



Workshop 4: Route Planning/Boat Preparation/Crew Preparation & Provisioning



Introductions



Tonight's Team

- Simon Dryden
- Paul Roberts



Beyond The Bay

Welcome West Offshore



Long time sponsor and promoter of ORCV and offshore sailing

Specialists in



Life Rafts



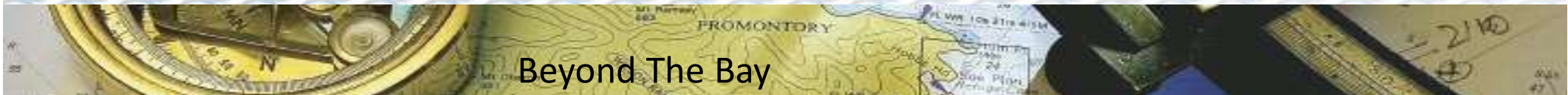
Life Jackets



EPIRBs



Services



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Heading Offshore



How might we start to think about heading offshore?

What are your key questions?

Same boat, rather different conditions





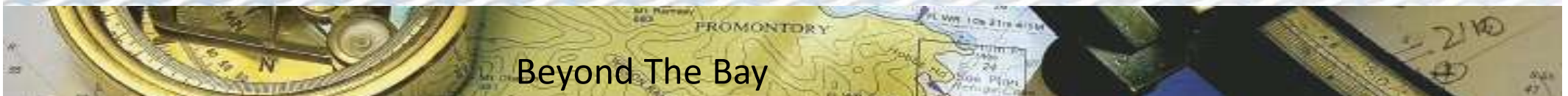
Tonight's Program & Key Themes Refresher



Tonight's program



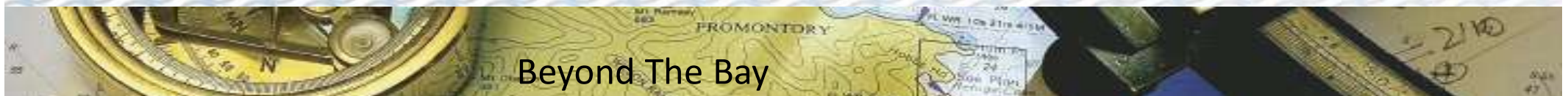
- Start with consideration of generic trip planning and preparation issues.
- Group Risk analysis – Eden to Refuge Cove and Melbourne to Refuge cove
- 15 Mins or so on provisioning and other essentials to sustain life
 - Food
 - Clothing
 - Crew maintenance



Key theme's revisited.....



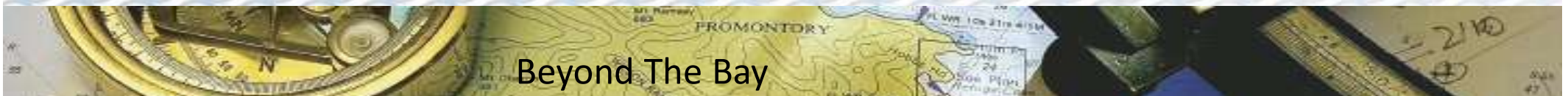
- Delivery trips & cruising don't appear to live up to the expectation of being safer than racing..... we will discuss this a bit later
- Importance of risk management approach to preparation:-
 - Identify the risk
 - Identify the adverse consequence
 - How to avoid the risks
 - How to mitigate the risks



themes revisited....



- Boat Preparation
 - Understanding the required level of equipment
 - Condition of boat and equipment
 - Crew's knowledge of boat.... How does it work
- Crew
 - Roles
 - Procedures.... what do you do when....



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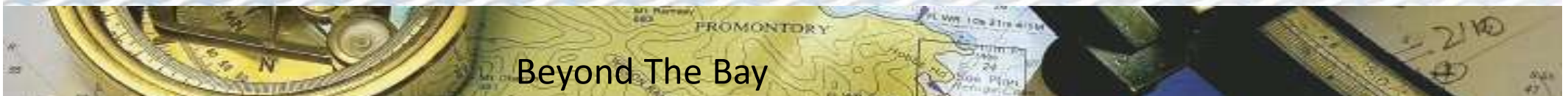
Planning - General



Racing vs Cruising & Delivery



- Very different from a planning perspective.
- In a race, half the planning and associated risk management is done for you by the race organiser.
 - Courses, likely duration etc are well trodden paths
 - No side jaunts
 - Safety checks before race.....
 - Authorities alerted , Emergency management teams in place
 - Controlled departures, known destinations

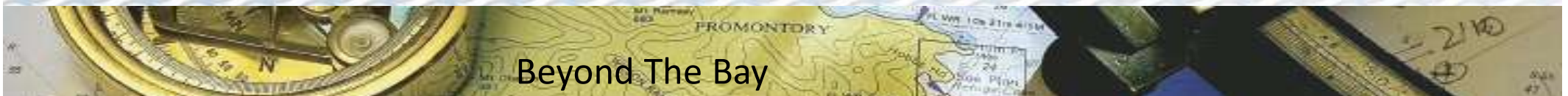


Framing the Plan – setting realistic objectives



Understand and know your boat.....

- How fast does it go in different conditions ?
- Is it set up appropriately for the available crew ?
- In what conditions is it unmanageable ?
- Has it been tested in conditions similar to those which may be encountered ?



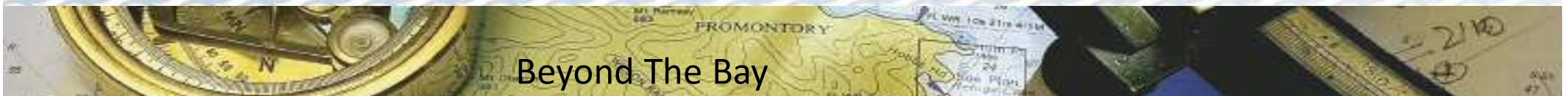
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Framing the Plan – setting realistic objectives



The crew....for how long can you sail in adverse conditions without stopping ?

