

# UBC Sailing Club

## Jul 30 - Aug 1 2022 Keats Trip

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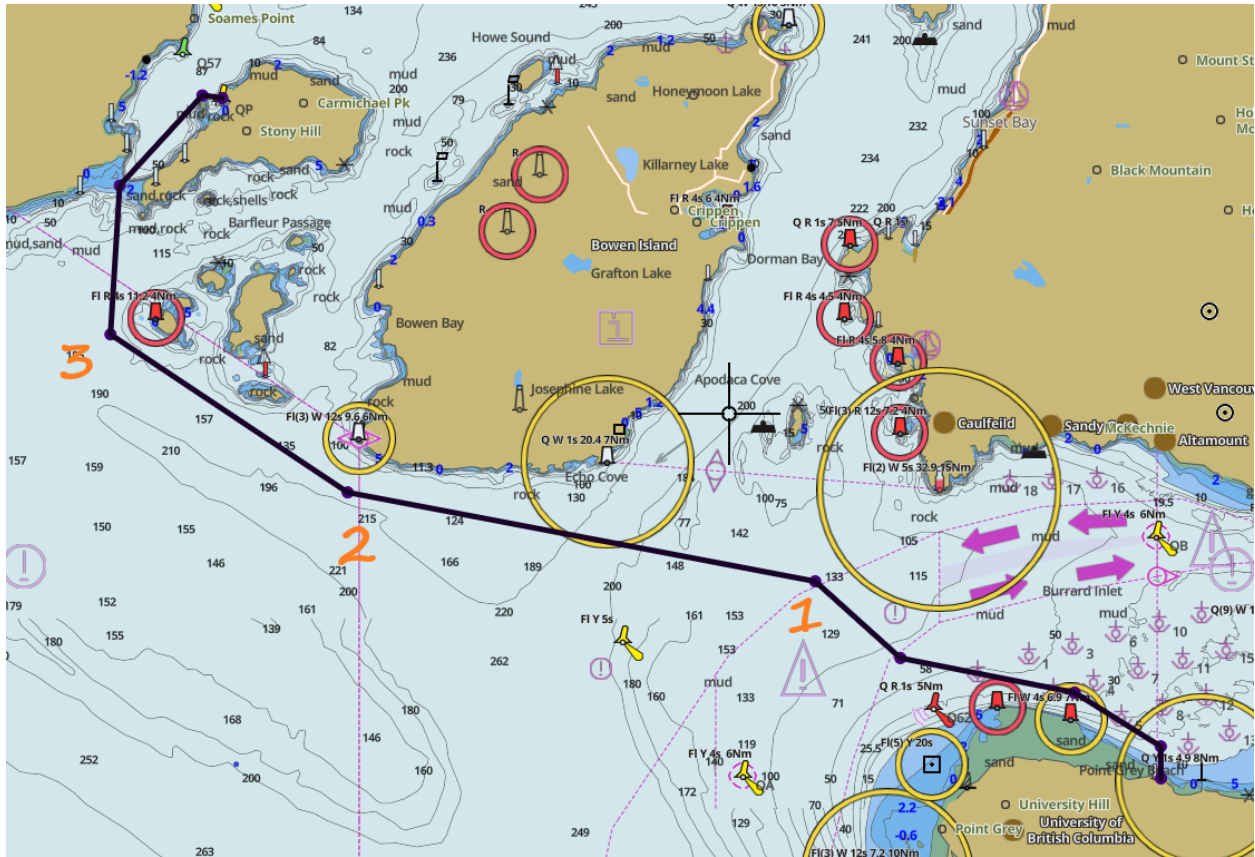
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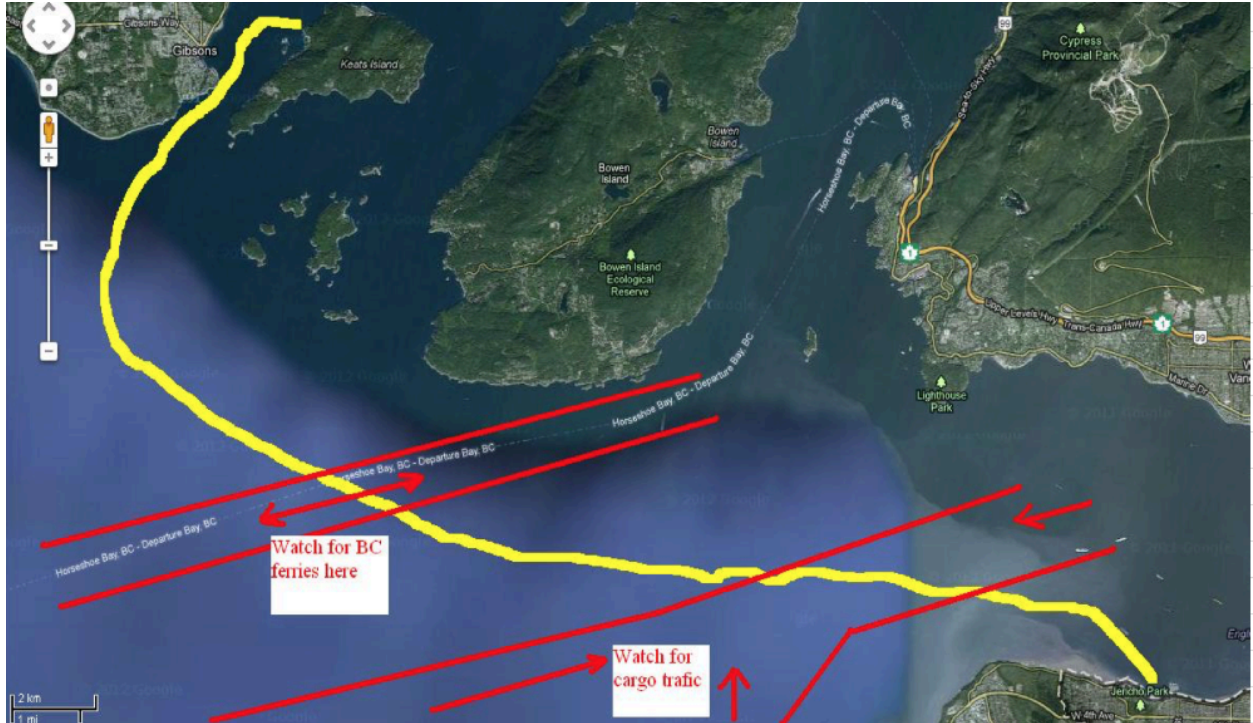
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# 1. Itinerary

