

CR1 EX 9– CR1 SKIPPER- MANAGE CAPSIZED/SINKING VESSELS:

Task & purpose: To safely approach & rescue from capsized/sinking vessels.

The approach- Describe your risk assessment:

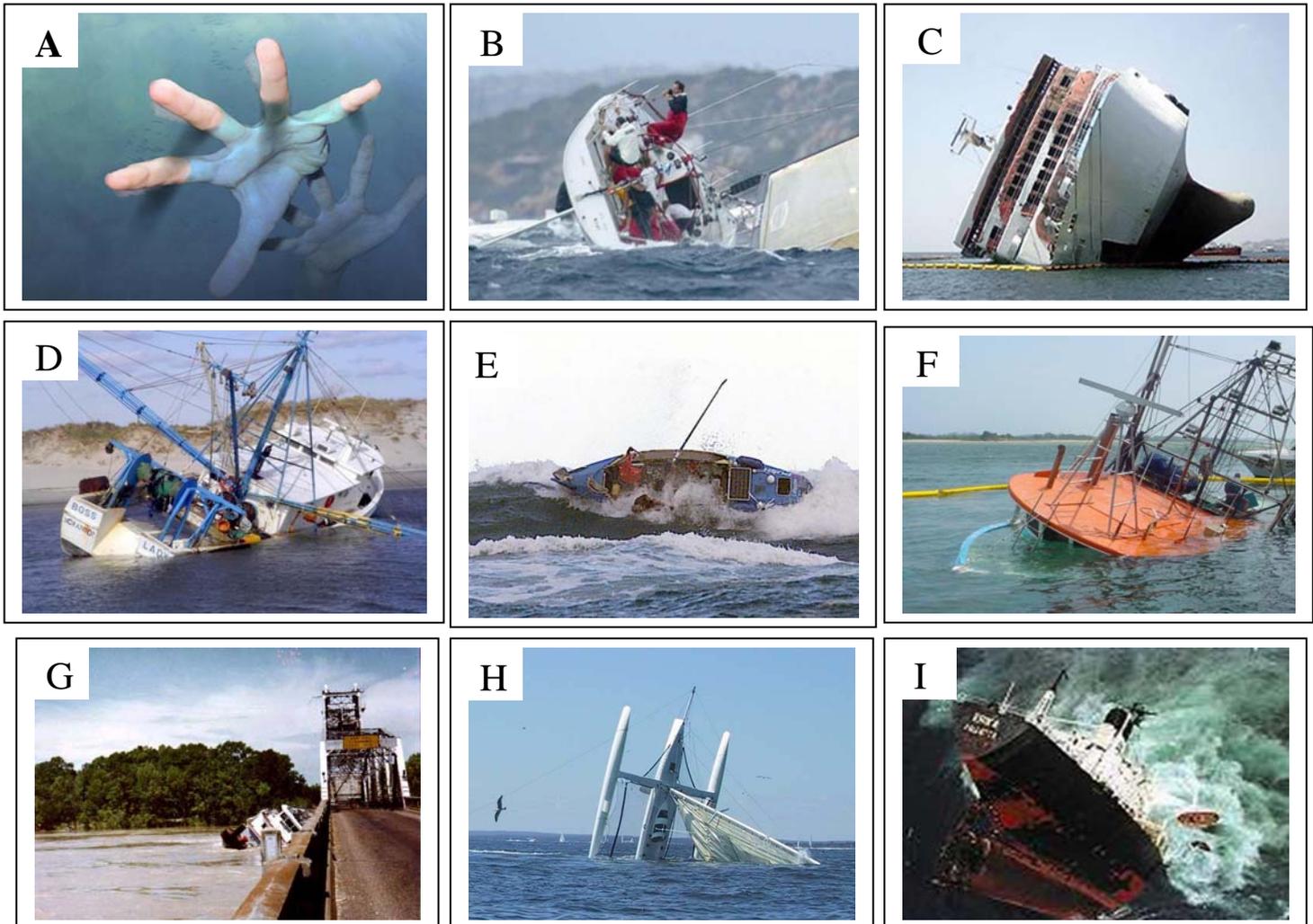
Identify the hazards - (things that *could* be dangerous).

Analyse the risks - (the likelihood, severity, length of exposure time to each hazard).

Describe a control plan - (how you would eliminate or minimise the risks).

How will you Monitor - (how safety is maintained during the course of the rescue).

Discuss with your trainer the scenarios below.



