Appendix G – Training – C.5 - Heavy Weather Routines

A submission from the Chairman on behalf of the Training Working Party.

**Purpose or Objective**

Update the Appendix, which was first published in 2002.

**Proposal 1**

Amend to read:

5.1 Detailed examination of risks, solutions and contingency plans including crew routines for:-

"1. general working in exposed positions – hooking on before leaving hatchway, remaining hooked on at all times (dual hooking), dangers of hooking on – drowning/entrapment, dangers of not hooking on – ‘Low Speed Chase’ (loosing contact with the boat during capsise) Importance of stopping boat, telling someone when going forward, when lifejackets and harnesses shall be worn, value of personal EPIRBs (PLBs) especially with on-board D/F and personal AIS locating devices."

**Current Position 1**

As above.

**Reason 1**

**Proposal 2**

Amend to read:

"7. importance of high visibility of yacht in heavy seaway: display of orange surface, use of white light or strobe light on deck or in rig (also of use on a dull day) consider flying robust radar reflector if robust type."

**Current Position 2**

As above.

**Reason 2**

Strobe light is a contravention of IRPCS Reg 36.

**Proposal 3**

Amend to read:

5.3 Effect of a drogue or a sea anchor on a boat in severe weather.

**Current Position 3**
As above.

Reason

This may help introduce sea anchor when vessel is disabled if rig is down- using sail off bow etc.