



Safe Racing and Safety Boat Qualifications

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RYA Safety
Your role within the safety fleet
Safety Boat Course



Factors :-

- Prompt attendance at Capsizes
- Course Configuration
 - Trapezoid
 - Triangle Sausage
 - Windward/Leeward
- Weather
- Tide
- Wave Conditions
- Tactical Reserve

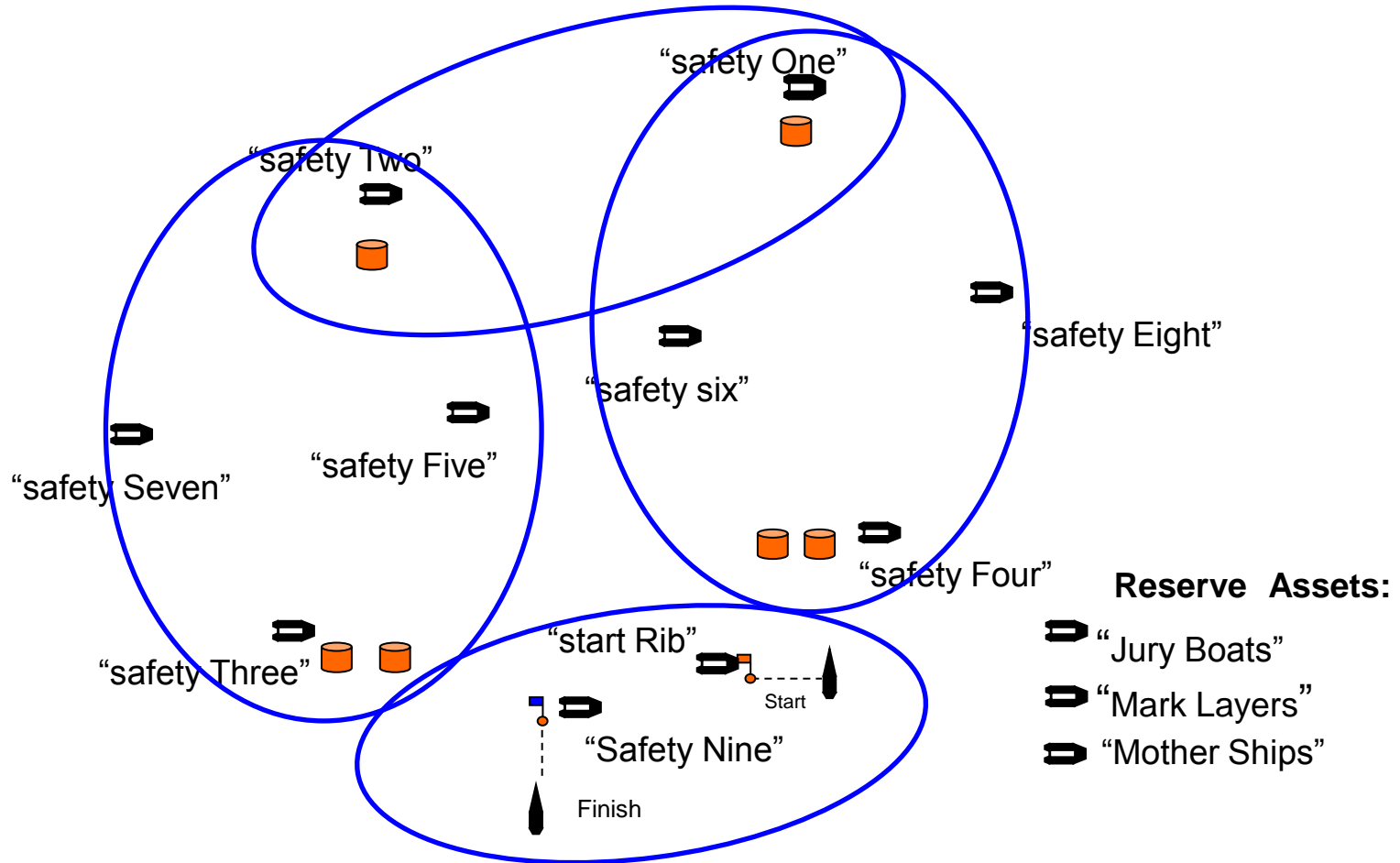


Prompt Attendance at Capsizes

- “Prompt” depends on dinghy class, competitors and conditions.
- Stand off and count heads
- Go in if heads missing or signalling for help.
- Faster downwind than upwind!
- Difficult to see upwind especially if raining

