

Boats and Safety Report, December 5, 2014

-Fran Charles, MIT Sailing Master

Head Injuries in College Sailing

Last December at this meeting we had unanimous approval by the membership in attendance to request ICSA to consider pursuing the following initiatives:

1. Head Trauma Education for coaches which includes recognition of symptoms, behavior expectations, and following medical protocol.
2. Consider adopting a collegiate dinghy class rule which has an FJ gooseneck height that is 4" higher than current east coast FJ boats. (West coast booms are already 4" higher with a shorter luff length.)
3. Consider a sponsor who might pay the cost to retrofit existing spars with a 4" splice \$30 and 20 minutes labor per spar

ICSA implemented posting an online American Red Cross course for recognizing and reacting to student athletes with head injuries. Discussion in Park City led to several teams wishing to experiment with the higher gooseneck for the 2014 seasons. Harvard and MIT continued to experiment with the spliced on extension through the seasons.

Discussion points for the membership today-

Should NEISA implement a rule change for FJ boom minimum height at a time in the future which might allow for a phase in period?

Texas Galveston has implemented the following changes in their 420 rigs. MIT and Northeastern have implemented a higher gooseneck on their new FJs. They also require all users of both rec sailing and varsity teams to wear helmets at all times.

What has your university done to make sailing safer and reduce head injuries for students? Does anyone have plans to make their equipment safer in 2015?







