NCSC Open meeting Safety Officer & Team

The Safety team are key to the safety of the club's water users. They need to operate their craft in a safe manner and assist water users who get into difficulties. Rib Drivers must have attended the club Safety Boat Handling Course. The designated Safety Officer has the authority to advise the Race Officer to curtail or postpone racing if the he or she consider the Safety boat resources are inadequate to cope with conditions on the water.

On the day of your duty

1. Please arrive one and a half hours before the first race starts so that you and the boats are well prepared and ready for duty
2. Dress for the weather on the water and have Waterproofs & Buoyancy aid. Crew must be ready to enter the water if necessary. Remember, on a light-wind day you may be sat for long spells observing sailing, with risk of discomfort from cold and / or sunshine. You must wear closed-toe footwear with straps, laces or zip to keep them on. Buoyancy aids and wind-proof overalls are available in the Safety store.
3. Open the key box in the club-house corridor with your club key for:-
    - Rowing boat keys
    - Committee boat (Triton) keys.
    - Safety Boat keys (2 during the main summer series, 3 during Spring and Winter series)
    - Fuel Store key (keep locked unless filling the fuel tanks).
    - Safety Equipment Store key
    - Rigiflex keys are kept in the fuel store
4. Row out to one of the safety boats, unlock and start engine (there is a guide to starting and unlocking on the Bosun's notice board)
5. Bring the rowing dinghy back to the shore if it might be needed to get another safety boat out during the race.
6. Bring all Safety Boats to the pontoon and check them
7. Leave Triton (Committee boat) on its mooring until the Race Team are ready. It shouldn't be brought alongside pontoon to minimise damage

Boat Checks:

- Controls and engine running correctly
- Radio aboard and operating (handheld if fitted radio not in service)
- Fuel tanks full
- Tubes pumped up hard (hand & electric pumps in Safety store – 2psi)
- Paddle, Throwing line & Towing line on board
- 1st aid kit, thermal blanket, spare kill cord & tool kit – in safety box behind seat
- Knife available
- Fire Extinguisher on board

Test drive each boat to get used to the conditions. Eg practise picking up a buoy by driving into the wind. Use the wind to slow the boat rather than using reverse to stop.

Pre-Race Briefing

Race Officer briefs the Rib Drivers & crews on safety considerations and the race plan. Check everyone is confident they can assist in rescuing sailors from the water. Identify parts of the lake where capsizes likely and where Safety Boats will be stationed to observe the racing area (usually gybe marks).

Agree which boat will set the line marks and which will move course marks (A, X or T). At Open events the large inflatable orange buoy W is used for the first (windward) mark. If a Leeward gate is required two black inflatable buoys are stored under the clubhouse. They may require re-inflating. Note the course and the race timings. For pursuit races agree how finish line will be created between boats and ship blue flag on a staff (kept in Race Office).

Re-test all radios when away from the shore.

Team Personnel

There must be a full Safety team (Driver & Crew per Safety boat) and 3 boats covering the Open event. Note that Safety boats covering RYA Training courses cannot be shared with the Race team to provide cover for missing or inexperienced Safety crews. They can only be called upon to assist in an emergency. If more personnel and / or additional RIBS are needed due to adverse weather conditions seek volunteers as soon as possible by asking people on the shore, posting a notice and broadcasting on the Tannoy. Rib drivers must be tagged as such on Sailing Club Manager and can be checked using the Race Office computer if unsure.

Coach Boats

If conditions require more safety resource the Race Officer may request Coach boats attending the race which are properly manned according to club rules to act as additional Safety boats. In these circumstances the Race Officer is solely responsible for directing them and shore based observers should only communicate with the RO.

Observation

The Safety Boats need to be positioned so that the whole lake is being observed and any capsize or incident can be attended quickly. There are two red buoys that can be moved into a safe area to moor to.

DO NOT keep cruising around the lake unless it is too windy to moor safely.

Sailors in the water; 5 minute target. 10 minutes maximum

The safety target is to assist people out of the water within 5 minutes with a maximum immersion time of 10 minutes. If at any point **all** the Safety boats are attending incidents whilst other sailors are in the water and in difficulties the Safety policy becomes **people only**. The Race Officer broadcasts this over the radio (**Eg "Rescue Sailors, not boats"**). From then on Safety crews must **leave boats where they are** and broadcast on the radio when they **have a sailor out of the water.** They must insist people in the water allow themselves to be assisted into their rescue boat so that it can attend other sailors in difficulties. Once everyone is out of the water and Safety boats are available sailors may be returned to their craft and helped to right them in order to continue sailing. Sailors who are cold or shocked may be temporarily disembarked on Triton if it is closer than the club landing stages. First aid & blankets are stored in the cabin.