- Who does not get seasick ? Others might be able to help but you can't rely on them.
- Without autohelm, 24 hours is a problem with 2 helm persons.
- Are you going to have to worry about the crew as well as the boat ?
- Dry comfortable bunks ?
- Someone who can prepare hot food in all conditions



Framing the Plan – setting realistic objectives



The proposed passage.....

- What stopping points are available ?
- Are they accessible at night ?
- are they open to your boat....
 - in all weather ?....
 - In all tides ?.....
- Is the anchor holding good ?
- What are the stopping points like when you get there ?

What radio coverage is there? Is there assistance you can call on ?



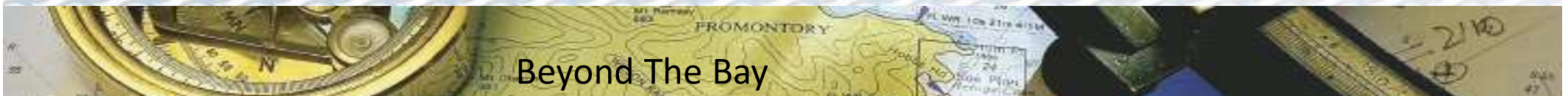
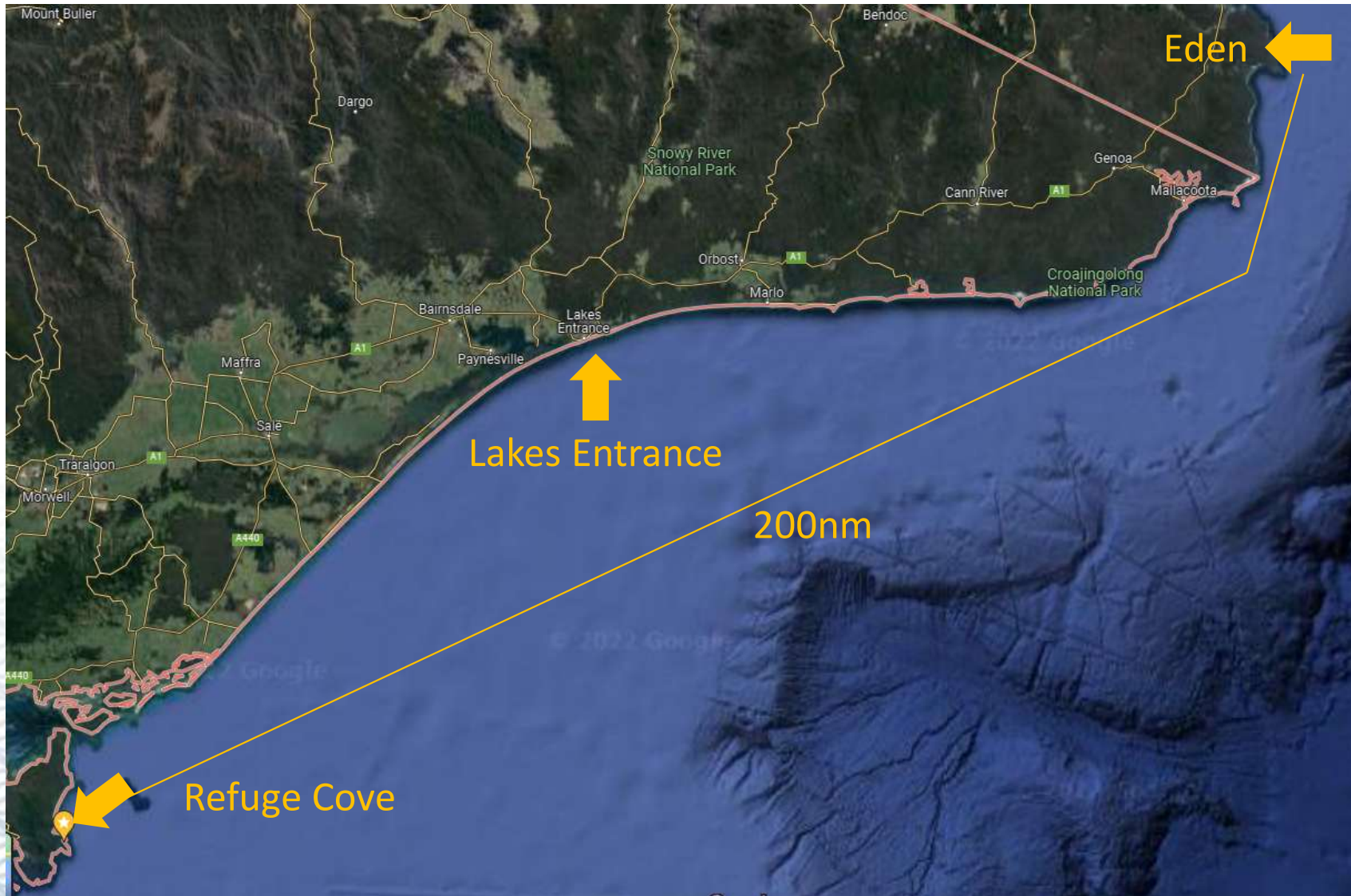
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Location Matters: Bolt Holes?



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Location Matters: Bolt Holes?



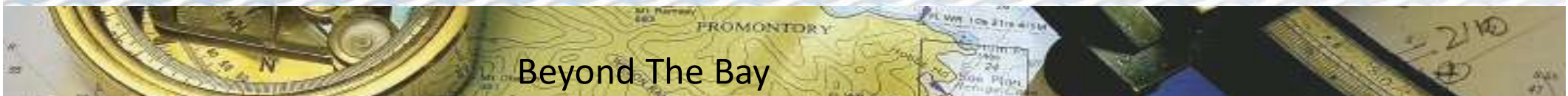
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So that's a starting point...