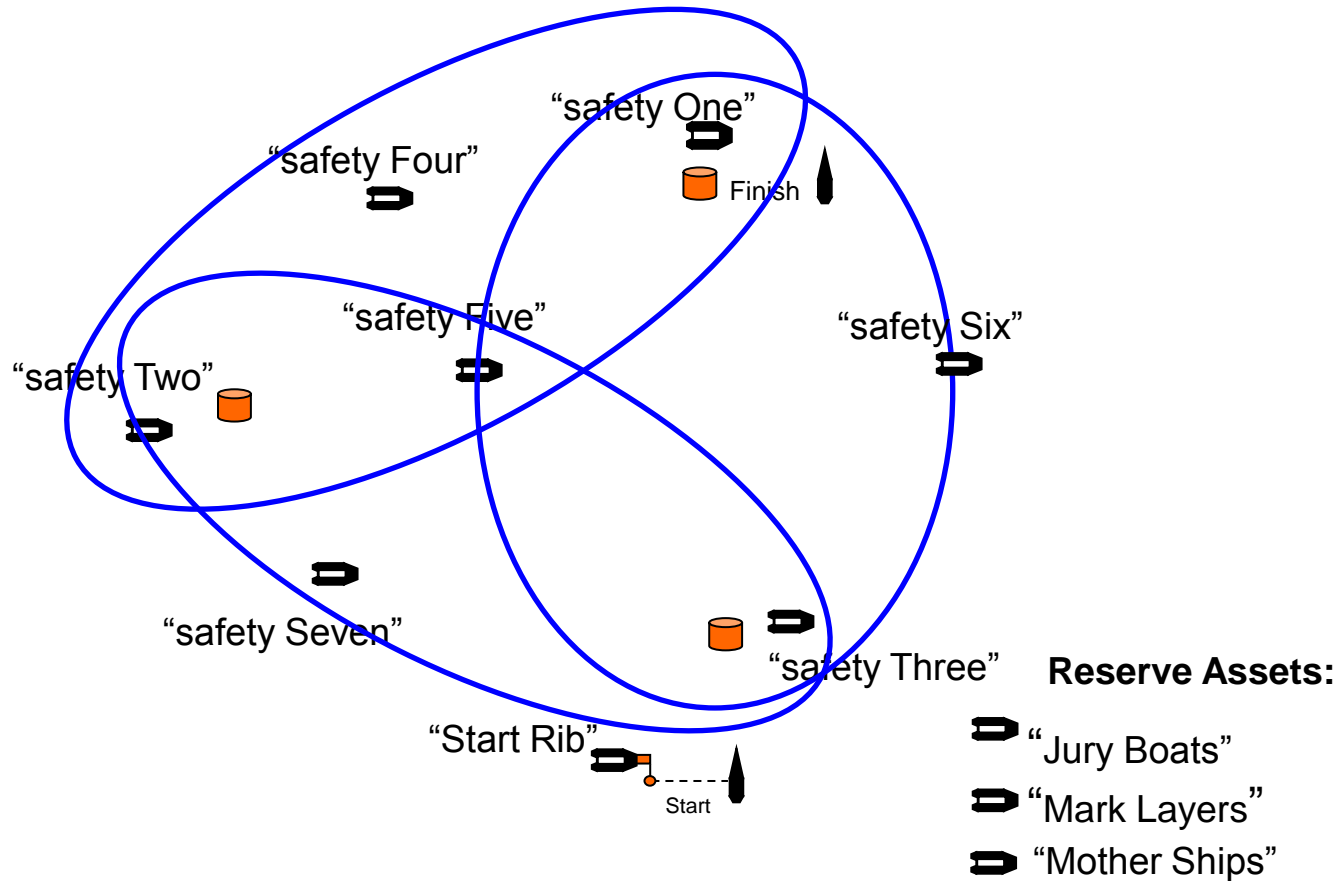


Trapezoid Course



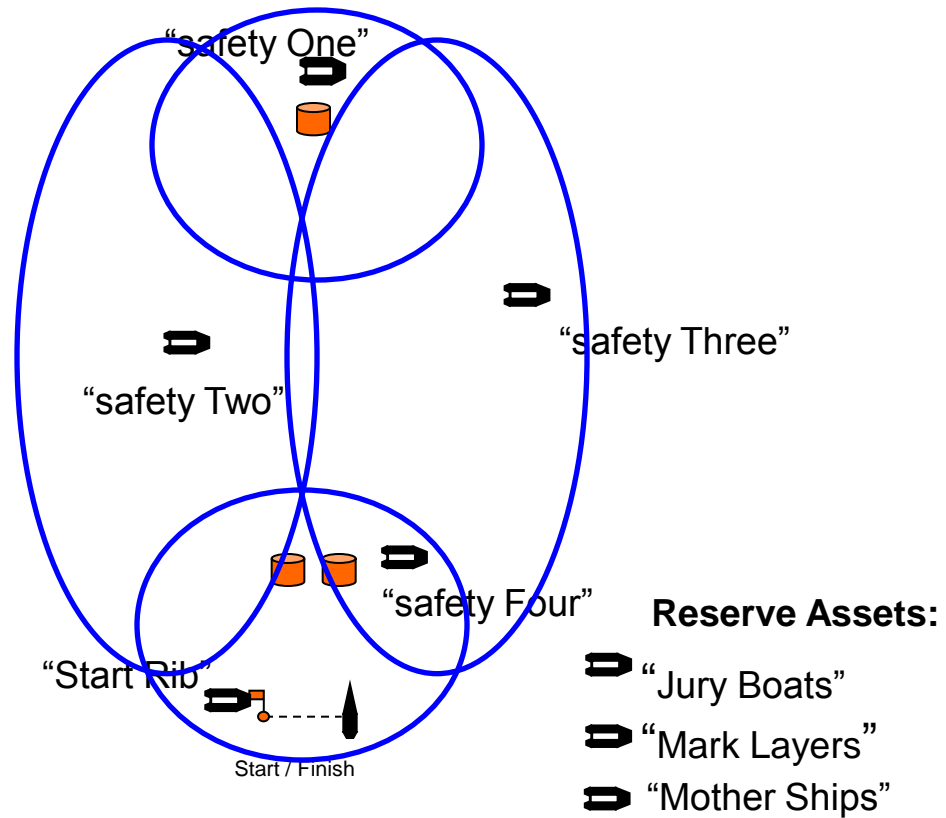


Triangle Sausage Course





Windward / Leeward Course





Tactical Reserve

- Retirees etc
- Injured competitors
- Cover way in/out
- Sudden worsening of conditions
- “Gold/Silver Fleet” to send in weaker competitors
- Launch fleets sequentially
- Marklayers/Judges



RYA Safety Boat Course

Assumed knowledge	Basic understanding of sailing boats and windsurfers. RYA Powerboat Level 2 certificate must be held prior to this course
Minimum duration	2 days
Minimum age	16
Course content	Preparation, boat handling, dinghy rescue, windsurfer rescue, kayak or canoe rescue (can be covered as theory), towing, end-of-day procedures, safety, suitability of craft, local factors, communication, rescuing other water users
Ability after the course	Able to provide safety or support cover to a range of craft, particularly sailing or windsurfing



On attending a capsized boat

- Crew check?
- Assistance Required?
- Will I put myself and my crew at risk?
- Surrounding area – Significant Risks
- Other boats / crews at greater Risk



Man overboard

- Approach
- Recovery Method
- Safe operation – Engine Off



Capsize Recovery

- Single Hander
- Double Hander
- Multihull
- Windsurfer
- Kite Surfer



What if?

- Entrapment
- Request for assistance from other boat
- Injured Sailor
- The phrase “Code Red”



What If?

- Inversion – Stuck in the Mud
- Lee Shore
- Damaged Boat
- Fleet Wide Safety Issue



Towing – Why and When

- To right a boat
- To enable a boat to sail home
- To prevent damage and further risk
- To return a boat to shore
- Recovering an unmanned boat
- To return a fleet ashore



- Would you be confident in your ability to help with everything we covered?
- Do you know the classes you work with regularly?
- How do you lower the main on a 49er?



Cowes Week Incident

- [BBC News - Yacht and tanker collide at Cowes Week regatta](#)



Additional Precautions and Training

- 2 Cowes Week on the Water Safety Team Trained to assist Southampton Patrol for the 1000m Exclusion Zone.
- 2 Days of Training with in the VTS tower, onboard the Harbour Launch.
- And with the Pilot onboard a ship.









- A scenario you have been involved with?



- **Current situation**

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- You are running an event from a Club on the Hamble River. Racing is taking place in the Eastern / Central Solent. The event is a 1 design 2 person dinghy event.
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- You have an adequate safety fleet and your event is well resourced.
