

Coach Boat Operation

Julian Howarth

Learning Facilitator/Coach Developer

julian@howarthsailing.ca

Disclaimer

This presentation contains information sourced from Transport Canada documents related to and including the Small Vessel Regulations.

The information is accurate to the best of the presenter's knowledge based on the resources cited at the time of preparing the presentation. However, the presenter is not a lawyer, and therefore, information in this presentation should not be construed as legal advice. This presentation is not represented intended to be a complete or specific set of recommendations that would guarantee compliance.

It is the responsibility of the owner and the operator of a vessel to ensure that is operated in a manor that complies with the regulations.

Objective:

To present and discuss various aspects of coach boat operation from both an organizational and an individual coach's perspective.

Contents:

Organization Level	Resource Allocation/Coach Boat to Athlete Ratios
	Selecting an Appropriate Coach Boat
	Commercial Operations vs Pleasure Operations
	Mandatory Safety Equipment
	Club Policies Related to Coach Boats
Individual Coach's Level	Recommended Equipment
	Coach Boat As a Coaching Tool
	Coach Boat As a Rescue Tool
	Common Maintenance Items

Resource Allocation

Consider the following coach boat allocation/ group organisation strategies. What do you do at your home clubs?

- ▶ **Club vs. private (coach) ownership and maintenance of coach boat.**

Resource Allocation

Club owns and maintains coach boats as opposed to private ownership by coach

Pro	Con
Assured of quality and reliability of equipment.	Operating Expenses incurred by club*
Boats may be used by multiple programs including race management	More Capital tied up in coach boats rather than training equipment*
Simplified insurance structure	Coaches and students may mistreat club equipment

*The perceived savings would likely be offset assuming fair reimbursement of expenses are negotiated with the coach as part of employment contract.

Resource Allocation

Consider the following coach boat allocation/ group organisation strategies. What do you do at your home clubs?

- ▶ Club vs. private (coach) ownership and maintenance of coach boat.
- ▶ Every coach has their own boat vs. multiple coaches working from a shared coach boat.

Resource Allocation

Every Coach gets their own boat:

Pro	Con
Independence for the Coach	Coach must multitask to drive, observe, and give feedback.
Group may be divided / do other activities according to skill level*	More Capital tied up in coach boats rather than training equipment.
“Coaching” vs. “Session Management” may be divided amongst coaches*	More ancillary resources required (marks, anchors, flags, etc.)
Continuous supervision while making trips to shore or rescuing*	Fewer hands and no spotter on board in a rescue situation

* Assuming that a 2nd coach is available and has their own boat.

Resource Allocation

Consider the following coach boat allocation/ group organisation strategies. What do you do at your home clubs?

- ▶ Club vs. private (coach) ownership and maintenance of coach boat.
- ▶ Every coach has their own boat vs. multiple coaches working from a shared coach boat.
- ▶ Multiple coach boats working simultaneously with a group of athletes.

Resource Allocation

Multiple coach boats working simultaneously with a group of athletes:

Pro	Con
Teamwork and labour division between coaches.	More Capital tied up in coach boats rather than training equipment.
Athletes of different skill levels may be combined to facilitate group learning	Group may not be divided / do other activities according to skill level
Fewer ancillary resources required (marks, anchors, flags, etc.)	Increased motor boat traffic may be disruptive to athletes in training.
Larger group enrollment allowable with more coach boats on the water.	

Coach Boat to Athlete Ratios

In situations on the water, Sail Canada has established the following ratios as an industry guideline:

- ▶ Single Handed Sailors (One sailor in their own boat)

1 Coach Boat : 6 Sail Boats

- ▶ Double Handed Sailors (or 2 or more sailors per boat)

1 Coach : 10 Sailors

Rowers, check with Row Ontario or RCA as to whether you have an industry best practice.

Selecting an Appropriate Coach Boat

Parameters of the Boat

- ▶ Construction Type
 - ▶ Solid Construction
 - ▶ Inflatable
- ▶ Material
 - ▶ Aluminum
 - ▶ GRP (Fiberglass)
 - ▶ Hypalon vs PVC
- ▶ Steering/Controls
 - ▶ Centre Console vs Tiller Drive
- ▶ Engine Power
- ▶ Length

Needs of the training group

- ▶ Size and speed of the training boats that will be coached
- ▶ Club Location → Common weather and sea conditions.
- ▶ Skill level → advanced groups train in a larger range of conditions.
- ▶ Availability of an adequate rescue platform in case of emergency.

Boat Selection Examples:



Photo Source: Original Work



Photo Source: Wikimedia Commons [1]

2 approximately 3m RIBs with 9.9hp engines:

Suitable for calm weather coaching of small-scale boats that are not very fast.

Nearly ideal for coaching a beginner group sailing Opti dinghies.

Boat Selection Examples:



Photo Source: Original Work



Photo Source: Wikimedia Commons [1]

An approximately 4.5m RIB with a 50 hp engine:

A capable vessel that can handle bigger waves and tow and operate over longer distance.

This boat was assigned to a race coach whose group was sailing Opti dinghies.

Commercial vs Pleasure Operations

Your boats are considered commercial if any of the following apply to your operation (not an exhaustive list):

- ▶ You charge a fee for the services provided by the vessel.
- ▶ You carry passengers who pay for their trip aboard the vessel
- ▶ The operator of the vessel is remunerated for their service

The only likely case where it could be argued that a coach boat is a “Pleasure Craft” would be:

- ▶ Volunteer coach working in a non-profit/community program (even this is thin)

Regulation: Recreational Boating Standard

TP 15136 states in part:

1.6 "Recreational Boating School vessels" (RBS vessels) means powered and/or sailing vessels operated by an RBS for the purpose of on-the-water training of recreational boaters. RBS vessels does not include a vessel (pleasure craft) owned by an individual who hires an instructor for the purpose of on-the-water training in the safe use of their own vessel. As well, it does not include a school where students are in a vessel and the instructor is in a different vessel without a student (e.g. summer sailing schools). Note: In this case, the instructor vessel is considered a non-pleasure vessel and shall comply with the applicable non-pleasure vessel requirements under the Canada Shipping Act, 2001 and regulations pursuant to the Act, and the student vessels are pleasure craft.

[emphasis mine]

Sail Canada Communication: Coach Boats

Sail Canada's email newsletter, May 25th, 2018 states in part:

Coach Boats

A number of concerns have been raised concerning the status of coach boats with respect to the Canada Shipping Act and Small Vessel Regulations. Transport Canada has provided the following clarification with respect to Sail Canada Coach Boats.

