

NCSC Safety Team

The Safety team are responsible for operating their craft in a safe manner and assisting water users who get into difficulties. Rib Drivers must have attended the club Safety Boat Handling Course and be tagged as Safety Drivers on Sailing Club Manager.

On the day of your duty

- Please arrive one and a half hours before the first race starts
- Dress for the weather on the water and have Waterproofs & Buoyancy aid. Remember duty on a light wind day may involve long spells of inactivity just observing the sailing craft 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 waterproofs are available in the Safety store.

All the keys are in the key box in the passage (opened with a club key). You need keys for:

- Rowing boat or Rigiflex
- Committee boat (Triton).
- Safety Boats (2 during the main summer series, 3 during Spring and Winter series)
- Fuel Store (keep locked unless filling the fuel tanks).
- Safety Equipment Store

Row / drive 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),

Bring the dinghy back to the shore if it might be needed to get another safety boat out during the race.

You can then bring in all the other Safety boats and check them. Triton (Committee boat) should remain on its mooring until the Race Team have been ferried out to board it. This will minimise the risk of damage to her hull.

Boat Checks:

- Controls and engine running correctly
- Radio aboard and operating
- Fuel & oil tanks full
- Tubes pumped up hard
- 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 and approaching the jetty

Pre-Race Briefing

Rib Drivers and Race Officer meet and discuss the race plan. Agree which boat will set the line marks and which will move course marks (A, X or T). 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 in use.

Team Personnel

There must be a full team (Driver & Crew per Safety boat) and at least 2 boats (3 in Spring & Winter) covering the races. 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 needed 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.

During the Race

The Safety Boats need to be positioned so that the whole lake is covered, 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 extremely windy

Please ensure all the people using the water at NCSC are safe. 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. If they are injured, shocked or cold transfer all crew members into your boat and bring them to 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.

If the crew are unable to sail their craft back to shore after capsizing or a gear failure, a safety boat may tow the craft back to shore provided other safety boats are not engaged in rescue tasks and are likely to stay free during the tow. 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.

If in any doubt the safety team must prioritise the safety of people over the recovery of capsized craft.

If they deem it appropriate, the Race officer (or Safety officer if appointed) 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 is complete

- Fill Fuel & Oil tanks
- Return and secure all boats to moorings. Fit covers.
- Return Rowing boat or Rigiflex under clubhouse and padlock with chains
- Lower Club flag from Mast and store in Race Office
- Return keys to key cupboard and lock
- Report any damage to boats to the bosun by text, phone call 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)

- Clipped to mooring buoy via Carabiner to D-ring on the outer bow
- Engine fully raised
- Fuel tank left full
- On correct mooring

VERY IMPORTANT

- Secure boat with chain padlocked to D ring inside boat at bow
- Remove Keys, Battery isolator & Kill cord from boat, hang in key cupboard
- All equipment stored away neatly
- Cover on and secured

Rigiflex

- Raise engine fully before coming towards slip way and launching trolley
- Secure boat on trolley and store under clubhouse
- Lock boat using padlock and heavy duty chain round clubhouse pillar
- Remove Fuel Tank and secure on hook in fuel store after filling
- Put kill cord & key in clubhouse key cupboard

Triton Committee boat

- Flags removed & stored in Race Office.
- Course board, Buoy numbers and other equipment stowed in cabin
- Moor on white round mooring buoy
- Lock via chain to D-ring on foredeck using chain on grab buoy
- Turn engine off with key
- Remove Keys, Battery isolator & Kill cord from boat. Hang in club key cupboard
- Close Windows, lock cabin with Chubb key.
- Close back gate

Ashore

- Lock rowing dinghy to pillar under the clubhouse with chain also through oars
- Hang oversuits and lifejackets in safety equipment store
- Lock safety equipment store
- Lock fuel store
- Put hand held radios on charge (in Race office)
- Switch off race office radio
- Ensure all keys, isolators and killcords are put away in the key cupboard.
- Assist Race officer to fill in report
- Lock Key cupboard or check Race Officer will lock it.

Thank You