

Lessons learned from Kielder accident

Following the full investigation made by the RYA, the report into the tragic double fatality at Kielder Water in July 2009 is now available on the [website](#).

The fatalities occurred when the crew became trapped in the trapeze wire beneath her capsized Laser Stratos. The helm drowned while struggling to free her.

Both the MAIB and the RYA have commended the club's valiant efforts. The accident happened during a club race and followed a seemingly straightforward capsizing to leeward. Having fallen on the rig, the crew somehow became tangled.

Following our investigation, the following recommendations were made.

- Dinghy sailors involved in a capsizing should always consider going straight to the

centre board or dagger board to prevent inversion and allow time for any entrapment to be resolved, either by the sailor or by the patrol boat crews.

- Entanglement in trapeze wires or other elastic cordage has featured in several accidents and we should continue to warn sailors about the potential hazards.
- Patrol boat crews should

consider practising how to deal with inversions and the recovery of casualties into their specific patrol boats. In addition, patrol boat crews should consider how they might perform CPR in the confines of their patrol boats.

- Dinghy sailors should be encouraged to use centre board / dagger board elastic tie backs or tie downs, or

other effective mechanisms in addition to existing centre board brakes, as a way of preventing board retraction during inversions.

- We should review our training programmes to highlight the prevention of inversion as a priority during capsizing drills.
- We should continue to promote appropriate training in powerboat handling, safety boat handling and first aid to help patrol boat crews respond in the event of an incident.
- We should update information available to clubs regarding race management and organisation and promote this on the website and in our training courses.

As a result of the report, a number of manufacturers including RS and Laser have taken steps to improve their centre board retainers and update their advice to owners.