Now you can start thinking about risks

- Identify the risk
- Identify the adverse consequence
- How to avoid the risks
- How to mitigate the risks



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Planning - Detailed



Detailed Trip Planning



- You know about the route
- You know about the boat and crew
- You have thought about contingencies

But that's not a plan



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The detailed Plan.....



This is a Pre departure navigation exercise producing a document so that :-

- Each watch has quick access to key information
- Each watch can review progress and anticipate problems
- Each watch knows what hazards to look out for

Start with

- Daylight Hours
- Tides
- weather



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What's in this plan....



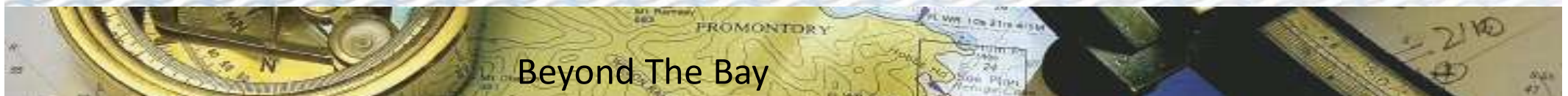
- Radio frequencies for weather
- Daylight hours, wind strength and direction
- Where you expect to be (on 6-hour cycles in this case.)
- Hazards and associated instructions
- Contingency advice if you arrive early
- Entrance advice - detailed



Preparing the Detailed Plan



- Identify key constraints – when can't you leave... when can't you arrive. Arrival constraints critical and should drive the plan.
- Look at the weather and use that to consider likely boat speed
- Do a draft calculation ... say 150 miles... expecting to make good 5kn so its about 30 hours.....



Preparing the Detailed Plan

- Like to arrive lunchtime on Friday so let's start at about dawn on Wednesday..... when the weather is looking OK
- Then plot a trial course...
 - Could use Predict Wind
 - For something like paper can be faster
- Once you have a plan that meets the constraints ... ensure the final plan is on **paper and that expected hazards and any cut off points are shown.**





Provisioning

Jeff



Provisioning

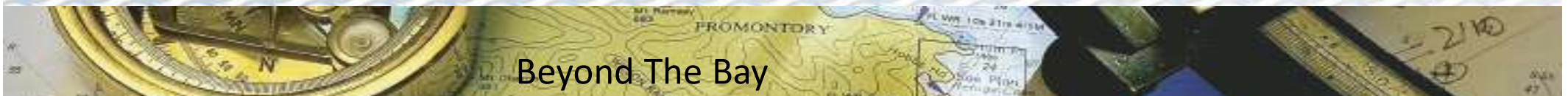


Critical for a safe and enjoyable passage

- Issues of both morale and crew effectiveness
- Poorly fed crew get grumpy, cold, tired, error-prone and more liable to seasickness.

It can be a major task

- Over-night sail dead easy
- 5-day cruise for 4.... 60 meals
- 4-day ocean race – 8 crew..... 96 meals + snacks



Provisioning



- Plan your meals –having regard to your cooking facilities
 - Oven, fridge, microwave ?
 - What are you going to cook in ?
 - The food preparation area ?
 - Bum strap... handholds
- Retain heavy weather/light weather flexibility
- Keep the food simple and healthy
- Know crew allergies & dietary requirements
- Don't overlook fluids – warm drinks
- One person needs to oversee the process...



Galley Operations



P: Plan, Prepare: Heavy weather

Shortage of cooks & the importance of “grab it and heat it”

Utensils... keeping food “in the pot”serving it up



A: Avoid

Safety - burns, falls (hence bum straps)

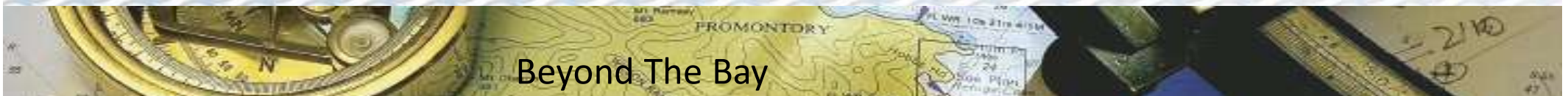
Hygiene - **alcohol** hand wash in galley & head.

T: Train

Metho stove lighting.... flame suppression

Gas & turn off gas

Stowage of food – keep it handy, keep it fresh



Provisioning

Heavy weather sailing:

Discuss examples



Light weather sailing:

Discuss examples



Sea Sickness & Provisioning

How do/will you manage this?



Small simple meals

Small ,frequent meals

Alkaline Foods

No Acidic Foods



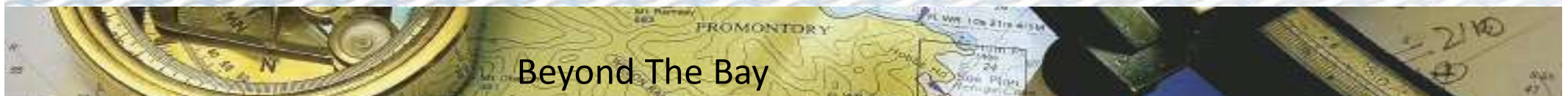
Dry Biscuits

Boiled potatoes

Sip water frequently

Gatorade drinks- replace
sugars (energy)/salts

Keep warm, keep eating – **not
eating is not recommended**



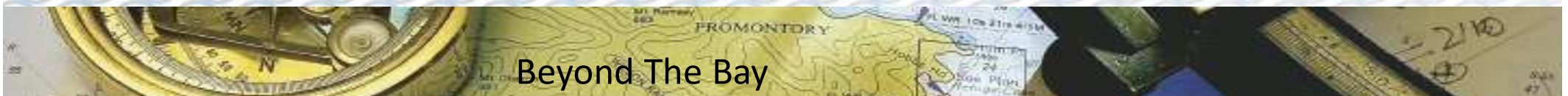
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Provisioning