- The weather conditions are 15-18 knots SSW, with a forecasted sea breeze to come in, winds to increase 20-25 knots SW.
- You are on the 1st race of a 3 race day.

- **The Problem**

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- A crew suffers a head injury and requires immediate medical assistance. The location of the incident is near the windward mark of a long windward leeward course, close to Hill Head buoy (North Channel Port Navigation Buoy).
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- The casualty is in and out of consciousness, and as with any head injury there is a reasonable amount of bleeding, the casualty is brought aboard a safety boat. The safety boat crew apply first aid and contact the ESO for assistance.
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- The ESO contacts the Coastguard to advise them of the incident, and to request medical evacuation assistance.
- The Coastguard Helicopter is unavailable, so the Coastguard advise that they have called an ambulance to rendezvous at an emergency landing point and take the casualty to Hospital.



- **The Task**
- where do you think the Coastguard will direct your Safety Boat to rendezvous with the Ambulance.
- Establish some approximate times or distances for the time/distance by water for the Safety Boat to meet the Ambulance, and for the Ambulance's journey to Hospital.
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- What other information should be recorded?
- What other communication would be of use?



- The Coastguard confirms that an Ambulance has been called to meet Safety Boat at West Cowes Trinity Landing Pontoon.
- This is significantly closer for the Safety Boat than returning to The Hamble River saving time. Also the road transit time from Cowes to St Mary's Hospital Newport, Isle of Wight is significantly less than from Hamble River to Southampton General Hospital.
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- This is the kind of knowledge that is vital from the Coastguard to provide to the Event Safety Officer and save significant time to get the casualty to treatment.
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- HillHead Buoy - Cowes Trinity Landing Pontoon – 2.0nm (0.3nm @ 6 knots speed limit)
- Cowes Trinity Landing Pontoon - St Mary's Hospital Newport IOW – 4.3 Miles
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- Hill Head Buoy - Hamble Public Pontoon - 4.7nm (1nm @ knots speed limit)
- Hamble Public Pontoon – Southampton General Hospital – 13 Miles