



## SAFETY CONSIDERATIONS FOR CCA CRUISE TO NEWFOUNDLAND – 2022

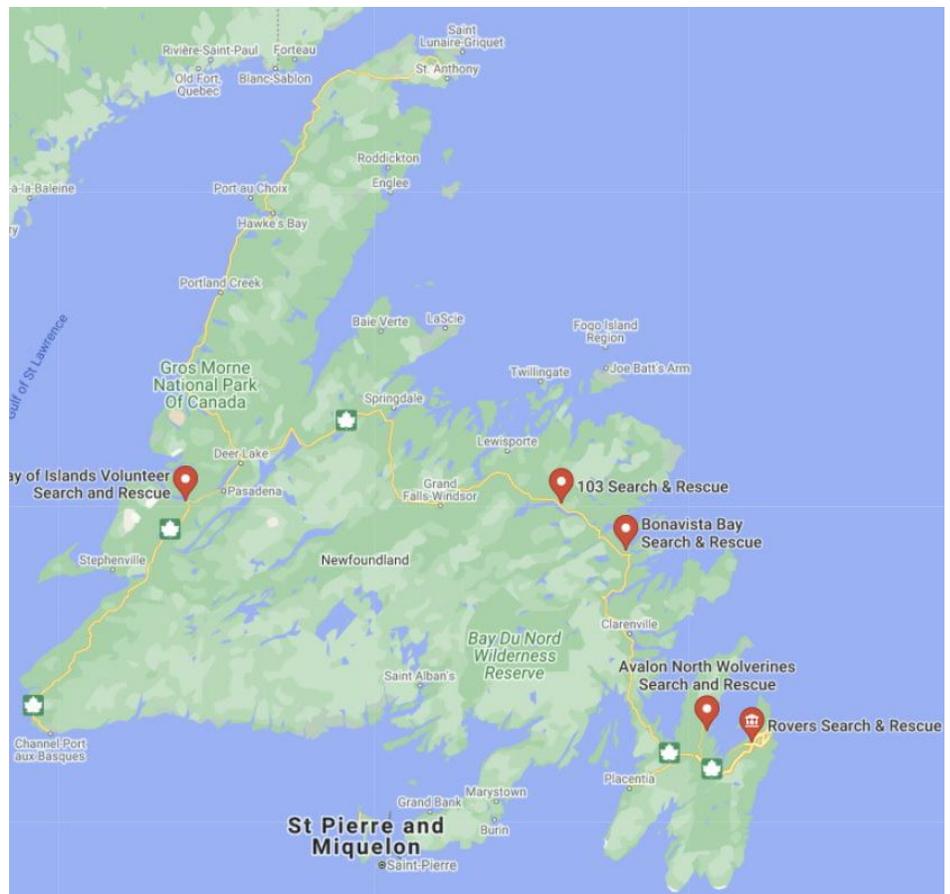
The 2022 Newfoundland cruise, which can be considered a near expeditionary style adventure in northern latitudes, bears **EXTRA SAFETY PRECAUTIONS** on several fronts:

\* **Most important:** Cold water demands appropriate preparations and ongoing caution, because these are **HIGH-RISK** conditions.

\* **Rapid rescue or crew removal by Canadian SAR is not as quickly available on much of the Newfoundland coastline (see map), certainly not what we would expect on the Maine or Nova Scotia coastlines.**

\* **Navigation is more complex**

- Extended fog often with high wind
- Frequent fishing and shipping traffic poses challenges in fog
- Possible floating icebergs on North and East coasts
- Many charts (primarily paper) are still based on old admiralty charts
- Helpful to have large area paper or second electronic chart display to follow big picture.
- Navigational buoys occasionally blown off station due to deep water and high winds.
- Cabot and Belle Isl Straits currents generate confused and high waves against strong winds.



\* **Need for SELF SUFFICIENCY**

- Mechanical repairs and spare parts
- Medical expertise and equipment
- Provisions, fuel and **spare beverages to share with Newfoundland guests** 😊

While the Newfoundland Cruise Committee is not going to police how members prepare their yachts, we are going to provide strong recommendations. In addition, we will provide some “optional” considerations

## RECOMMENDATIONS:

\* A primary focus is to ensure that all yachts and skippers are set up safely to **KEEP CREW ABOARD**.  
**Going overboard in this cold-water environment is simply not an option.**

\* **Strongly recommend reading CCA article by Mark Roye, “The Cold Facts,”**  
[www.cruisingclub.org/article/cold-facts](http://www.cruisingclub.org/article/cold-facts)

\* **Life Jackets and tethered harnesses should always be used when underway.**



\* Many coastal sailing equipped yachts, sail without life rafts or EPIRBS. We strongly recommend that all participants are equipped with offshore **Life Rafts and EPIRBS** for this cruise

\* VHF weather is often not available while anchored in deep fjords, so **Iridium GO / PredictWind** or equivalent offshore weather/routing capability would be valuable to have .



\* **Survival/Immersion Suits** or a suitable cold water entry option like a **Full-Body Heavy Wet Dive Suit** (plus hood, gloves, feet) should be available for all crew.



\* **Several Jerry Cans (and a large funnel for all boats)** for buying diesel ashore should be aboard smaller yachts with limited tankage.

\* **Critical mechanical spares, tools and comprehensive medical supplies** should be aboard.

\* **A yacht specific review of ground tackle, anchoring techniques, and skills** should be undertaken. Many harbors visited offer difficult anchoring situations, and the lack of marinas will mean anchoring out the vast majority of the time. Many CCA skippers favor the newer spade designs for their highly valued holding power.



## ADDITIONAL SAFETY CONSIDERATIONS

- **MOB gear such as Lifesling** plus review of latest training videos and articles
  - <https://www.cruisingclub.org/article/video-advances-mob-recovery>
  - Lifesling tether should be shortened to less than twice the height of spinnaker halyard to allow 1:2 direct lift well above lifelines by halyard & snatch block snapped onto tether. A loop for halyard shackle should be added to tether near Lifesling.
  - For powerboats, special haul-up installation may be needed
- **Life Jackets and Warm Clothing with Flotation**
  - preference for non-inflatables for cold water
- **Jacklines and harnesses** and double tethers with reco'd clips
  - John Harries-style mid-deck jacklines with dedicated tethers which prevent MOB
  - Pardey-style waist to shoulder height safety ropes clove hitched to cap shrouds above lifelines
- **Spare EPIRB and HH VHF/DSC** for Liferaft Ditch Bag
- List of online and in-person **safety training courses**: <https://sas.cruisingclub.org/courses/sas>
- Links to recommended reading materials:
  - Polar Yacht Guide - [https://www.sailing.org/news/90590.php#.YakI\\_dDMJaQ](https://www.sailing.org/news/90590.php#.YakI_dDMJaQ)
  - Flooding: [www.cruisingclub.org/article/flooding-planning-and-dealing-sinking-ship](http://www.cruisingclub.org/article/flooding-planning-and-dealing-sinking-ship)
  - Culture of Safety: [www.cruisingclub.org/article/skipper-leadership-and-vessel-safety-white-paper](http://www.cruisingclub.org/article/skipper-leadership-and-vessel-safety-white-paper)
- Posted Lists (in plastic ) showing location of all safety gear/medical gear and separate list of Thru-hulls
  - Ditto for MAYDAY call procedure
- Create **protocol for VHF DSC group calls** among registered participants
- **Bring extra fenders and two stout fenderboards** for occasions when tying to commercial docks with exposed pilings is necessary