Attending incidents

If anyone appears to be in difficulties do not hesitate to offer assistance. If they are unresponsive assume they do need help and proceed to rescue them until it becomes clear they are capable of continuing unaided. Prioritise rescuing sailors over the recovery of capsized craft. If they are injured, shocked or cold, transfer all crew members into your boat and bring them to Triton or the shore. Please disembark them on the pontoon used by Sailability next to the Flying 15 launch ramp. The ramp connecting it to the shore is far safer than the Aquadock pontoon, particularly when water levels are changing. Ensure someone on the shore will take care of them before returning to duties.

Approaching capsized boats
If you are required to rapidly extract a sailor who is holding on to their craft the safest and quickest way to approach is bow-on to the bottom or side of the capsized hull at low speed. The safety crew should be in the bow ready to hold on to the capsized boat when contact is made. The propeller should be as far away from the sailor and their craft as possible and the engine switched off as soon as the boats are secured together. If possible the sailor should pull themselves round to the side of the safety boat ready to be recovered. The measure of success is how long it takes for the sailor to be lifted from the water, preferably with negligible damage to craft.

Bringing Sailors on board
Most sailors require assistance from the driver and crew of a RIB to get on board. Once the sailor is able to reach the RIB the driver should stop the engine and move to a position to hold the sailor by their arms or shoulders. The crew should lift the sailor by the waist so they can bring their legs over the side. If the sailor cannot be recovered deflate the sponson nearest them to reduce the height they have to be lifted. Once they are aboard the RIB driver should restart, report to the RO and clear the capsized craft.

On Red Safety (Pioneer) the crew should ensure they know how to lower front ramp and reach sailors in the water. They must take care to use minimum force pulling sailors into the boat to avoid injury from the ramp itself. Be careful of the sides of the ramp which can entrap limbs.

Bringing boats to shore
If the crew are unable to sail their craft back to shore after capsizing or a gear failure, a safety boat may tow or carry the craft back to shore **provided** the other safety boats are available for rescue duties and conditions are unlikely to worsen. At all times the safety team must prioritise providing assistance to those at risk of personal injury. This may mean abandoning a tow and leaving empty (probably capsized) boats to drift on the lake. A condition of members entering NCSC events is that they accept the associated risk to their property. You must inform the other safety boats that there is an abandoned craft on the lake, where and what it is.
If conditions are adverse, the Safety Officer may instruct the safety team not to tow boats ashore until a race ends and all competitors at risk are ashore.

Priorities
The priorities for the Safety team are never in doubt and are in the following order:

1. Safety of yourself and your crew
2. Safety of crews being rescued
3. Safety of other crews
4. Prevention of further damage to disabled boats and windsurfers
5. Recovery of disabled or capsized craft
6. Assisting the Race officer to set the course.

Conditions
Before and during races if you consider conditions are too difficult for the safety team to provide adequate cover contact the Race Officer and agree action, eg abandonment, shorten course, postponement or additional Safety boats.

After Racing programme complete
- See End of Duty check list below
- Report any damage to boats to the Bosun by text, phone call, QR code or email ASAP. Complete a paper record on one of the report forms in Race Office

If you have any questions, please contact the Bosun (07710 325539)

For the latest updates go to www.ncsc.org.uk/safety/

End of Duty Check List

Safety Boats (Ribs & Pioneer)

1. Clipped to mooring buoy via Carabiner to D-ring on the outer bow
2. Engines raised
3. Fuel tanks left full
4. On correct mooring
5. Secure boat with chain padlocked to D ring inside boat at bow
6. Remove Keys, Battery isolator & Kill cord from boat, hang in key cupboard
7. All equipment stored away neatly
8. Cover on and secured

Rigiflex

9. Raise engine fully before coming towards slip way and launching trolley
10. Secure boat on trolley and store under clubhouse
11. Lock boat using padlock and heavy duty chain round clubhouse pillar
12. Remove Fuel Tank refill and place in Fuel store
13. Remove Safety Equipment, anchor, keys, kill cord and secure on hook in fuel store

Triton Committee boat

14. Flags on hooks inside the cabin.
15. Course board, Buoy numbers and other equipment stowed in cabin
16. Moor on white round mooring buoy using a rope bridle through the hoop
17. Lock via chain to D-ring on foredeck using chain on grab buoy
18. Turn engine off with key
19. Switch off both isolators (below driver's seat)
20. Close Windows, lock cabin with Chubb key.
21. Slot rectangular plate in back gate slots
22. Remove Keys from boat. Hang in club key cupboard

Ashore

23. Lock rowing dinghy to pillar under the clubhouse with chain also through oars
24. Hang oversuits and lifejackets in safety equipment store
25. Lock safety equipment store
26. Lock fuel store
27. Lower Club flag from mast and hang on hook in Race office
28. Put hand held radios on charge (in Race office). Make sure radios switched off
29. Switch off race office radio
30. Ensure all keys, isolators and killcords are put away in the key cupboard.
31. Assist Race officer to fill in report
32. Lock Key cupboard or check Race Officer will lock it.

Thank You