...

We view the coach boat is a work boat and not a passenger carrying vessel. Which means under the Marine Personnel Regulations Part 2 Section 212 Table 1 states the Pleasure Craft Operator Card (PCOC) will be valid ...

[Sail Canada quoting Transport Canada]

This slide added post-presentation for completeness

Commercial vs Pleasure Continued

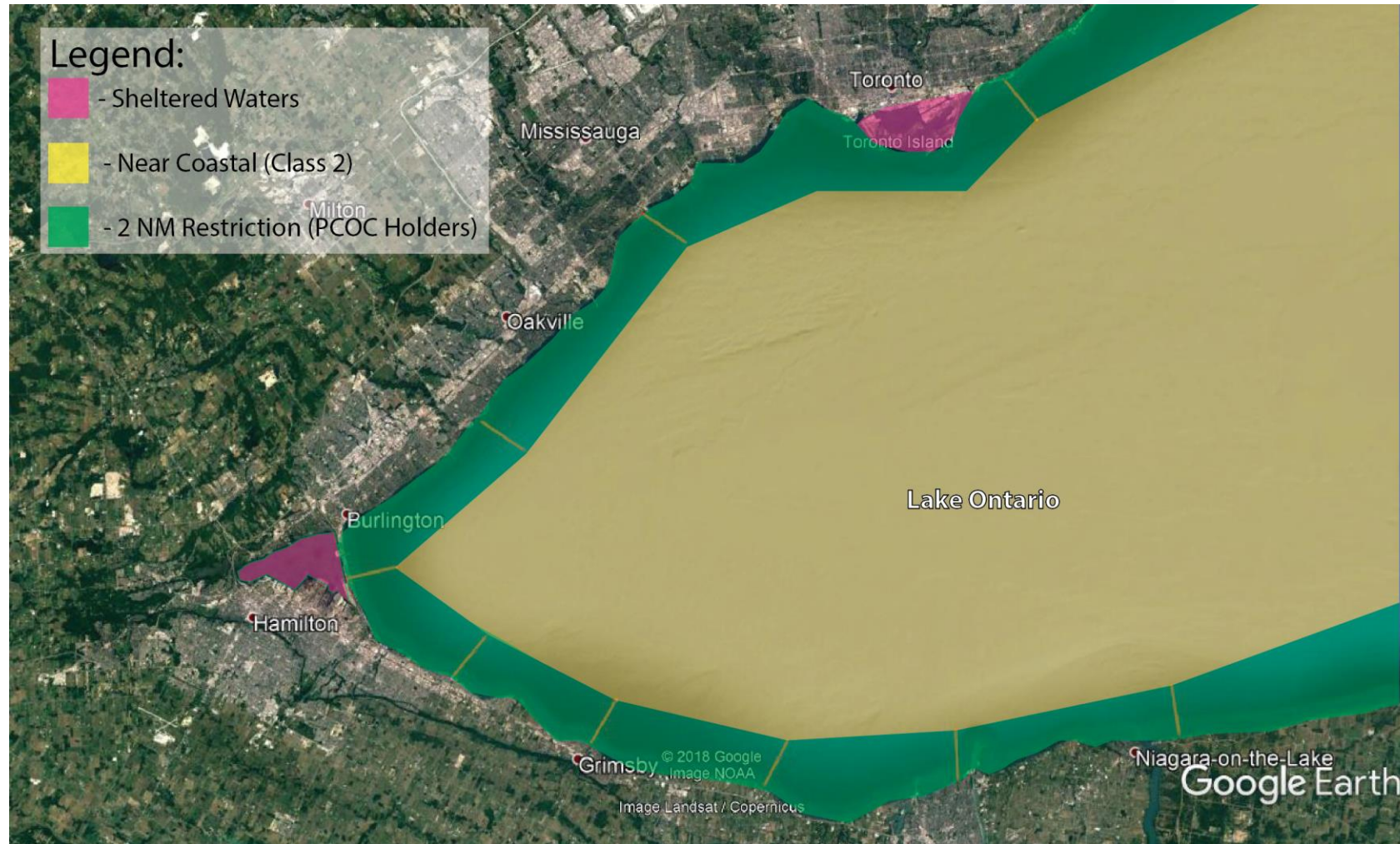
What's the difference ?

1. **Small Vessel *Registration***, rather than **Pleasure Craft *Licensing***
 - ▶ Pleasure bow Numbers: ON 123456 or QC 123456, etc, or 15E 5504
 - ▶ Commercial Numbers: C 12345 ON, C 12345 QC, etc
2. Assuming that the operator only has PCOC some restrictions:
 - ▶ Workboat:
 - ▶ Some Extra Safety Gear Required
 - ▶ Limited to *Near Coastal Class 2*, * **Additional restriction < 2 NM from Shore**
 - ▶ Passenger Carrying:
 - ▶ Up to 6 Passengers
 - ▶ A LOT of extra Safety Gear Required
 - ▶ Limited to *Sheltered Waters*

Classes of Voyage

- ▶ **Sheltered Waters Voyage** - a voyage that is in Canada on a lake or a river above tidal waters, where a vessel can never be further than 1 nautical mile from the shore, or that is on the waters listed in Schedules 1 and 2 of the *vessel certificates regulations*.
 - ▶ E.g. Hamilton Harbour, Guelph Lake, Ottawa River, Trent-Severn waterways and other northern lakes (depending on the size of the lake).
- ▶ **Near Coastal Voyage, Class 2** - a voyage, other than a Sheltered Waters Voyage, during which the vessel is always within 25 nautical miles from shore in coastal waters of Canada, the United States (except Hawaii) or Saint Pierre and Miquelon, and within 100 nautical miles from a place of refuge.

Classes of Voyage



Mandatory Safety Equipment

Required Safety Equipment for a pleasure craft (<6m).

- ▶ Transport Canada approved *PFD*
- ▶ Reboarding device if vertical height > 0.5 m
- ▶ Buoyant heaving line ≥ 15 m
- ▶ Either a manual propelling device, or an anchor, and not less than 15 m of rode
- ▶ Sound Signalling Device
- ▶ Nav. Lights if operated after dusk
- ▶ Magnetic compass if operated beyond the visual range of navigation marks.
- ▶ Bailer/Manual Bilge Pump
- ▶ Watertight flashlight; or
- ▶ Three pyrotechnic distress signals other than smoke signals
- ▶ 5B:C portable fire extinguisher

Reference: Small Vessel Regulations (SOR/2010-91) [3]

Mandatory Safety Equipment

Required Safety Equipment for a **workboat** (< 6m) compared to a pleasure craft (<6m).