Below is the [intended route](#), including three waypoints where sailboats will check in with a support boat; actual routing will vary based on the conditions of the day. The approximate distance is 17 NM





## 2. Departure times and ETAs

The crossings are expected to take 5 to 8 hours.

On July 30th, dinghy fleets will depart Jericho at 09:00, and are expected to arrive at Plumper Cove between 14:00 and 17:00.

On August 1st, dinghy fleets will depart Plumper Cove at 10:00, and are expected to arrive at Jericho between 15:00 and 18:00.

## 3. Fleet split in two groups

Dinghies will be split into two fleets instructed to remain as groups when sailing:

- High-performance: F18, RS800, RS500 - maximum 10 boats
- Low-performance: Vanguard 15, RS Quest - maximum 12 boats

A boat from the high-performance fleet may sail as part of the low-performance fleet.

Each fleet will have a dedicated RIB as a safety boat.

Additional motorboats will also be present for support such as towing, crew transport, if the need arises.

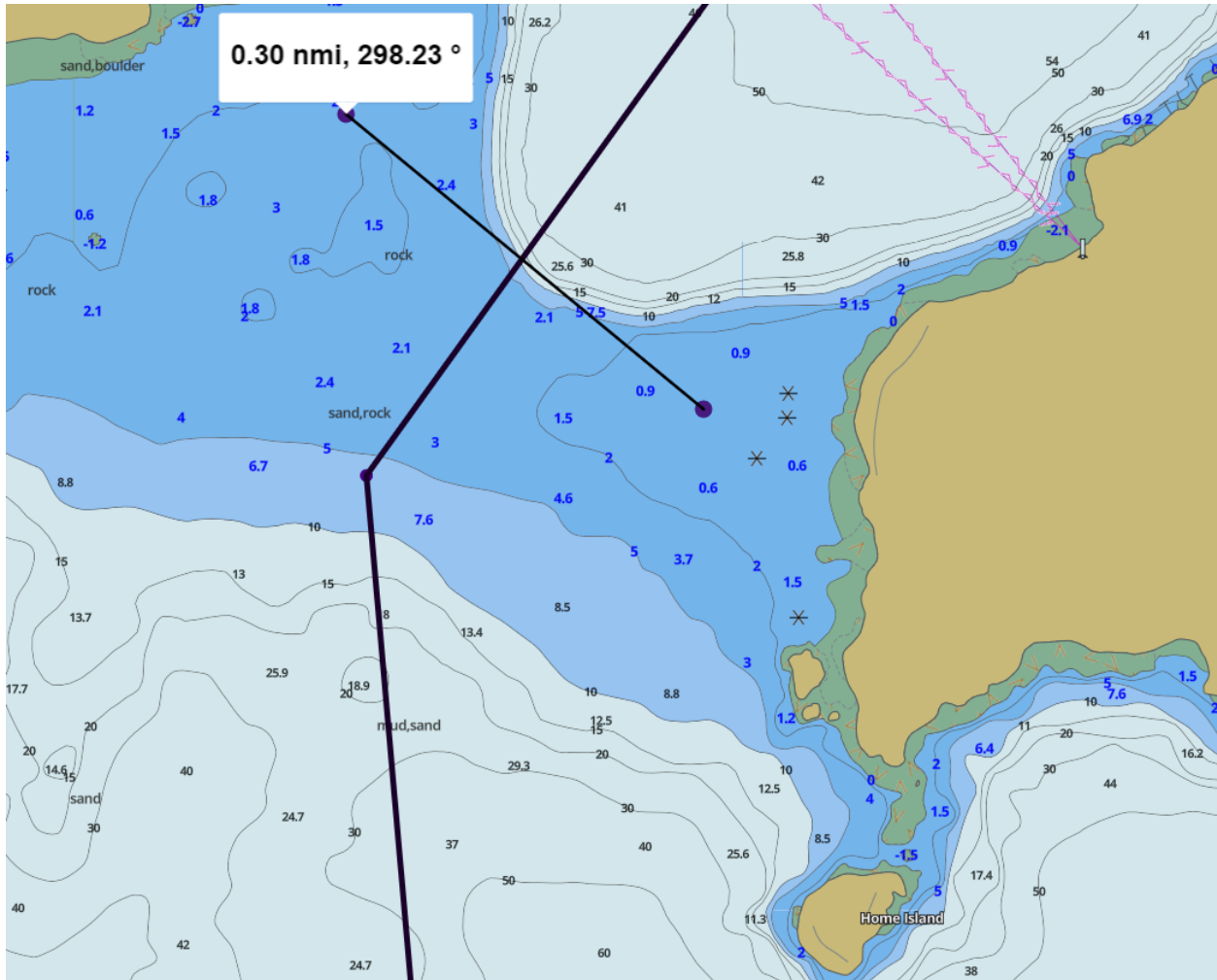
## 4. Hazards and mitigation

- a. Tides and current - Spanish Banks and Shoal Channel

Remaining North of the dolphins at Spanish Banks prevents running around there.

