

Brixham Yacht Club

SAFETY STANDARD OPERATING POLICY AND PROCEDURES for Heritage Regatta

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References:

1. RYA Safety Boat Management Manual

Related Documents

1. BYC Club Sailing Risk assessment
2. BYC list of Regatta Officers and contact details
3. BYC officer rota
4. BYC handbook including the Sailing Instructions (Sis) and Special Sailing Instructions (SSIs)
5. Missing Persons Plan
6. Major Incident Crisis Management Plan

1. Introduction

Standard safety sailing Instructions confirm that a boat accepts that it is entirely responsible for her own safety. Nevertheless, the RYA has developed operating procedures as guidelines for good practice in the overall management of the safety of all those competing in RYA-organised events. This document reflects that document where relevant.

This document sets out the procedures to be used as the basis for managing the Safety resources in order to reduce the inherent risks associated with sailboat racing to a level as low as reasonably practical (ALARP).

2. Objectives

The Objective of the Safety Plan is to provide efficient, competent safety cover, whilst maintaining the principle that all yachts shall be self-sufficient and responsible for its own actions.

3. Overall Organisational Structure

Overall safety management at any Brixham Yacht Club Event is the responsibility of the Event Officer, from the time the first participant is permitted to go on the water until the time that all the competitors are off the water and have been accounted for.

The Event Officer (RO or Regatta Officer) has absolute authority to employ all the resources available to them as they see fit, and to direct the work of all those assisting.

For Brixham Yacht Club yacht events there is no specific Event Safety Officer (ESO) or Course Safety Leader (CSL). Responsibilities normally undertaken by an ESO or CSL will be that of the RO. There are no rescue craft or Mother boat as the yachts are assumed self-sufficient.. It is the sole responsibility of the owner / skipper for the safety of the boat and its crew. It is also the sole decision of the owner / skipper whether to launch, sail or continue to sail. It is the sole responsibility of the owner / skipper to ensure that the boat and its crew are suitable to sail in the conditions that it may encounter.

There will usually be a boat either club launch 'Shuttle' or a minimum of 1 rib for the purpose of ferrying crew to and from their yachts in harbour. This boat may be available to assist on the sailing course if required; but it is / they are not a designated rescue boat(s) and the existence of such a boat does not reduce the owner / skippers responsibilities listed in these and other event documents.

4. Radio Procedures and Call signs

The VHF channel monitored by Brixham Yacht Club RO, clubhouse and 'Shuttle' or rib and the competitors is 37M. In specific circumstances the channel may be changed to 8, 72 or 77 as instructed by the RO. It is the sole responsibility of the boat and its competitors to maintain a watch on the designated VHF channel.

NB. Radio transmissions should be kept to a minimum to prevent clutter.

5. Positions of Safety Boats during a Race

Even if 'Shuttle' or a rib is afloat during racing it will not be positioned as a rescue boat on or off the race course.

6. Personnel and Equipment

'Shuttle' or the rib should have a minimum of one competent adult aboard with a minimum of RYA powerboat level 2.

If there are 2 or more personnel in a boat one of the crew should be prepared to enter the water to aid a rescue. There will be no maximum number of crew but Safety Boats should not be overloaded with crew and should be able to accommodate a minimum of 5 additional sailors. It should be unusual for a boat to have more than three crew members. The RO may withdraw a boat from the area if he feels that it is inappropriately crewed.

It is not normal to require or provide on-the-water medical support

Essential Equipment which should be carried by 'Shuttle' and or rib:

1. Adequate fuel for approx. 4 hours on the water use.
2. Fully functional VHF radio which should operate for 4 hours (this may require spare batteries).
3. A sound generator (whistle or fog horn).
4. Compass
5. Anchor and warp suitable for the race area.
6. Sharp knife, preferably serrated and easily accessible.
7. Kill cord and spare, which must be used by the driver at all times when underway.
8. Life Jackets for the crew, to be worn at all times.
9. Safety Tape to identify abandoned boats.
10. Paddles and bailer.
11. Drinking Water.
12. Tow rope (preferably made of floating line) and towing bridle.
13. Waterproof first aid kit and survival bag or thermal protective aid.
14. Distress Flares: - 2 orange smoke and 2 pinpoint red or 2 day/night flares.