- ▶ Transport Canada approved *lifejacket* [2], Coloured PFD under some conditions [3]
- ▶ Reboarding device if vertical height > 0.5 m
- ▶ Buoyant heaving line ≥ 15 m
- ▶ Either a manual propelling device, or an anchor, and not less than 15 m of rode
- ▶ Sound Signalling Device
- ▶ Nav. Lights if operated after dusk
- ▶ Magnetic compass if operated beyond the visual range of navigation marks.
- ▶ Bailer/Manual Bilge Pump
- ▶ Watertight flashlight; and
- ▶ **Three pyrotechnic distress signals other than smoke signals**
- ▶ **1A:5B:C portable fire extinguisher** (different fire extinguisher required for pleasure)
- ▶ **First aid kit, has required inventory**

Reference Transport Canada: TP-14070 Table 5-1 [2], Bulletin 02-2011 [4]
Small Vessel Regulations (SOR/2010-91) [3]

Commercial Operation: Summary

- ▶ ***Register*** and operate as ***workboats***
- ▶ Do not carry passengers
 - ▶ Avoids extra life saving & firefighting equipment
 - ▶ Avoids most-strict voyage class requirement
- ▶ Carry ***Flares***, and upgraded ***Fire Extinguisher*** and ***First Aid Kit***
- ▶ Operation limited within ***2 nautical miles from shore***
 - ▶ Consider a club policy on acceptable training areas
 - ▶ What to do about regattas where courses are set far from shore?

Club Policies Regarding Coach Boats

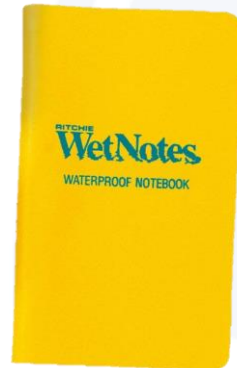
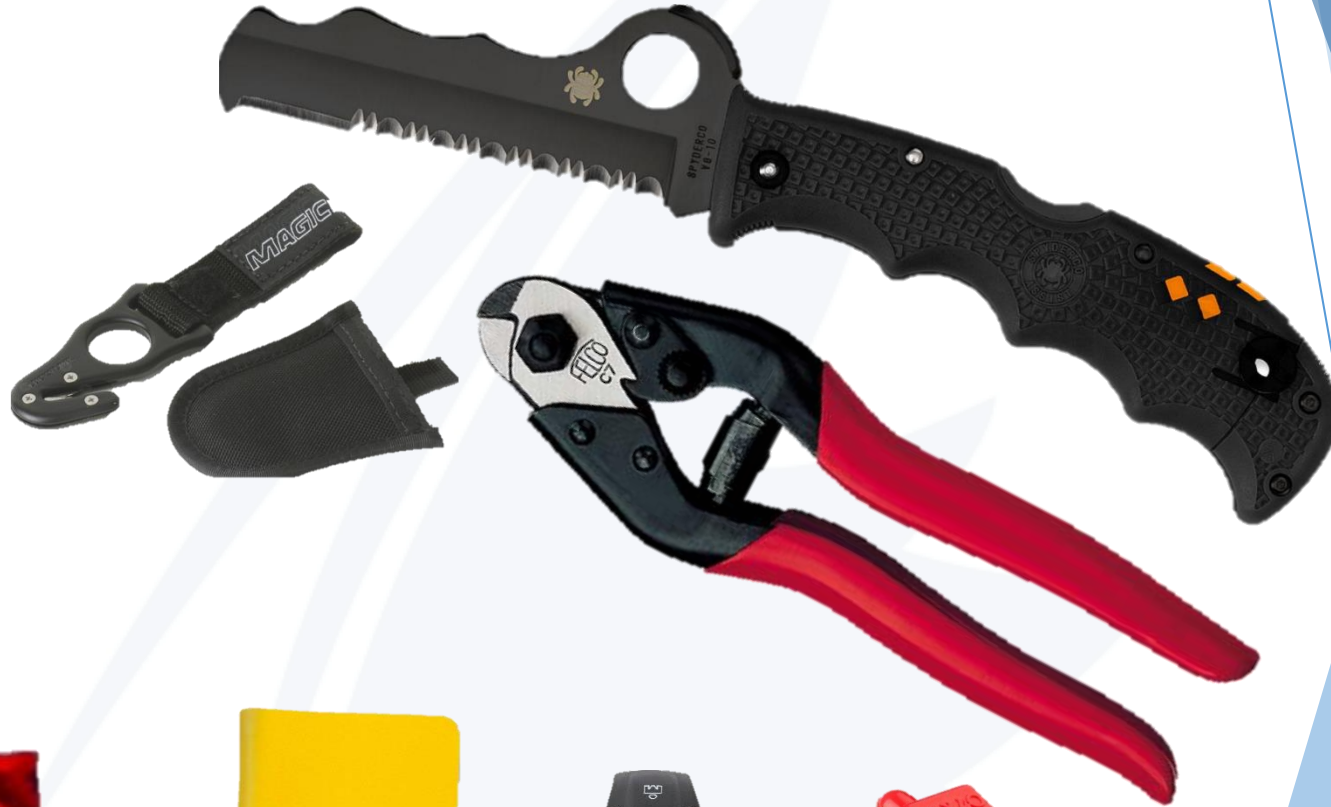
Some important policies for your club to consider would include:

- ▶ Safe Fuelling Practices → Staff Training Required
- ▶ Acceptable Speed of Operation → Addresses safety and fuel consumption
- ▶ Acceptable Training Areas → Addresses the voyage class restrictions
- ▶ Verification of coach's certification and proof of competency
 - ▶ PCOC and ROC(M) as a minimum proof of operator competency
- ▶ Carriage of Passengers, (guests, program participants, etc.)
- ▶ After Hours, Members' Use of Club-Owned Boats

Contents:

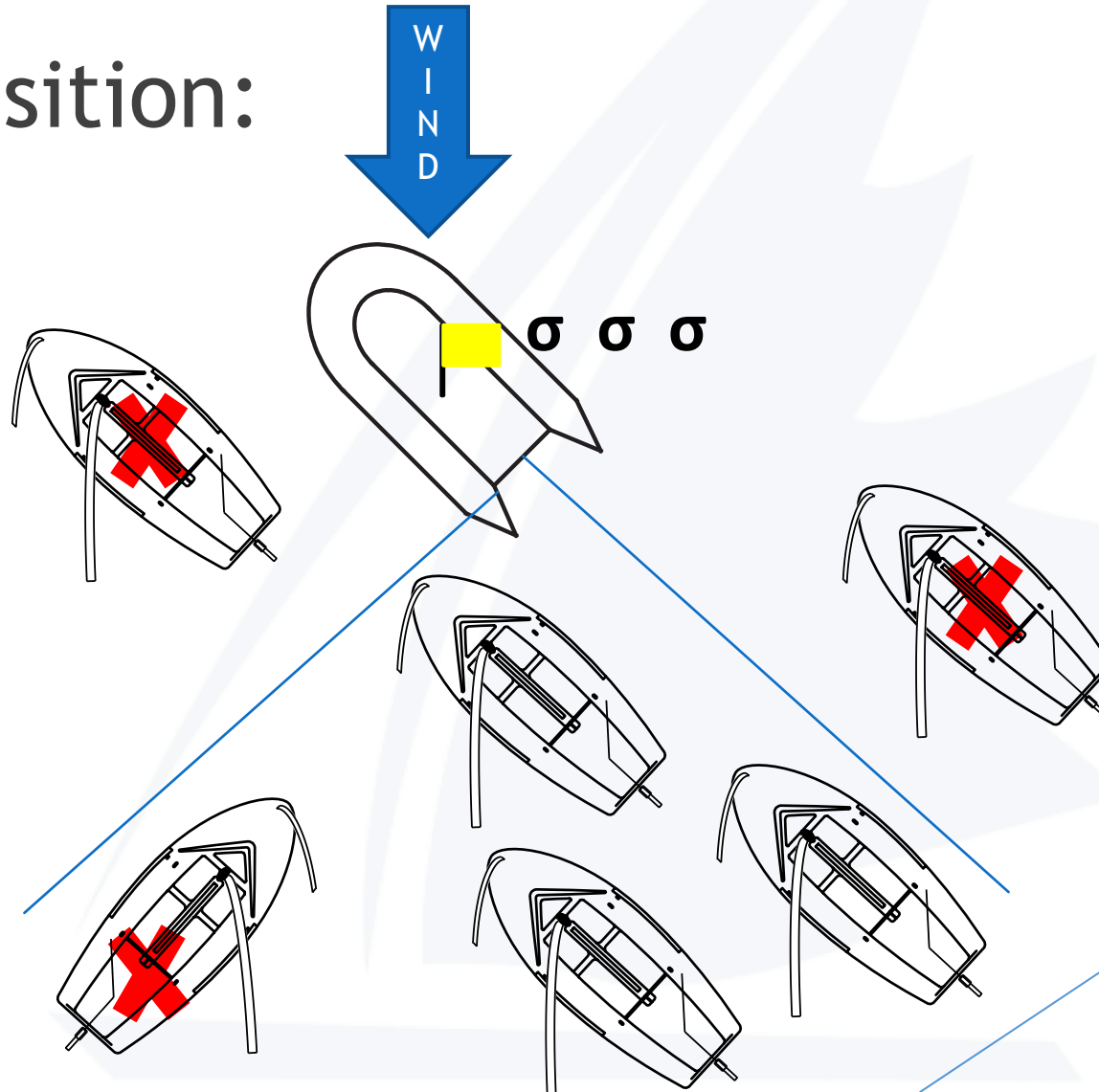
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Recommended Equipment



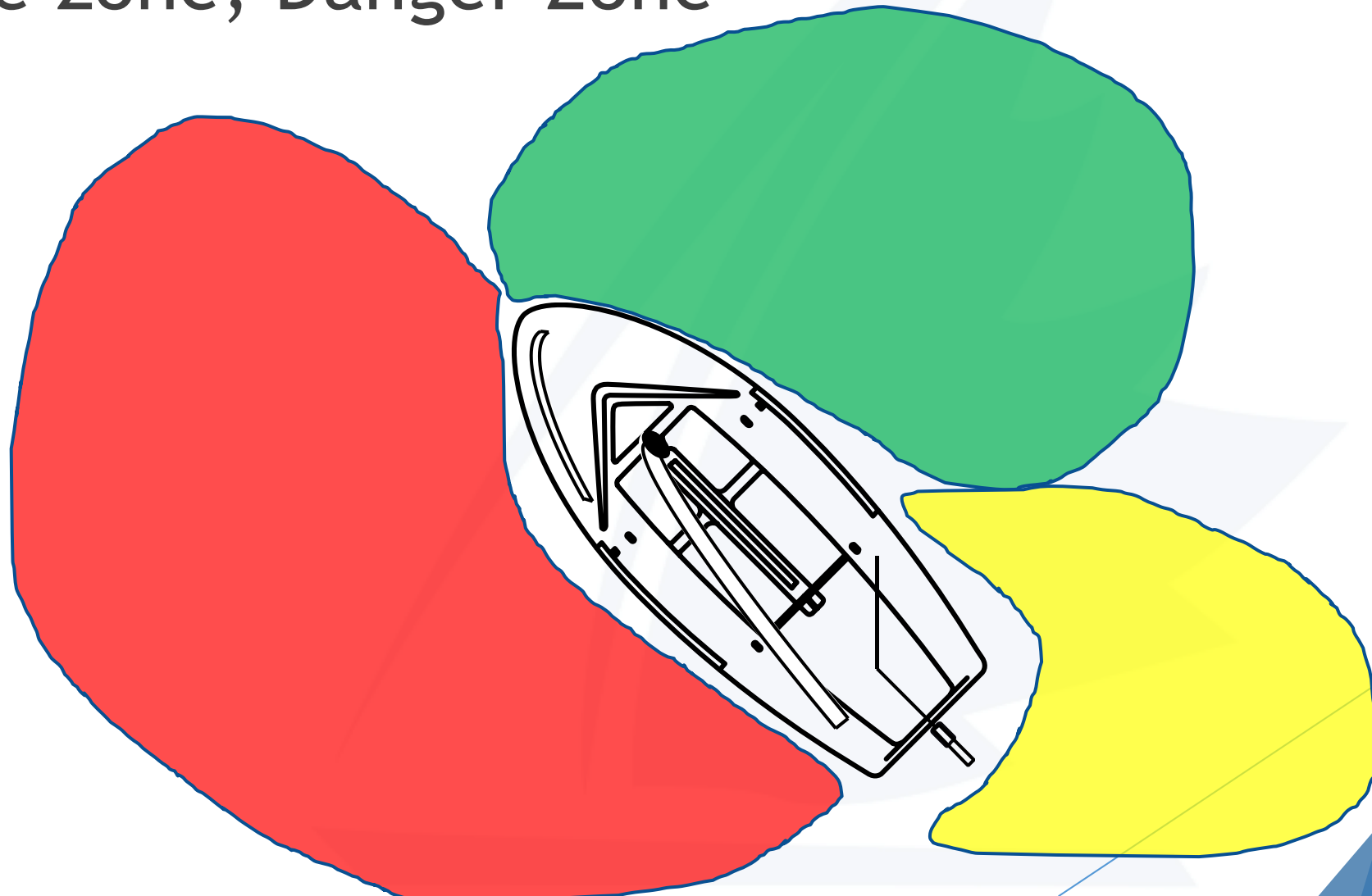
Coach Boat As a Coaching Tool

Control Position:

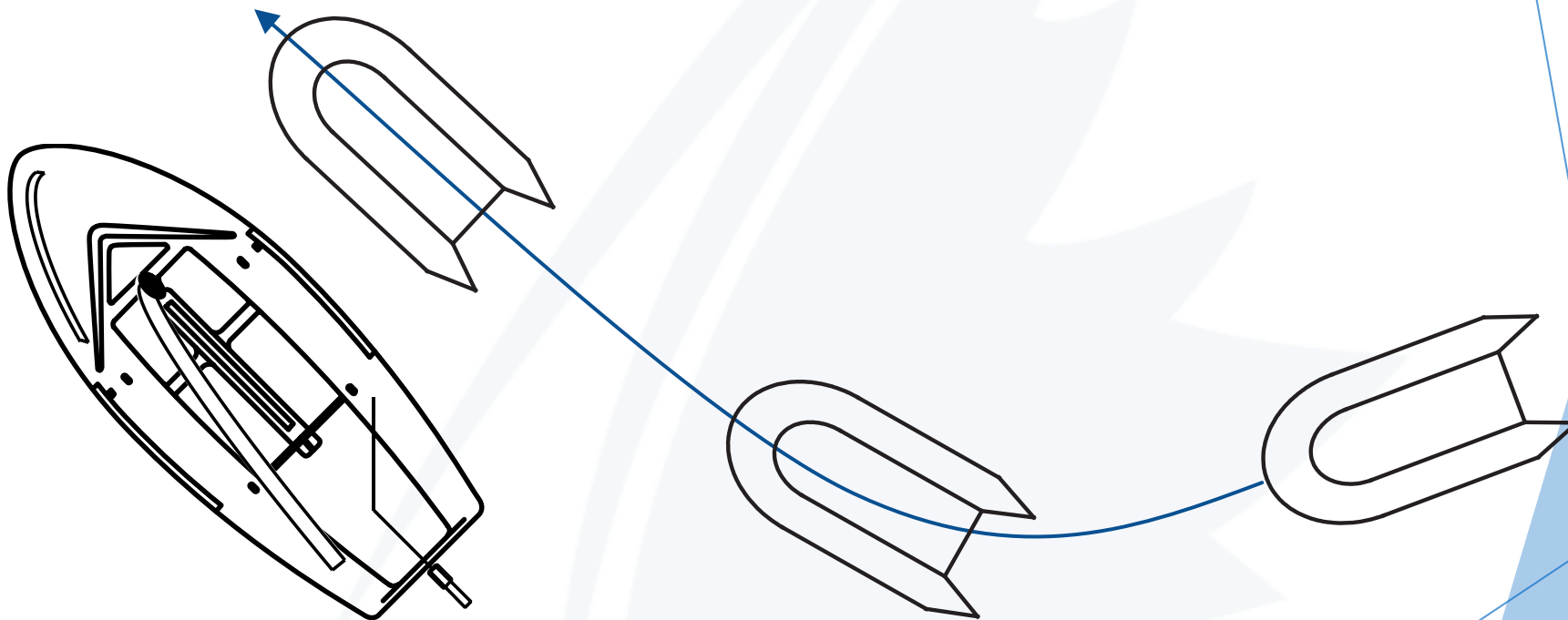


Coach Boat As a Coaching Tool

Safe zone, Danger Zone



Positioning for Communication:



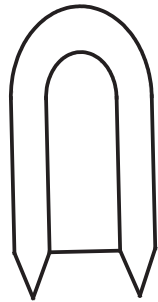
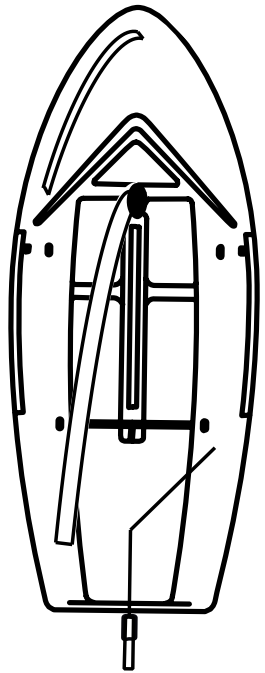
Positioning for Observation:

Different coach boat positions will give the coach a different perspective on the skill execution that they are observing.

See the following examples:

Positioning for Observation - Side

How you are positioned:



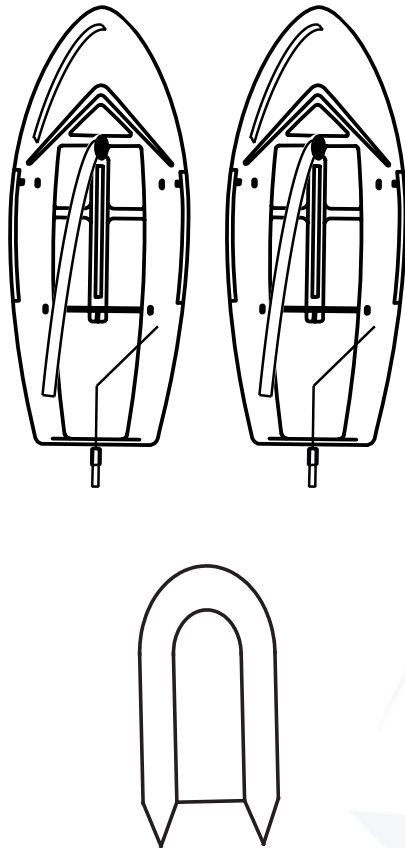
What you can see from the coach boat:



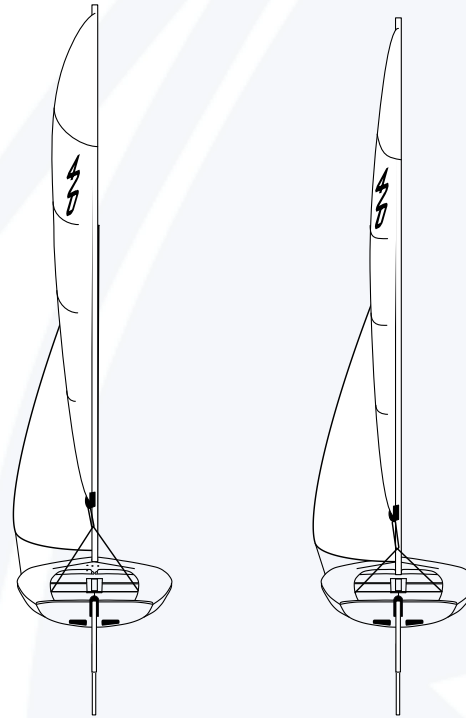
- Sail Ticklers
- Boat Trim
- Board position
- Etc.

Positioning for Observation - Rear

How you are positioned:



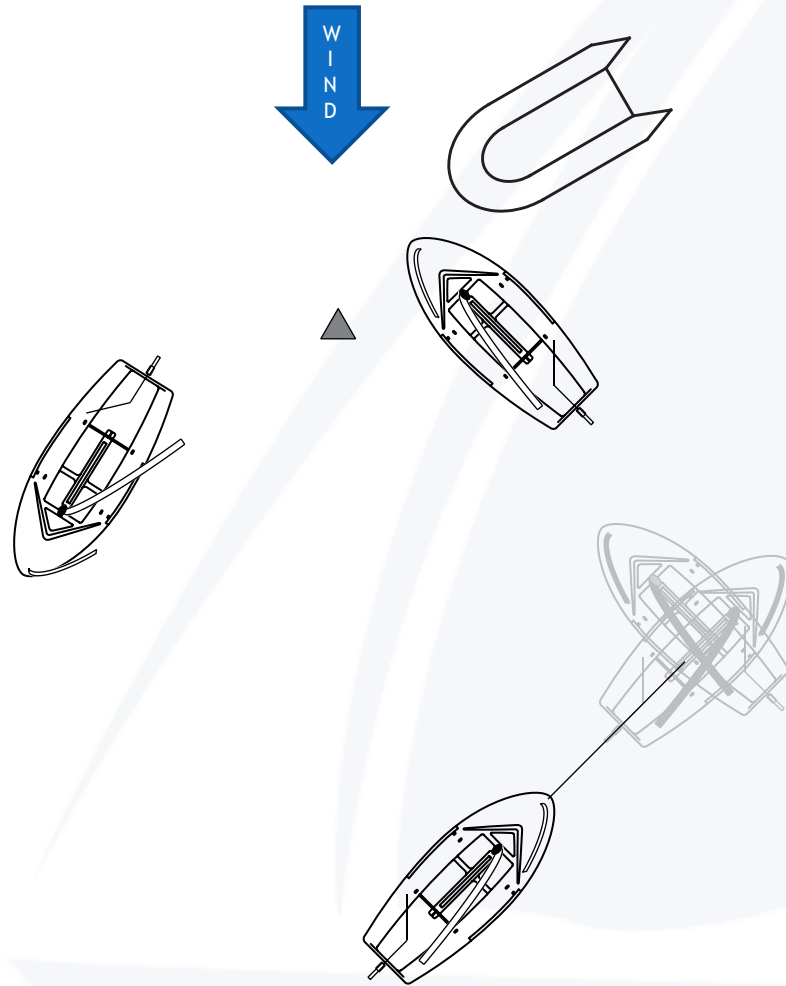
What you can see from the coach boat:



- Leech Profile
- Athlete Footwork
- Rudder Movement
- Etc.

Positioning to Force Skill Execution

E.g. controlling the distance allowed in a mark rounding:



Coach Boat As a Rescue Tool

- ▶ Sailing coaches take required ***Coach Boat Safety*** course:
 - ▶ Rescue Techniques
 - ▶ Some overlap with First Aid Course
 - ▶ Practical Rescue Scenarios

Capsized Boat

Response:

1. Attend the scene
2. Count athletes, ensure all are safe and accounted-for.
3. Guide/Encourage athletes to self-rescue.
4. If Athletes require assistance, Mast toss/Shroud Walk

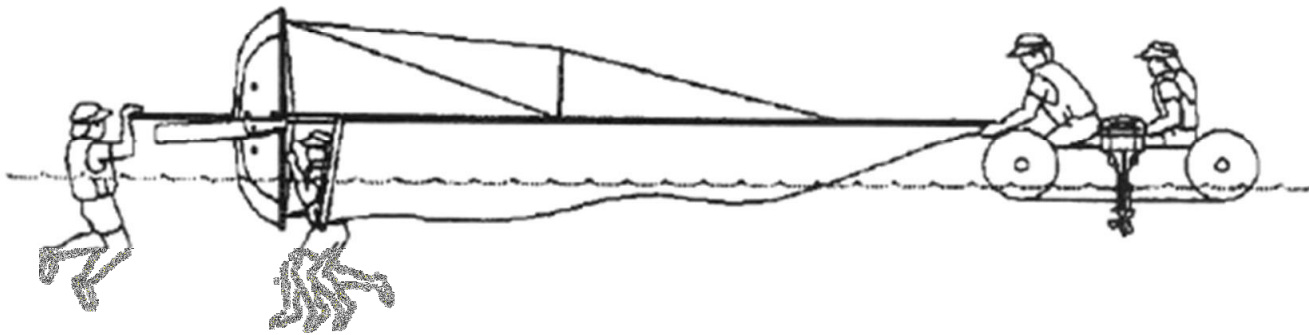


Photo Reference: *Safety, Rescue and Support* [5]

Turtled Boat

Same Response Steps as Capsize, except when assistance is required, use one of the following methods:

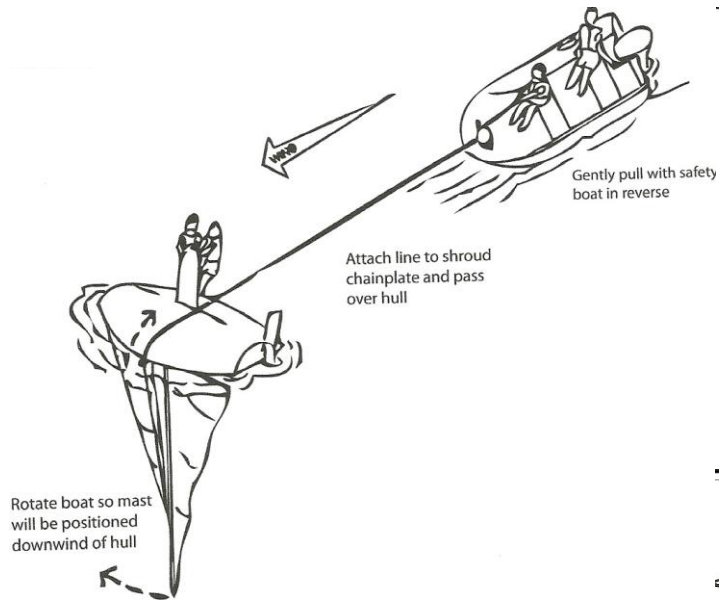
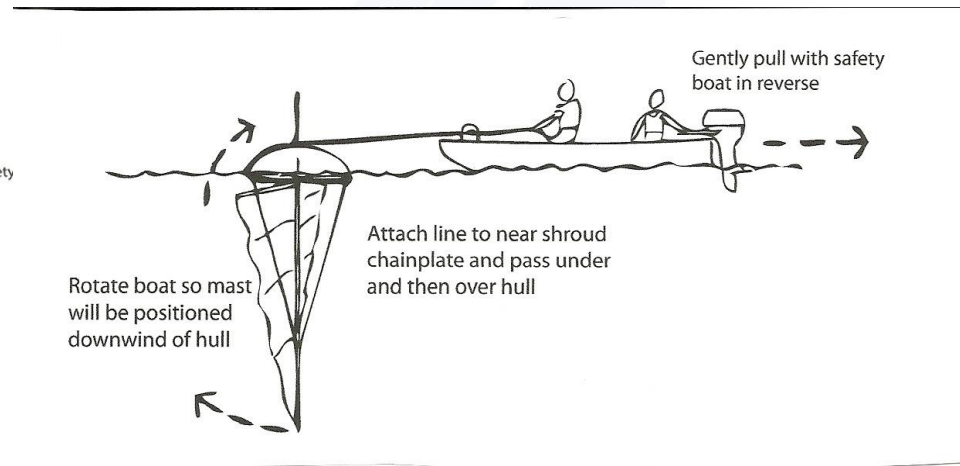
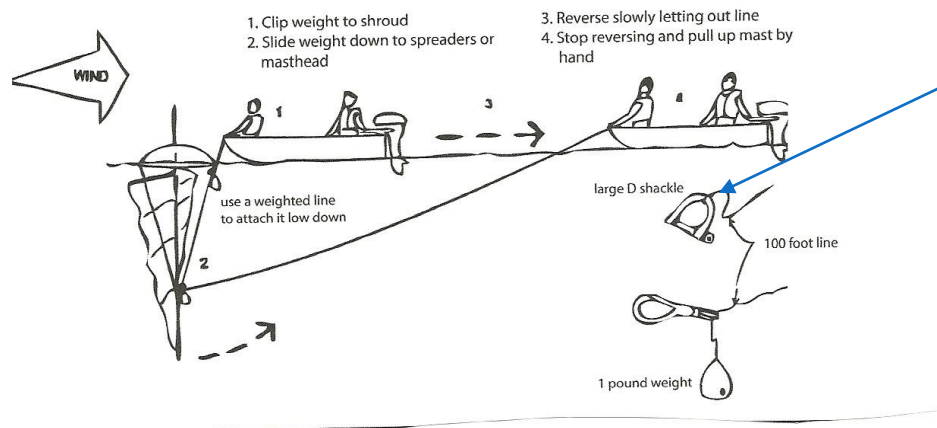


Photo Source: Sail Canada, CANSail 3&4 Instructor Candidate Manual [6]



Not Recommended



Mast Stuck in Mud

Sailors will likely need to be removed from the water/hull of boat before attempting:

General Concept

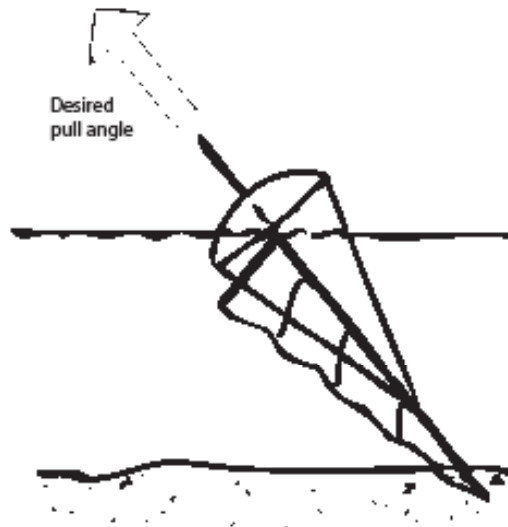
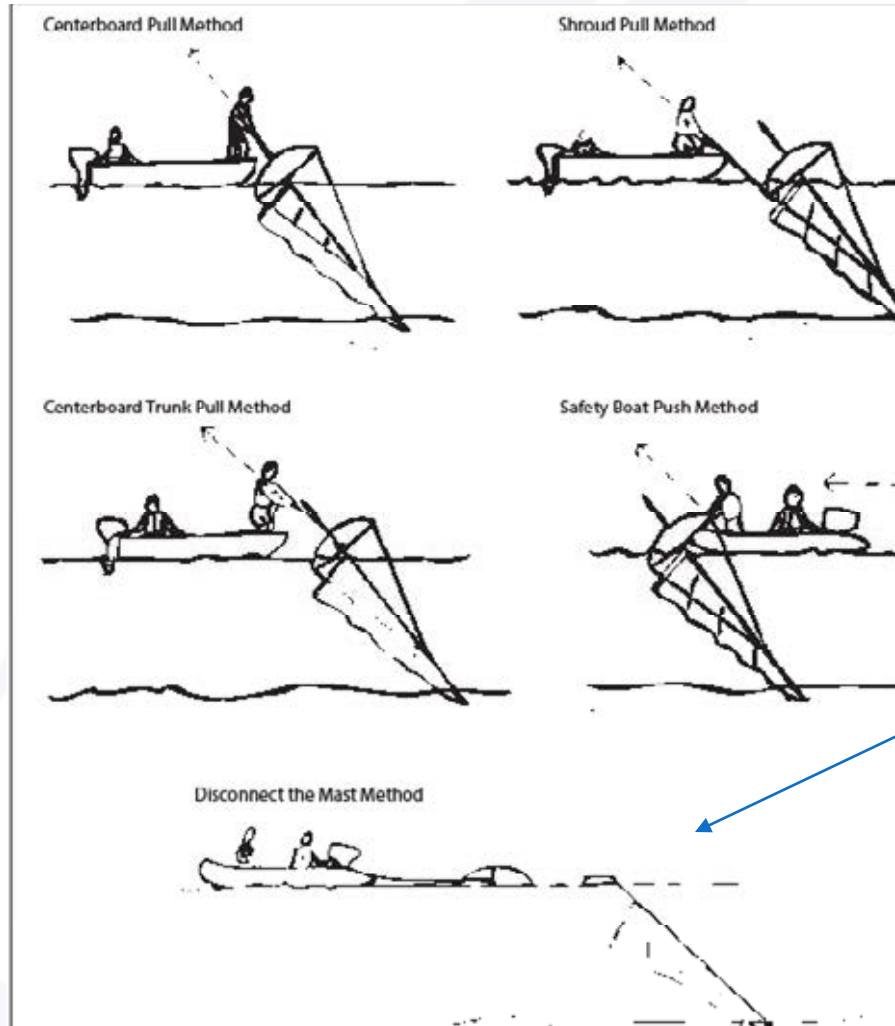


