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## **Safety and Technical Bulletin related to the**

### **Competitors, Scrutineers & Clubs where a Canopied boat is raced**

#### **Wording of Bulletin**

In the interest of safety any person competing in offshore racing in a 508 compliant canopied and restrained boat is strongly advised of the inherent dangers which exist if the vessel capsizes and the potential time either a Rescue or Diver's boat could take to reach you given the length of most offshore courses and the limited cover generally perceived to exist at such events.

#### **Advice to the Competitors**

Driver and Navigator are strongly recommended that they attempt to fully understand the rapid disorientation and life threatening submersion that follows when a boat capsizes at either cornering or full racing speeds. It is widely believed that controlled Dunk tests do not prepare most competitors for the speed and potential shock that result from an unplanned capsizing.

Although not stipulated in the 508 rules it is strongly recommended by the RYA that you use a Full Time Air supply system when racing a Canopied boat in the UK. The reliance on being able to manually connect to an Air supply following an incident is potentially fraught with the assumption of being both uninjured and/or conscious.

You are instructed to ensure that Boats are fully compliant with the requirement as stipulated in the UIM 508 rules and that you can operate the safety devices installed to aid your rapid escape in the event of capsizing!

The positioning of canopy release pins, lights, air and the disconnection of intercom leads must be considered for when you are inverted, not when you are sitting on level water.

The security and retention capability of your safety harnesses must keep you in the seats when inverted, if not tight, you could be wedged upside down on the canopy that you are trying to open! The early release of a safety harnesses could jeopardise your escape.

You are strongly recommended to wear the wet suit as stipulated in PB1/E41(a). Not only will a wet suit offer a modicum of bodily protection it will reduce the effect of cold and shock if you are dumped in the cold waters of our fair shores.



If you compete in a canopied boat with TWO lids, one each for the Driver and Navigator you are ~~strongly advised to ensure that the release mechanisms operates both the lids when activated~~ by either occupant ensuring that the lids are released by the fastest means and most able if either occupant is unable to release themselves?

Where fitted, any strapping designed to limit the opening of a canopy lid **MUST** be disconnected when racing.

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### Request to Clubs OOD's and Safety Officers

At any event which includes Canopied boats, the Safety Officer must ensure that **rescue boat crews and divers** are made aware of the locations of safety release mechanisms on canopied boats by way of a safety briefings and practical demonstration on **each** of the boats participating. This requirement should be considered a mandatory safety requirement.

### Instructions to event Scrutineers for 2008

Scrutineers are instructed to pay specific attention to the requirements in 508 rules for canopied boats, if there is any doubt to the compliance of these rules scrutineers must not pass the boat suitable to race unless corrective actions have been complied with prior to racing.

Although not a specific item in 508 rules, scrutineers must ensure that any canopy restricting strap is **removable** and that competitors are advised to ensure these are disconnected prior to racing.

Competitors in canopied boats should be made to demonstrate that all safety devises can be easily reached.

This bulletin is aimed at covering the issues raised by Val Bryant following his representation to the RYA and to cover what the SAT committee feel is common sense for this type of craft.

Michael R King

Chairman SAT – RYA.

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