Some tips & ideas

- Wraps rather than bread - pre-prepare fillings
- **Avoid excess sugar**
- Avoid dehydration – 100ml per hour, watch the coffee
- If you have an oven, individual serve foil packs are the way for evening meals
- Pressure cookers (no valve) & vacuum
- Double bagged packs – they do split



Provisioning - Example Plan



Crew may add Meal suggestions Below in column A:		Breakfast	Lunch	Dinner	Between Meals
Notes:			Sandwiches / Rolls	Hot Meals	Hot Meals
Meals designed for easy storage, minimum packaging and waste		Bacon & Egg Rolls	Roast Chicken	Roast Chicken Pasta	Finger food
Easy serving		Brioche BuN	Bread / Buns	Spiral / Penne Pasta	Party Pies
Hot meals will be in portions of 4.		2x bacon + liquid smoke	Flaked Chicken	Side of Green Beans	Sausage rools
Cryovac for easy storage and heat and serve.		fried egg	Lettuce		Dim Sims
will be pre-cooked and cryovac.		cream cheese spread	Cheese		Gyoza
Pasta pre-cooked & cryovac al dente.		slightly spicy chutney	Mayo		Pirogi
Flaked roast chicken cryovac		salt & pepper	salt & pepper		Boild Eggs
		Granola Bowl	Roast Beef	Lasagne	
		Granola	Bread / Buns	Lasagne	
		yoghurt	Sliced Beef	crusty bread	
		chopped up Apple	Lettuce	Side of Green Beans	
		splash of milk	Cheese		
			slightly spicy chutney		
			salt & pepper		
Crew Meal suggestions Below:	Who				
Couple of litres of chunky soup	Cyrus				
			Ham	Biryani chicken	
			Bread / Buns	Roast Chicken	
			Ham off the bone	Rice	
			Lettuce	Side of Green Beans	
			Cheese		
			slightly spicy chutney		
			salt & pepper		
			Salad	Beef Stew	
			Cold or hot chicken	Beef chcnks	
			Pesto Pasta	carrots	
			Greek Salad	potaotes	
			Boild Eggs	Side of Green Beans	
			Peanut Butter		
			Tasty Cheese Slices		
			Vegimite		



Provisioning Examples



- Preparation is key & involve the crew
- More smaller packs are desired over larger packs
- Minimise clean-up to maximise sleep & sailing



Provisioning



Final tips....

- Hot water - plunger thermos ?
- Have snack packs, little fruit tubs etc – nuts, dried fruit, cheese, boiled eggs
- After a couple of days, carrots, celery, apples go like lightning !
- Easy access of fruit, food and water
- Bowls & Spoons!
- One-pot meals for trip home
- Handling of rubbish.





Crew Preparation & Management

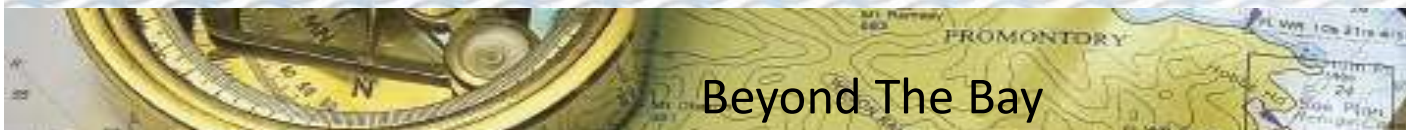


An informed crew is a safe crew



Before heading out:

- Boat familiarisation - help pack the boat
- Emergency gear locations – stowage plan
- Storage of personal gear
- Galley and food storage
- Nav, electronics and radio operations
- Policies – e.g., wind strengths and sail use
- Incident plans - e.g., MOB and muster



Crew gear – your responsibility



You will need quality well maintained gear

- Thermal and mid layers
- Wet weather outer layer
- Good PFD/harness with crotch strap and strobe
- PLB and maybe AIS SART
- Waterproof torch
- Knife
- Beanie/hat
- Sunnies (polarised)



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Crewing – unwritten rules



- Don't use other people's gear without asking
- Always hang it up, be tidy
- No stinky shoes, socks, jocks lying around
- Don't sleep in/on other people's bedding
- Never go to bed wet
- Wake up 10mins before you are due on deck
- Think of others, put the kettle on
- Ask for or offer help, don't assume



Prepare for heat



Prevent

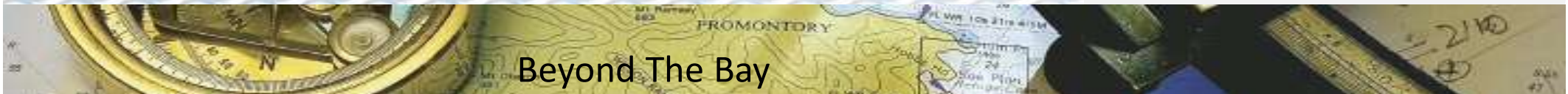
- Protect from the sun
- Manage work effort
- Reduceable layers
- Plenty of fluids (not alcohol)

Identify

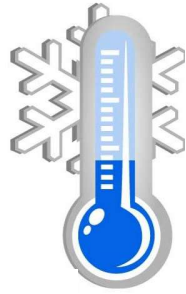
- Confusion, irritability, disorientation
- Slurred speech, staggering
- Stop sweating – dry skin
- Headaches/dizziness
- Nausea, vomiting
- Flushed / red skin
- Rapid breathing
- Sleepy

Manage

- Put in shade
- Remove excess clothing
- Reduce body temp – cold packs, cold drink
- Hydrate – not sugary or alcoholic drinks
- Monitor pulse & cognition



And cold



Prevent

- Layered clothing system
- Prepare in advance for rain/wet boat
- Good gloves
- Good boots & socks
- Rotate downstairs
- Hot water bottle/ heat pads

Identify

- Confusion, irritability, disorientation
- Shivering
- Slurred speech
- Clumsiness
- Memory loss
- Dizziness
- Redness of The skin

Manage

- Get dry – change clothes/blankets
- Wrap head & neck as well
- Restore warmth slowly
- Trunk first – not limbs
- Hot water bottle – wrap in cloth to avoid burn
- Avoid alcohol/caffeine
- A good cuddle

Safety gear

Whether purchased, hired or borrowed make sure.....