Desirable Equipment, which should be carried on 'Shuttle'

each course:

1. Wire Cutters, to cut away rigging.
2. Tool kit
3. GPS location equipment
4. Torch
5. Spare radios

7. Operational Guidelines

1. All Yachts are to report to the RO prior to the warning signal the number of crew on each yacht. The crew number for each yacht shall be recorded by the race officer and be available for emergency services in the event of a missing persons search.

8. Guidelines for retirements

1. All retirements from racing are to be notified to the RO.

9. Guidelines for use in fog.

1. If fog arrives prior to the start of a race – RO postpone racing. Fleets are Advised to stay in the vicinity of the harbour.
2. If fog arrives during a race – RO decide to shorten or abandon racing.

10. Guidelines for use when strong winds and / or large seaway arrive

1. If strong winds and / or large seaway arrive prior to the start of a race – RO postpone or abandon racing.
2. If strong winds and / or large seaway arrive during a race – RO agree to shorten or abandon racing if boats appear to be struggling with the conditions.
3. In the event of a knock down / capsize, RO to monitor the situation as best is practical. RO to issue a Pan Pan or call the coastguard on VHF Ch.16 if he is concerned about the safety of the boat or crew.

11. Emergency guidelines

In the event of an emergency occurring (injury to a sailor or anyone at sea supporting the event, structural damage endangering the safety of a boat or its' crew in the event, etc.), the RO or the first boat on the scene should inform all stations on VHF using the code words **"Pan Pan" and its location.** The yacht or any boat nearest to the "Pan Pan" boat's location should immediately proceed to help. All other stations should minimize radio traffic. The RO, who should immediately assess the situation, may call appropriate support including the coastguard and Torbay lifeboat to the scene, assist in stabilizing it. Any boat should, if absolutely essential, request the Emergency Services to attend, however this is best done by the RO. If necessary, the casualty should be taken ashore in an appropriate boat, but probably in the yacht she is competing in to the Emergency Drop off point to meet up with the Emergency Services. For yachts with keels the emergency drop off point is 'Western Lady' Steps (TQ5 8AJ), where there is 24hr access to the shore via a gate which if locked is controlled by the harbour office or the 24hr night security officer (01803 851854) and VHF Ch14. In extreme Southerly wind and sea conditions it may be quicker to take the casualty to the alternative drop off point which is on 'Haldon Pier' pontoon in Torquay (TQ1 2BG). Both drop off points are suitable for keelboats and are not restricted by tidal height. In the event that a crew member is reported missing assumed in the water the coastguard is to be called immediately on VHF Ch.16. The missing persons plan is to be invoked ASAP. An Emergency is only declared closed when the situation has been resolved, the danger has been removed, the damaged boat made safe or the casualty evacuated to the safety of the shore. The RO informs all stations that the Pan Pan is Cleared.

12. Injuries and fatalities

1. The first responder shall report any injury considered more serious than non-urgent including suspected Hypothermia to the RO as soon as possible.

2. All accidents and related injuries must be logged in the BYC accident book located in the club house. In the event of a fatality follow the major incident crisis management plan.

Appendix 1

List of Abbreviations

BYC Brixham Yacht Club

RYA Royal Yachting Association

ISAF International Sailing Federation

ESO Event Safety Officer

CSL Course Safety Leader

ALARP As Low as Reasonably Practical

ED Event Director

RO Regatta Officer

SIs Sailing Instructions

SSIs Special Sailing Instructions

Appendix 2 Emergency contacts

Tel 999 request “Coastguard”

Police 101, Brixham Yacht Club 01803 853332

Torbay landing points: Oxen Cove TQ5 8AR (BYC)

Astra Zeneca slip TQ5 8BA

Brixham Ferry Pontoon TQ5 8AJ

Paignton Harbour TQ4 6DT

Torquay Harbour TQ1 2BG

Torbay Hospital 01803 614567, Ambulance HQ 01392 261500