Remaining near the centre of “The Gap” (Southern end of Shoal Channel, between Gibsons and the Southwest tip of Keats Island) will minimize the risk of running aground there. In the .3NM at the centre of the channel, there will be a minimum of 1.8m depth at the 13:24 low tide on July 30th, and a minimum of 2.2 metres at the 14:29 low tide on August 1st.

Below is the [local chart](#) (in metres)



Below are [forecast water levels at Gibsons](#) relative to chart datum

**2022-07-30 (Sat)**

Time PDT	Height (m)	Height (ft)
01:47	3.4	11.2
06:15	4	13.1
13:24	0.9	3
20:52	4.6	15.1

**2022-07-31 (Sun)**

Time PDT	Height (m)	Height (ft)
02:24	3.2	10.5
06:59	4	13.1
13:57	1.1	3.6
21:14	4.6	15.1

**2022-08-01 (Mon)**

Time PDT	Height (m)	Height (ft)
03:03	3	9.8
07:48	3.8	12.5
14:29	1.3	4.3
21:36	4.6	15.1

There are no tables for the current through that shallow passage. Between Bowen Island and Horseshoe Bay, the chart shows a Southbound ebb and Northbound flood. These directions should be helpful both on arrival on Saturday afternoon, and on departure on Monday morning.

**b. Large ships and tows**

The fleets will do their best to minimize their time spent crossing the shipping channel, and to stay out of the way of BC ferries and tugs towing a load. Safety boats and support boats will provide increased situational awareness and directions to the dinghies, and monitor channel #12 and #16 for large ship movements in the shipping channel.