- It works
- You know how to use it
- It is within the service (date)
- Registration requirements are satisfied
e.g., PLBs
- Its all on the boat ready for inspection



Personal gear - common Problems



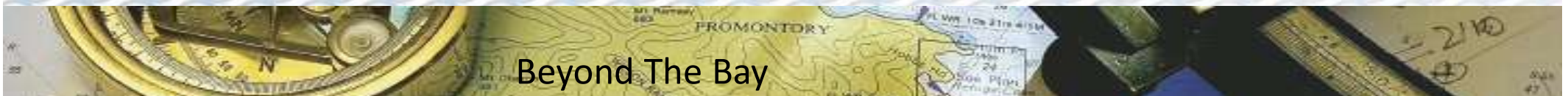
Missing and non-functioning crew gear – strobe lights, PFD's, harnesses, crotch straps.

Age and condition of equipment which has inspection requirements:-

- PFD's - in service, spare gas cartridges
- PLB's – batteries & registration

EPIRB

- registration is current
- Batteries

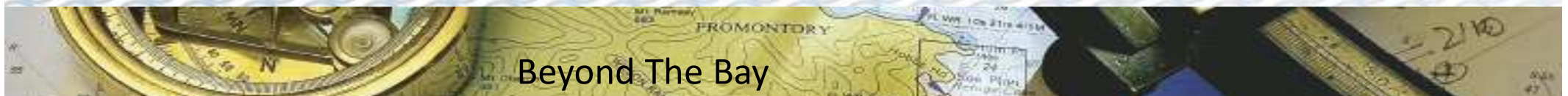


Seasickness – avoidance

Mal de Mer: "when the motion you see conflicts with the motion you sense in your inner ear"

Avoidance starts before sailing

- Avoid alcohol, Be well slept
- Think carefully about that pre-sail dinner in the pub
 - Don't eat greasy, heavy and acidic foods. Be wary of salad dressings & fruit juices
- If you are going to medicate, start early
- Do not stop eating - non-acidic foods like bread.
- Once on the boat, keep warm, dry and "hit the bunk" fast when you go off watch... relax
- Point of sail: if not racing, steer for more comfort
- Have a plan to manage sea sickness



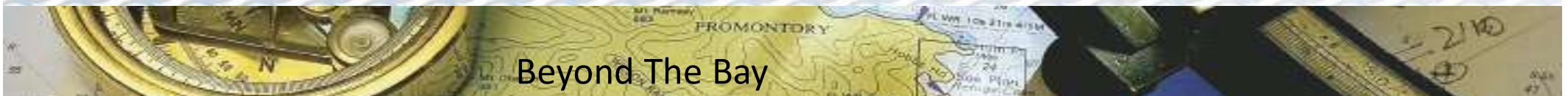
Seasickness – early stages



There are several tactics to avoid bad sickness

Self management

- Above-decks, in the breeze
- Mid-ships, seated, eyes on the horizon.
- Steer – focus can help rest your inner ear
- Keep hydrated – don't chug. Let fizzy drinks like coke or ginger go flat
- Monitor your temperature



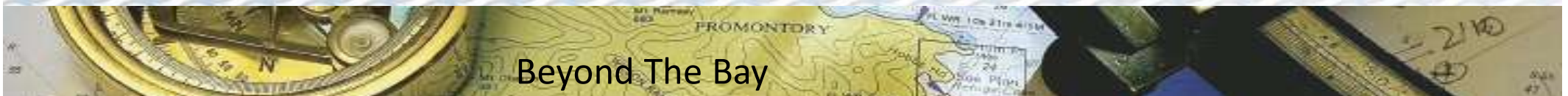
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Seasickness – avoidance and management



If a crew member gets sea sick

- Differs by the individual
- Above decks
 - Sheppard them to leeward aft side to vomit – keep safe
 - Get them to keep sipping water
 - Keep warm
- Below decks
 - Lie down on floor. Then take of jacket & lie back down
 - Then take off pants, lie down etc.
 - Sick bag/bucket to avoid mess & smell
 - Get them to keep sipping water



5 Differences from shorter trips

1. Wear & tear – longer duration, bigger loadings:-

- one race to Hobart is the equivalent to a full season on the Bay
- Seas, wind strength and boat speed will all at times be higher....boats seldom do more than 12kn bay racing.... 16 – 20kn down waves not unusual offshore.
- More gear and weight

2. Multi skilled crew needed, fewer on deck

3. Higher risk, less support available

4. Approach - don't rush things, stay safe,

5. Fatigue and mood/motivation



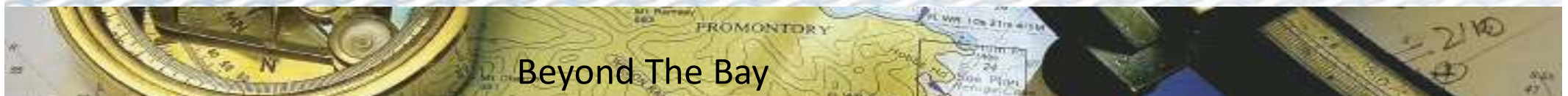
Will include night sailing

Heightened risk:

- No stars or moon
- Ships or rocks nearby
- Weather present or coming
- Hard to see instruments
- Hard to see sails and controls
- General tiredness



You can do well on a long race by sailing well at 2am on the second night at sea. But that takes skill and discipline.



