

# US Sailing - Safety at Sea

## Briefing

## Pete Pattullo

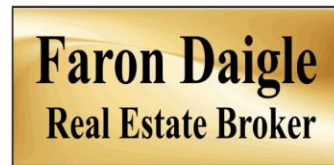
- Member – US Sailing Safety at Sea Committee
- Member - Storm Trysail Club (STC) Gulf Coast Station
- Member – Texas Offshore Multihull Association (TOMA) Committee
- Chairman – Great Lakes Multihull Racing Association (GLMRA)
- Owner: Farrier F33RX “Nelda Ray”



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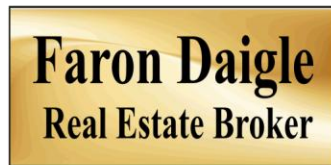


# Safety Equipment Requirements (SER)

- World Sailing (Offshore Special Regulations)  
**Category 2** ([Monohull and Multihull](#))
- US Sailing (Ocean, Coastal, Near Shore)  
**Coastal** ([Monohull](#) and [Multihull](#))
- HMR is Organizing Authority (OA)  
**2023 SER's** ([Monohull](#) & [Multihull](#))
- **Skipper is Responsible and Accountable!**  
Boat readiness? Crew skills? Weather?

*Races of extended duration along or not far removed from shorelines or in large unprotected bays, where a high degree of self-sufficiency is required of*

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# US Sailing Safety at Sea Training



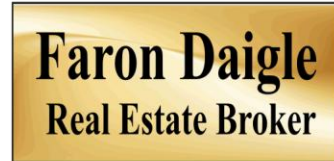
## Safety Equipment Requirements

4.3.2 Safety at Sea Training	At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single-handed, including the person in charge, shall have a valid Coastal, Offshore, or International Offshore Certificate from US Sailing, or the equivalent from another national authority.
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- ✓ Safety at Sea: Coastal (4 - 5 hour Online Course, cost \$50 )
- ✓ Safety at Sea: Offshore (12-13 hour Online Course, cost \$150
- ✓ Safety at Sea: Offshore (8 hour Hands-On, cost \$300 )
- ✓ Safety at Sea: Offshore Upgrade / Renewal Online Course, cost \$50)