**c. Visibility, wind, sea state**

Minimum visibility: 5 NM; smoke, fog, heavy rain, can cause low visibility

Maximum wind velocity: 15 KT

Maximum wind gusts: 20 KT

Maximum wave height: 0.8 m

If at 8:30am on July 30th, observed or forecast conditions exceed those limits for any of the crossing timeframes, the trip will be canceled.

If the forecast for Aug 1st degrades after the fleets have reached Keats Island, support boats will wait at Keats for a window of calm enough conditions to tow the fleets back to Jericho.

If during a crossing the winds become too light to reach destination on time under sail and despite paddling, support boats will tow the fleets. If this happens on July 30th and the fleets are closer to Jericho, they will be towed back to Jericho.

Sailors who are unable to wait may use the [BC ferry between Keats and Langdale](#), then [Langdale to Horseshoe Bay](#), to return to the mainland.

#### d. Capsize

If a dinghy has not recovered from a capsize by the time a safety boat comes near, the safety boat will assist the recovery, so as to minimize the spread of its fleet, and still get to destination on time.

To be eligible to sail this trip, members will have demonstrated their ability to recover from 5 successive capsizes, a week before this trip.

#### e. Damaged dinghy

If a dinghy gets damaged to the point that it cannot be sailed to destination in time, it will be towed by one of the rigid support boats.

#### f. Fleet spread and sailing performance

A fleet that is excessively spread makes it impossible for safety boats to stay close enough to ensure everyone's safety.

Safety boats will herd their respective fleets, reminding them to stay close to their group, and redirecting those that escape from it. Boats that prove too slow to stay with the slow fleet will be towed.

Sailboats will have to check-in with support boats by sailing close to them at three waypoints along the route:

- between Point Grey and Bowen Island, after crossing the shipping lane
- South of the Western tip of Bowen Island
- Approximately 2 NM South of the passage between Keats Island and Gibsons

After launch, boats in each group will wait by a buoy just North of Jericho for all the boats of that group, including the inflatable safety boat, before departing towards the next waypoint.

Any skipper and crew that will have been either excessively fast, or too slow, to stay with their group during the sail to Keats Island, will not sail back, and may have to return to Vancouver by their own means if there is not enough space on the support boats. Their boat will either be towed by a support boat, or sailed by members who did not have the opportunity to sail to Keats Island.

To be eligible to sail this trip, members will have demonstrated their skill by proficiently sailing as skipper+crew during a whole [Sunday set of JSCA races](#).

### 5. Other contingencies

#### a. Emergency ports

JSCA, Eagle Harbour, Gibson's Landing (1.5 NM from Plumper Cove)

#### b. Closest hospital

Sechel Hospital: 5544 Sunshine Coast Hwy, Sechelt, BC (25 min drive from Gibsons Landing)



Note: the closest community centre, Gibsons Health Unit (821 Gibsons Way, Gibsons, BC), is only open Mon-Fri 8:30am-4:30pm.




c. Designated first aid persons - level OFA1 or higher

Jess Caleta, Chee Chan

d. On-call tow boat

C-Tow, a private company normally used by larger motorboats and sailboats, advised they would be available on-call, for their normal rate of \$265 per hour plus fuel cost. They have a single soft-shell RIB inflatable, and are not experienced in handling smaller dinghies. This will be used as a last resort should the planned support fleet not be enough to help rescue members in distress in case of a catastrophic event.

## 6. Motorized support fleet

	<p><b>14ft Zodiac Pro 420 / 30HP Evinrude</b></p> <p>Chartered from Hollyburn Sailing Club</p> <p>Operated by UBCSC</p> <p>Primary capsized recovery support</p>
	<p><b>Jericho Rescue - Titan</b></p> <p>Secondary capsized recovery support</p>
	<p><b>Hourston Glascraft 26' Command Bridge</b> <i>"Jolly Roger"</i></p> <p>Operated by Paul Geddes who has experience joining the Keats trip for 8 previous years</p> <p>Towing capacity in light winds</p>



**Hourston Glascraft 15' Runabout  
/ 50HP Yamaha**

Operated by UBCSC

Camp stakeout

**Water Taxi**

Transport only (no on-water assistance) of gear and non-sailors to/from Keats Island

## 7. Sailing fleet and equipment

### a. Sailboat types

- Nacra F18 (x4)
- Vanguard 15 (x5)
- RS Quest (x6)