Watch system



Reduce fatigue / maximise performance

Sleep or rest is important, fatigue leads to mistakes and risk

You may not want to sleep but try, don't stay on deck

Lots of options, best if simple

- Rotating, eg change people every hour
- Tag team, swap whole team every 3 or 4 hours
- Interchange, like tag team but pairs swap at set times
- Buddy system, like interchange but pairs decide when
- Tri system, like tag team but a third team on standby
- Floaters, where some key people sleep when they want

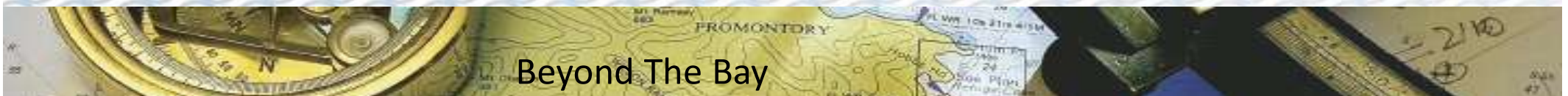


Setting Watches



If you are running watches...

- Plan on the assumption that the off watch does not exist.
- Each watch needs to be able to do everything that's required on a routine basis.
 - Steering
 - Navigating
 - Sail changing or reefing

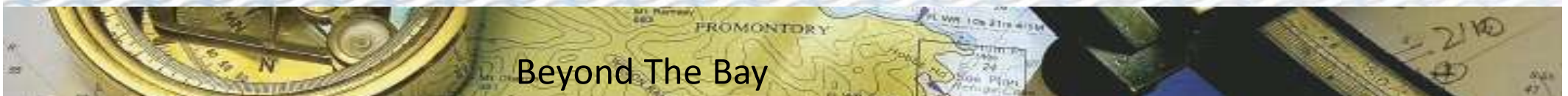


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Watch Jobs



- Look after the boat
 - Stay on course
 - Keep boat safe (fast/comfortable)
- Monitor progress & keep in touch
 - Track / log progress
 - Radio checks/weather
- Look after each other
 - Prep meals for crew interchange
 - Keep hot drinks coming



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Watch Management



- Brief the crew
 - Discuss weather forecast
 - Set standing orders
 - When to wake the skipper/others
 - Max wind speed & sail setting(i.e. the plan, and what to do if the plan goes awry)
- During Watch
 - Scan surrounds every 15min (lights, conditions)
 - Check the plot every 30min (course, AIS)



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Overnight Bay Sail 13/14 September

Paul

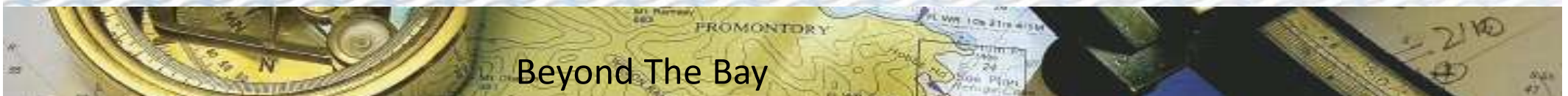
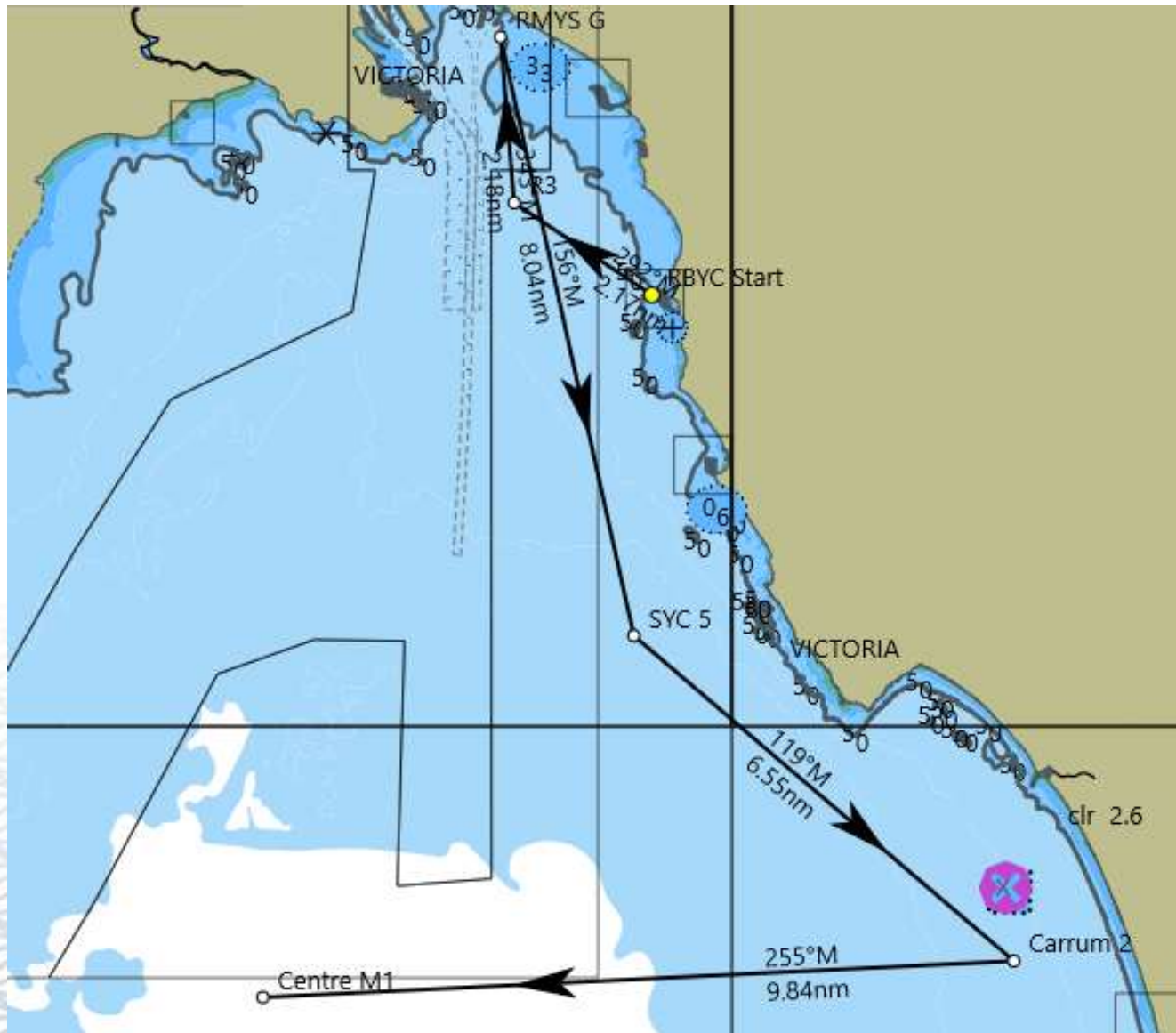
Overnight Bay Sail - Overview