Photo Source: Sail Canada, CANSail 3&4 Instructor Candidate Manual [6]



Not Recommended

Common Maintenance Issues

The following are minor maintenance issues that coaches should expect to experience during a career on the water.

1. Water in the Fuel

Symptom: Engine Cranks but will not start, or starts briefly but stalls when any throttle is applied.

Solution:

- i. Drain fuel tank and replace with fresh fuel.
- ii. Empty all fuel from fuel line (can be done by pumping the float ball while holding the quick-connect fittings open at both ends.
- iii. Empty the fuel filter/strainer and allow to dry.
- iv. Re-install all components and crank engine on with high idle throttle until it starts.

Common Maintenance Issues

2. Corroded Battery Terminals

Symptom: Engine will not crank. Operator believes that the battery is dead, but charger indicates that it is fully charged.

Quick-Fix (e.g. on the water):

- i. Jiggle terminals left and right one at a time, and then try to re-start motor.

Solution:

- i. Remove battery terminals 1-at-a-time.
- ii. Spray terminals with electric parts cleaner (or similar).
- iii. Wire-Brush Terminals
- iv. Apply a corrosion inhibitor
- v. Re-install terminals and tighten securely.

Common Maintenance Issues

3. Broken Control Cables

Symptom: Engine will start, but will either not shift into gear, or will shift but has throttle control.

Solution: Recommend Professional Repair.

4. Broken Steering Cable

Symptom: Engine turns one way, but not back the other way.

Solution: Recommend Professional Repair.

5. Defective Bilge Pump

Symptom: Bilge pump will not operate.

Solution: Try cleaning the pump first, if no improvement, replace with similar model per manufacturers' instructions.

Review of Objective:

To present and discuss various aspects of coach boat operation from both an organizational and an individual coach's perspective.

References:

- [1] Transport Canada, “Standard for Recreational Boating Schools,” Transport Canada, 13-Dec-2016. [Online]. Available: <https://www.tc.gc.ca/eng/marinesafety/tp-menu-515-tp15136-4401.html>. [Accessed: 01-Dec-2018].
- [2] Transport Canada, “Small Commercial Vessel Safety Guide - TP 14070 E (2010),” Transport Canada, 14-Feb-2018. [Online]. Available: <https://www.tc.gc.ca/eng/marinesafety/tp-tp14070-3579.htm>. [Accessed: 27-Nov-2018].
- [3] Legislative Services Branch, “Consolidated federal laws of canada, Small Vessel Regulations,” Canada Occupational Health and Safety Regulations, 19-Nov-2018. [Online]. Available: <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2010-91/>. [Accessed: 27-Nov-2018].
- [4] Transport Canada, “Bulletin No.: 02/2011,” Transport Canada, 23-Mar-2017. [Online]. Available: <https://www.tc.gc.ca/eng/marinesafety/bulletins-2011-02-eng.htm>. [Accessed: 27-Nov-2018].

References (continued):

- [5] Safety, Rescue and Support (p. 30), by United States Sailing Association, 2000, Portsmouth, RI: United States Sailing Association
- [6] Sail Canada, CANSail 3&4 INSTRUCTOR CANDIDATE MANUAL. 2013.

Photo Reference: N. barbieri, *Lake Ammersee with sailboats*. 2007.
https://upload.wikimedia.org/wikipedia/commons/e/e3/-_Ammersee_-_Sailboats_.jpg

Coach Boat Operation

Julian Howarth

Learning Facilitator/Coach Developer

julian@howarthsailing.ca

Appendix: Sail Canada Communication Date May 23th 2018 (Full Text)

Coach Boats

A number of concerns have been raised concerning the status of coach boats with respect to the Canada Shipping Act and Small Vessel Regulations. Transport Canada has provided the following clarification with respect to Sail Canada Coach Boats.

Transport Canada Marine Safety and Security (TCMSS) has reviewed all the documentation that you have provided us in regards to the operations of your Association.

We view the coach boat is a work boat and not a passenger carrying vessel. Which means under the Marine Personnel Regulations Part 2 Section 212 Table 1 states the Pleasure Craft Operator Card (PCOC) will be valid for the "Operator, vessel of not more than 8 m in overall length that is not a passenger-carrying vessel and that is engaged on a voyage not more than two nautical miles from shore (except tugs)"

This means Sail Canada will have to ensure all of their coaches are properly trained and certified before they operate the coach boat; the coach boat is not operated more than 2 nm from shore; and the coach boat meets the regulatory requirements.

If there are cases where the coach boat needs to operate outside of the two nautical miles, we require Sail Canada to provide Transport Canada the specific location, details of the coach boat and a brief description of the operations. We will review these cases and provide guidance as required.

Note: Under this interpretation you will not be able to use the coach boat to transport students except in the case of emergency. As a workboat you will be expected to equip the vessel with the safety equipment required for a pleasure craft. Additional equipment for work boats includes the following:

- a fire extinguisher - 1A:5B:C if not more than 6 metres;
- flares - 3 if not more than 6 metres, excluding smoke;
- a first aid kit - as per Transport Canada specification or provincial regulations governing workers' compensation, with the addition of a resuscitation face shield and two pairs of examination gloves if the kit is not required to contain them.