	Hazard	Risk	Control	Monitor/evaluate
A	Persons in water	Prop injuries	Slow approach	Maintain lookout
B	Ropes/ flotsam	Prop entanglement	Nominated spotters	Maintain lookout
C	Unstable platform	Fire/pollution/nav. hazard	Containment	Surveillance/ request for more assistance
D	Confined space spill	Chlorine gas	Cautious entry	Confined space entry provisions
E	Swell on the Bar	Swamping	Timely pickup	Duck & dive for safe position
F	Fuel spill	Pollution incident	Containment	Surveillance/ request for more assistance
G	Current	Under tow	Keep well clear	Surveillance/ request for more assistance
H	Unstable platform	Gravitational	Cautious approach	Isolate and secure boundary area
I	Down draught	Drowning	Keep well clear	Isolate and secure boundary area

The priority is to rescue all persons and provide immediate first aid.

Righting a small sailing dinghy:

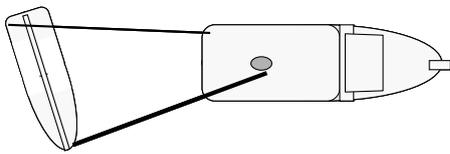
Approach perpendicular to the mast at the forestay & keep the prop away from the sail or the crew near the cockpit. Make contact with the top of the mast or forestay. Before contact is made, shift out of gear. Then lift the mast tip and move hand over hand down the mast and shroud to bring the boat upright.

(Courtesy of USCG Powerboat Videos)

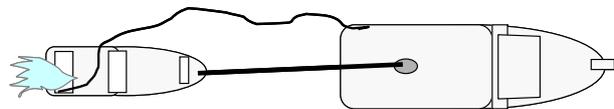


Righting a runabout:

Brief your crew. Back up into the wind and attach the main towline to the runabouts bow. Attach a secondary towline to the far side of the runabout's transom. With the RV at 90° to the runabout, get the crew to ease out enough slack so you can manoeuvre the RV away to the length required for the main towline. Make fast the main towline and have the secondary towline hauled taut with temporary securing turns around the tow post.



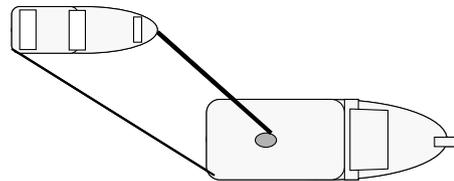
Tying off to the capsized runabout



Spilling the water from the swamped runabout

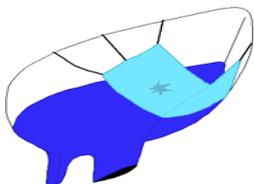
When all are clear, by towing off rapidly the runabout will be rolled over to the upright. Simultaneously, the secondary towline should be let slack, so allowing a high speed tow. This will cause much of the water in the swamped runabout to spill out of the back. The remainder of the water can be bailed out manually.

Parallel towing can also be accomplished by adjusting tension between the twin towlines.

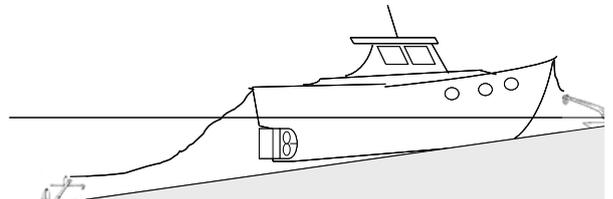
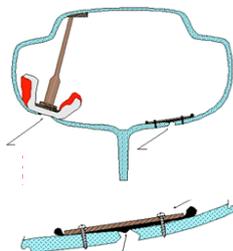


Sinking vessels:

Every effort should be made to find the point of inflooding. It may be possible to heel the vessel to raise the hole above the waterline or use the deck hose and/or fire pump to temporarily maintain floatation until it can be plugged. In the worst case, it may be an option to beach the vessel so repairs can be made on the low tide. In all cases pollution spill is of major concern and will require monitoring and early reportage for timely assistance from the NSW Fire Brigade Hazmat Unit.



Shoring up damaged to hull



Beaching on a gently shelving mud/sand bottom with anchors to hold over the tides.

Training resources:

Learners Guide-“Respond to Navigational Emergencies.”

Exercises - CD Index>CC Lessons > Apply seamanship skills op. vess.> “Pete’s toolbox”
USCG Powerboat- Videos “Righting a capsized sailboat”