- 2 starting locations RBYC and SBSC, start time 1600 hrs on Sat 13 September
- Boats can start from any of these two locations
- From each start there is a unique fixed course to the centre mark M1
- Common Fixed course from M1 to finish (Gellibrand)
- Not all yachts will finish the course so the aim is to determine when to head for the finish (Gellibrand) by 0900.
- Radio position reporting every 3 hours
- Fill out a log
- Breakfast at a cost will be provided at HBYC with rafting up off the pier

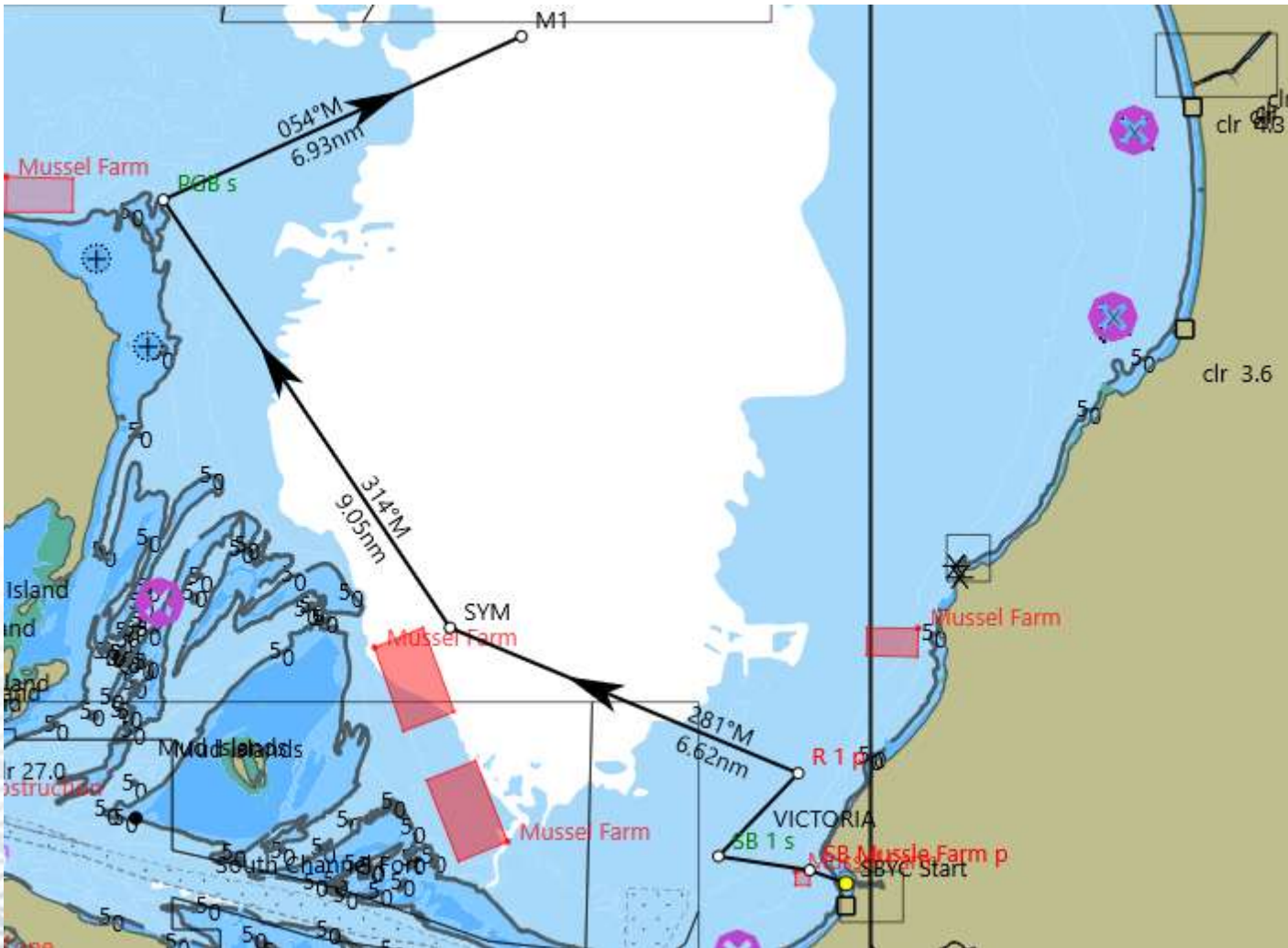


Overnight Bay Sail – RBYC to M1 Course



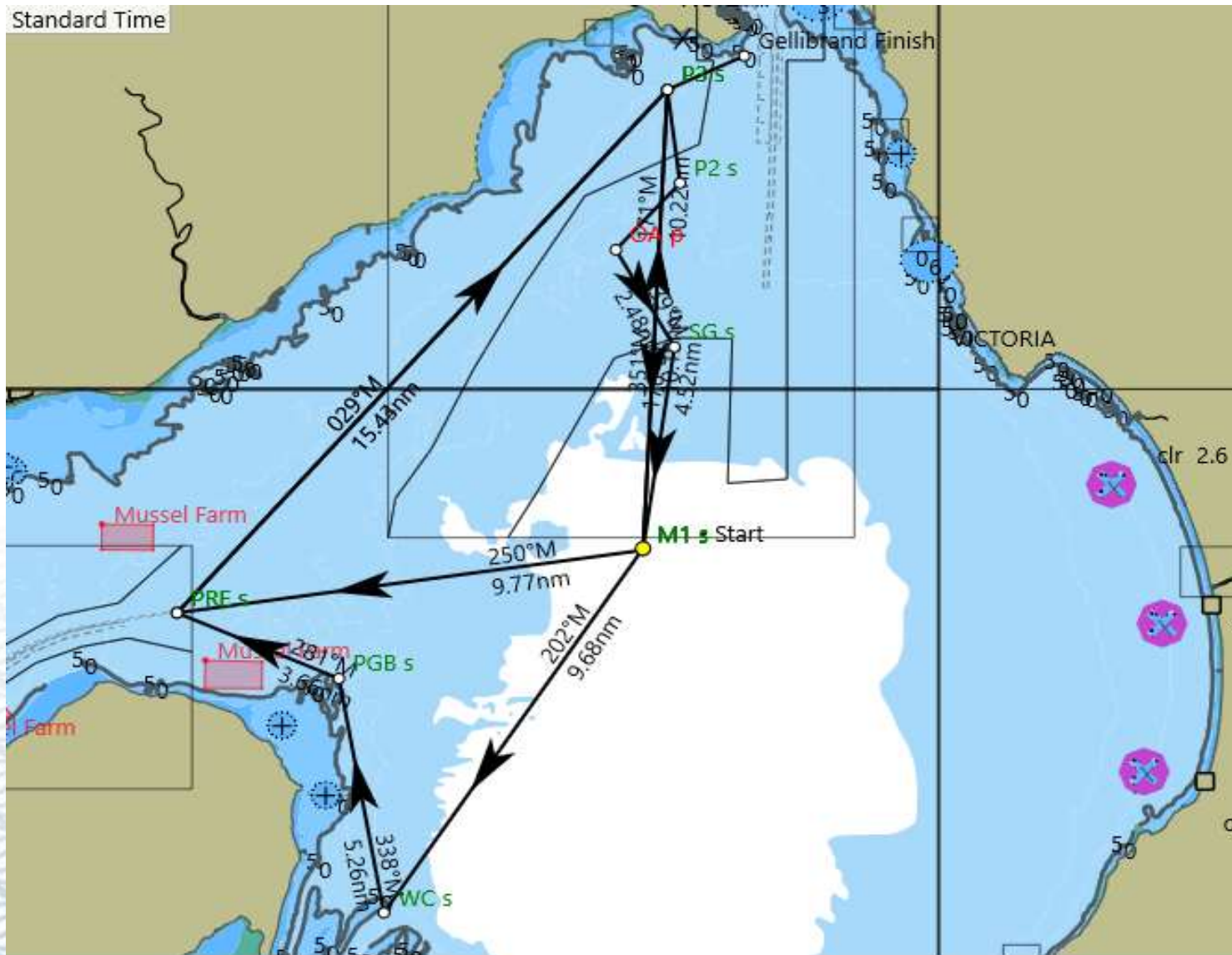
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Overnight Bay Sail – SBSC to M1 Course



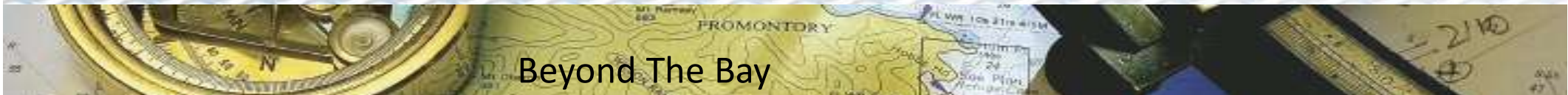
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Overnight Bay Sail – M1 to Gellibrand Course



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Overnight Bay Sail – Questions?



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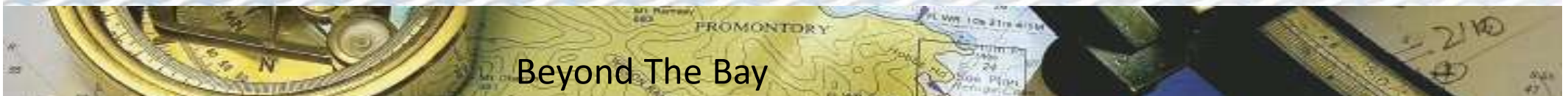
Beyond The Bay - look ahead



Note – 7 September is the SSSC course at Wesley College

28 Aug 2025	Choosing Sails for Offshore Sailing with Blake Anderson (Doyle Sails)	SYC, In person, 7:00pm - 9:00pm
13 Sep 2025	On Water Event - Overnight Bay Sail Click here for the Notice of Event	Port Phillip Bay
01 Oct 2025	Workshop 5 - De brief of Overnight Event / Preparation for Bass Strait Coastal Passage / Heads Exit Training	Online
11 Oct 2025	On Water Event - Bass Strait Coastal Passage (with mentors)	Start/ Finish TBC

Thank you and farewell



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