189 Attendees - New York YC
Mar 31, 2012	Annapolis, MD	311 Attendees - Marine Trades Assn of MD
Apr 1, 2012	Annapolis, MD	81 Attendees - ISAF Hands-on
Apr 7, 2012	Chicago, IL	68 Attendees University of Chicago – Pinnacle Foundation
Apr 14, 2012	Chicago, IL	149 Attendees - Chicago YC
Apr 14, 2012	Bronx, NY	212 Attendees - Storm Trysail club, SUNY Maritime & Kings Point
Apr 15, 2012	Chicago, IL	152 Attendees - Jackson Park

Apr 21, 2012	Muskegon, MI	YC 89 Attendees - Muskegon YC
May 12, 2012	Vallejo, CA	217 Attendees California Maritime Academy
May 12, 2012	Sheboygan, WI	81 Attendees - Sheboygan Yacht Club
June 9, 2012	Tiverton, RI	Hands-on Training at Liferaft Survival and Equipment no numbers yet
Jun 13, 2012	Newport, RI	68 Attendees Cruising Club of America Last Minute Bermuda
Jun 16, 2012	Bayfield, WI	75 Attendees Pikes Bay Marina

**Increased public awareness of the need for and benefits of boating safety education:**

Continued expansion of our library of print publications with a more extensive collection of books, CDs and DVDs, including products on navigation, rules of the road, safety, first aid, weather and emergencies and the U.S. Power Squadron's Weekend Navigator and Quick Guide series. Specific new additions or restocking include:

*Heavy Weather Sailing*

*Top 60 Tips – Safety DVD*

*Navigation: A Newcomer's Guide*

*Fire Prevention on Your Boat DVD*

*Emergency Navigation*

*Personal Flotation Devices DVD*

*Heavy Weather Avoidance*

*Boat Handling Under Power*

*Fast Powerboat Seamanship*

*Visual Distress Signals DVD*

Gill Harness Rescue Tool

Gill Marine Tool

**(Strategic Plan Strategies 5.3 and 8.4)**

Inclusion of boating safety topics in US SAILING's email newsletters, e-ussailing and Training & Education news.

Ongoing promotion and presentation of several awards for excellence in training and boating safety: **(Strategic Plan Strategy 2.6)**

- The Arthur B. Hanson Rescue Medal, an award given to skippers of pleasure boats or race support vessels who effect rescues of victims from the water. The purposes of the award are to recognize the significant accomplishment in seamanship which has saved a life, and to collect further case studies in rescues for analysis for the US SAILING Safety-at-Sea Committee which will eventually be incorporated into the extensive educational programs of US SAILING. (one recent winner: US SAILING Powerboat Instructor Trainer Lynn Walls)

- The Prosser Award, given in partnership with the U.S. Merchant Marine Academy, for excellence in boating instruction and safety by a program (2010 winner Community Boating, Boston)
- The Timothea Larr Award, to recognize a person whose vision and guidance have made an outstanding contribution to the advancement of sailor education in the United States. (October, 2010 winner James Muldoon)
- Numerous Community Sailing Council sponsored awards, recognizing excellence in instruction in varying disciplines.

Renewal of partnership with Stohlquist Waterware to provide a varied selection of lifejackets to US Sailing member organizations at wholesale prices. **(Strategic Plan Strategy 4.5)**

Partnerships with other companies helping to promote US Sailing products and services to a broader market:

Alphagraphics	Kiriacoulis
Atlantis	Landfall
The Gowrie Group/Chubb	LaserPerformance
Dry Creek Vineyards	New England Ropes
GEL	Rolex
Gill	Sperry
Givens Buoy Life Raft	Trinity Yachts
Harken	West Marine
Hobie Polarized	

## Summary

With the support of the US Sailing/US Coast Guard partnering grant US Sailing has continued to expand and maintain a national network of partners through which to jointly identify and harness the maximum opportunities to provide effective boating safety training to recreational boaters and boating safety trainers, broadcast the “Wear life jackets” message and act as a responsible information highway for boating safety awareness and education. These partnerships have shared the repositories of boating safety educational initiatives and training materials, heightened public awareness and provided access to safe boating training on-line and on-the-water. These partnerships collaborated on how to increase the avenues for boating safety training delivery and broadcast the criticality of wearing a life jacket to the enormous population of recreational boaters who are operating at risk without this information. The outcome of these efforts, we believe, will result in increased compliance with boating safety rules and regulations with the ultimate aim of decreased accidents and fatalities as per the overall goal of the US Coast Guard Strategic Plan.

US Sailing appreciates the opportunity to expand and strengthen this partnering program. We look forward to a continuing partnership throughout 2013.

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