

The Marine Society & Sea Cadets

Dear All,

July 23rd 2009

As we are aware, over the last five years the RYA have been recognising the increased risk of entrapment during capsizes/ inversion with most of the modern sailing dinghies in use at UK sailing clubs and training centres. During this time the RYA have been asking for people to log incidents including near misses on the RYA website and have successfully raised this issue with the leading manufactures of sailing dinghies and sailing equipment, this has now resulted in the RYA technical department drafting a specification for trapeze harnesses that has been backed by ISAF and is currently going through the International standards committee in Europe.

In addition to this the RYA have been asking its RTC's to assess the risk of entrapment with their training fleet and where the centre decides to utilise mast head floatation that the centre then cover Inversion capsizes on their course programmes.

Over the past few years a number of Incidents have occurred, regrettable on the 12th July a fatal accident occurred at Kielder water. Below is a link to the news report on the RYA website, the RYA will publish a full report in due cause.

Please follow the link below to read this tragic report, the boat used was a Laser Stratos, which shares many of its design features with boats widely used within the Sea Cadets.

Investigation in to tragic accident at Kielder Water

Please circulate this as widely as you can with any of your staff/ volunteers as the issue of entrapment under sailing dinghies remains a current and relevant issue. To read the full report [click here](#)

RYA Guidance remains the same, here are a few key points,

1. Mast Head floatation is most effective when 20-30 litres of volume is used on most training dinghies, this wont stop an inversion but will slow it down considerable. (adding a fender to the halyard is all but useless and offers only false security)
2. If you instruct with mast head flotation remember to talk about the issues of entrapment and the changes in technique when this flotation is removed, include a real inversion in your course when ever you can.
3. Ensure that any bungee in a boats trapeze system is like new not faded with UV damage and is positive at pulling the hook back to its ready position.
4. All safety boats are to have ready to hand a good quality serrated knife (a good thing for all Instructors to have in their pocket)
5. All sailing activates to be properly briefed and controlled.

Things to discuss at your centre/ Unit

- a) Are all Safety boat crews up to the task in hand? (properly trained, briefed, capable)
- b) Do you know the how to right the dinghy quickly (remember that the RYA research pointed to the best method being hands on like a sailor rather than one of the older techniques.
- c) How good is the serrated knife in the safety boat?
- d) Should we all look at spending an afternoon practicing our techniques?
- e) Even though we boat on shallow water mast head flotation would stop our masts from getting damaged in the mud! And speed up the recovery times.
- f) Are we eligible to order masthead flotation from Sea Cadet Stores? MSN 04793654710.



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- g) If not should you order some Crewsaver 40Lt mast head floats? that are available through the sea cadets at a