**International Certificate**



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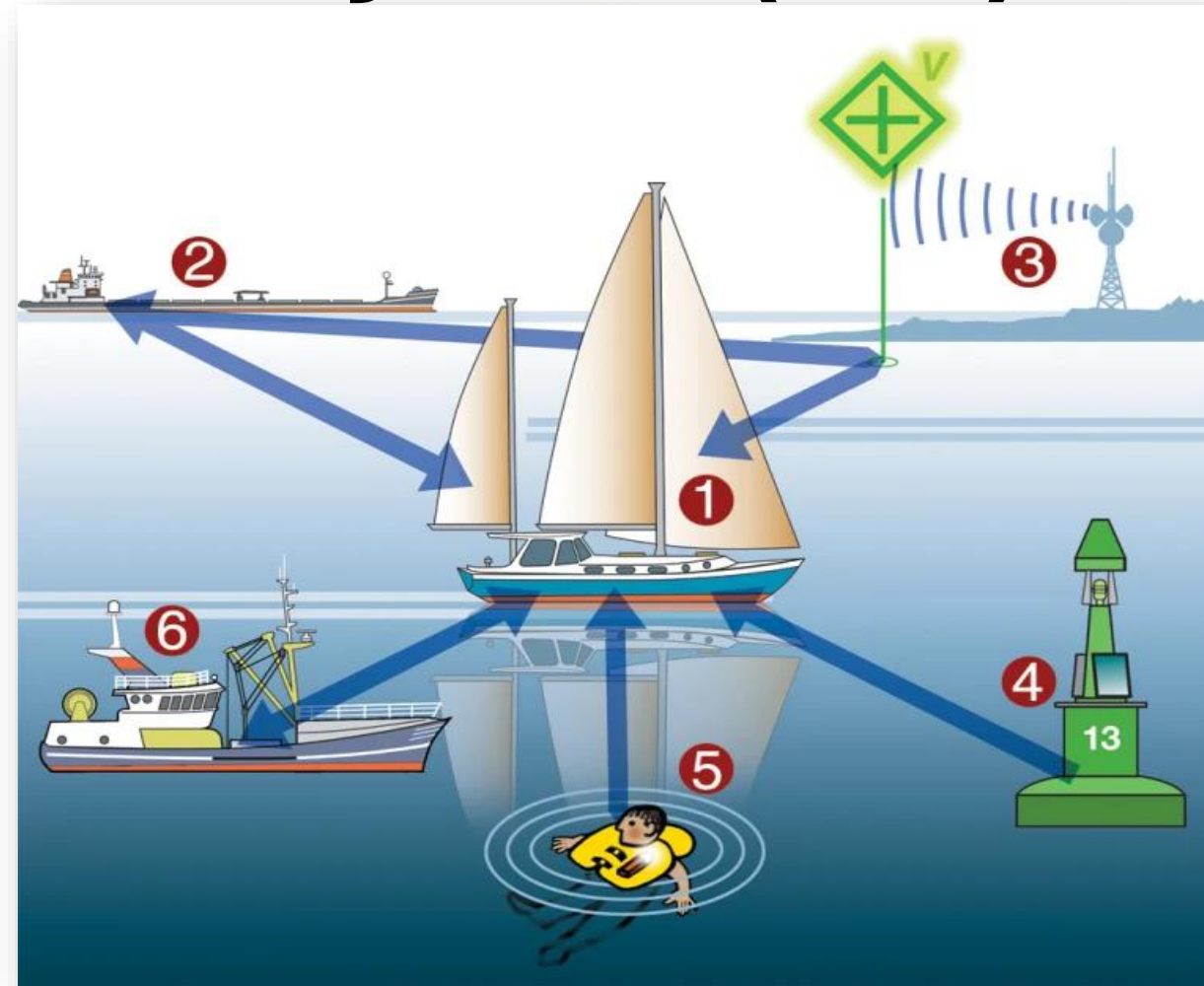


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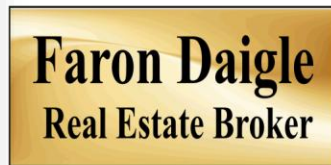


# Automatic Identification System (AIS)

- GPS positioning/tracking over VHF
- Receiver vs Transceiver (Transponder)
- What's its value to HMR and Cruising?
- Personal Experience
  - Shrimp boats
  - Commercial traffic
- Tactical Advantage of AIS vs YellowBrick
- AIS Beacons and MOB recovery
  - 2023 HMR False MOB incident report
  - Additional info ([CYC Video](#))



Here's how AIS impacts a sailor: the sailor's Class B AIS transceiver (1) is exchanging information with a freighter/commercial boats (2) receiving signals from a land-based station serving as a virtual AtoN (3) receiving a signal from a channel marker (4) displaying the distance and bearing to an MOB via an AIS distress beacon (5) and calculating if it is on a collision course with another AIS equipped boat (6)



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# MOB / COB / POB / TOB.....

- Latest MOB recovery strategy
  - Develop and practice controlled and proven recovery methods for high risk situations (i.e. Storms, at night, high winds, short handed, etc...)
  - Practice and evolve these methods with your crew specific to your boat
- Stop the Boat, Get organized, start motor, drop sails, return and utilize Lifesling, hoist with Halyard. Storm Trysail Club (STC)
- MOB overboard recovery incident during 115th (2024) Race to Mackinac ([Click Here](#))
- ***What is your MOB recovery plan for your boat?***

***Rule #1 – Stay on the Boat!***

## GOLD SPONSORS

**BAY ACCESS  
SAILING FOUNDATION**

**SEABROOK**

**ENCORE**  
DREDGING PARTNERS

**BACARDÍ**

*Parkway*

**SEA LAKE  
YACHTS**

**BLACKBURN  
MARINE**

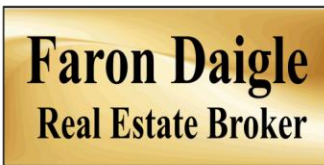
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**Kevin E. Severance**  
Insurance Agency  
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**Faron Daigle**  
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