Note: actual number of boats will depend on crew eligibility and fleet condition

### b. Equipment on each sailboat

- Skipper and crew each wearing a wetsuit and PFD
- Paddle
- Waterproof flashlight, glow stick
- Water bottle, sunscreen
- Two charged cell phones in waterproof case or dry bag

### c. Equipment on each support boat

- VHF radio
- First Aid Kit
- Inflatable repair kit, pump, bailer, bilge hand pump
- Extra fuel, water, sunscreen
- Tow line (x3)
- Anchor
- Paddle
- Charged cell phones in waterproof case or dry bag, with one phone providing location-sharing through Google Maps



- Supplementary power supply to ensure cell phones do not run out of battery during the whole trip, despite their higher usage and power draw on the water

## 8. Communication

### a. VHF

- #12: commercial traffic
- #16: Coast Guard
- #80A: Jericho Rescue
- #68: ship-to-ship working channel

### b. Phone

- Jericho: 1-604-224-4177
- Coast Guard SAR: 1-800-567-5111
- Coast Guard SAR: \*16 or #727

## 9. Timeline

<b>Saturday Jul 23, 2022</b>	
9:00am (full day)	<ul style="list-style-type: none"> <li>- Pre trip meeting and assignment of trip tasks</li> <li>- Testing of capsizes recovery: each team of skipper and crew shall perform at least 5 capsizes and demonstrate mastery of recovery</li> <li>- ideally for monohulls, use scooping technique</li> <li>- Work party for trip preparation; among other safety factors, hulls that are still taking in a significant amount of water by the end of that day, will not sail to Keats this season.</li> </ul>
<b>Saturday Jul 30, 2022</b>	
06:30	Loading of supplies/equipment/sailors' bags on Water Taxi
07:00	Boat rigging and equipment cross-checking Boat details entered in master sail plan, given to Responsible Person
08:30	Skippers' briefing <ul style="list-style-type: none"> <li>- Weather update</li> <li>- Review of hazards</li> <li>- Review of communications with safety boats</li> <li>- Reminder: sail efficiently, paddle if no wind</li> <li>- Reminder: stay as a group, stay hydrated, adequate sun protection</li> <li>- Radio check</li> </ul>
09:00	Launch in the following order (slowest to fastest): <ul style="list-style-type: none"> <li>- RS Quest</li> <li>- Vanguard</li> </ul>

	<ul style="list-style-type: none"> <li>- F18</li> </ul> <p>Each fleet waits at a buoy just North of Jericho for all boats of that group (including the inflatable safety boat) before proceeding towards the next waypoint</p>
14:00+	<p>Arrival at Plumper Cove</p> <ul style="list-style-type: none"> <li>- Anchor/Raft F18s and RS Quest</li> <li>- Other boats are carried (not dragged!) on shore above high water level</li> </ul>
<b>Sunday Jul 31, 2022</b> spent on Keats Island	
<b>Monday Aug 1, 2022</b>	
06:30	Wakeup/pack/breakfast
07:30	Loading of supplies/equipment/sailors' bags on Water Taxi
08:00	Draining of anchored boats. An F18 dolly and an RS Quest dolly will have been carried to Keats Island for that purpose
08:30	Skippers' briefing
09:00	Boat rigging and equipment cross-checking Boat details entered in master sail plan, given to Responsible Person
10:00	Launch (same order as before)
15:00+	Arrival at Jericho

## 10. List of boats/sailors/emergency contacts

<b>UBCSC Responsible Person:</b> (Name/Cell#/Email)					
<b>hull</b>	<b>sail #</b>	<b>skipper/crew</b>	<b>cell#</b>	<b>emergency contact</b>	<b>cell #</b>
Q-1					
Q-2					
Q-3					
Q-4					
Q-5					

Q-6					
VG-					
VG-					
VG-					
VG-					
VG-					
VG-					
500-726					
500-730					
500-773					
Death Star					
Millenium Falcon					
F18-578					
F18-593					

F18-594					
F18-689					
F18-1107					
Zodiac	grey hull				
Jolly Roger	white hull				
Runabout	white hull				

UBC Sailing Club designated Responsible Person will have heard from the sailors by 7pm on July 30th, and by 8pm on August 1st

- if not, they will first try to establish contact by phone/email/VHF with the sailors
- If no response, they will check whether emergency contacts have heard from the sailors
- If not, they will contact the Coast Guard, advising any pertinent details