



Newcastle University Sailing and Yachting Club Safety Policy

Risk Category: One

Last Revised: 09/09/19

Preamble

This document is the official safety policy of “Newcastle University Sailing and Yachting Club” (hereafter referred to as ‘the Club’) in the year 2019/2020. It is complimentary to, and in addition to, the club’s constitution. As such it must be read, understood and adhered to by all club members.

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1.0 General Policy

1.1 Overall aim of the club

The overall aims of the club are to follow the R.Y.A. standard of sailing, to enter a competitive team into suitable events and to promote the sport of sailing to anyone wishing to learn. In doing this, we are expressing intent to provide a safe environment in which to carry out these activities.

1.2 The Committee

Whilst the whole committee is in part responsible for the safety of the clubs’ members. It shall fall upon the following officials to decide upon, implement and enforce the safety policy. They shall hereafter be called the [safety] sub-committee:

- * President – William Hawkins
- * Secretary – Jenny Graham
- * Treasurer – George Haynes
- * Captains – Kieran Graham and Elana St George
- * Social Sailing Captain – Jack Burge, Ruby Ellis and Tom Thirkettle
- * Vice Commodore – Ana Paterson

1.3 Membership

No non-Newcastle University Student’s Union members will be members of the club. This is to comply with NUSU’s insurance policy.

1.4 Safety Declaration

The overall aim of this safety policy is to make sure that all members of the club can enjoy the sport of sailing in the safest possible environment. In doing this, however, it must be recognised that, whilst every possible precaution can be taken, participation in sailing, as with any other water-based physical activity, does have risks, which can be managed, but cannot be avoided.

1.5 Safety Policy and the Members

The sub-committee has a duty to consult the rest of the committee on all safety matters on a regular basis. In addition, the sub-committee will disseminate appropriate information regarding safety to the rest of the members of the club. There will also be provision for ordinary members of the club to raise safety issues with the subcommittee.

The sub-committee shall organise training to further enhance the safety of the Club for those who require it. This shall be reviewed on a regular basis and shall include issues such as first aid, instructing, safety boat driving and other related safety issues.

In writing this safety policy and requiring the acknowledgement of it, the Club expects its members to adhere not just to the letter of the policy but also to the spirit in which it is written.

1.6 Duties of Care

The sub-committee acknowledges the legal and moral duties under which they have placed themselves. In particular, the duty owed to those who are attempting to learn sailing and those less experienced in the local conditions.

1.7 Meeting times

The usual meeting times of each part of the sailing club are as follows:

- * Team racing – Wednesday afternoons and Saturday mornings at Derwent Reservoir Sailing Club
- * Social sailing – Sunday at Derwent Reservoir Sailing Club
- * Yachting – Saturday and Sunday at Royal Northumberland Yacht Club

2.0 Specific Organisational Considerations

Commodore

The Commodore shall have overall responsibility for the safety policy of the club. They shall have the power to convene both the sub-committee and committee on matters of safety. Notice of such meetings shall be, at his discretion, appropriate to the circumstances.

Team Captains

The Team Captains shall, in particular, be responsible for all safety matters in relation to the team. This includes safety on trips away, whilst in transit and whilst at the event.

Social sailing Captain

The Training Officer shall, in particular, be responsible for all safety matters in relation to all sailing done on a recreational basis at Derwent Reservoir Sailing Club by club members and all instruction done for club members.

Yachting Coordinators

The Yachting Coordinator shall, in particular, be responsible for all safety matters in relation to yachting trips and using the yacht owned by the club.

Treasurer

The Treasurer shall, in particular, be responsible for supervising the purchasing and maintaining correct safety equipment for the club and completing the safety grant for the year they are treasurer.

Bosun (Vice Commodore)

Although not a member of the sub-committee, the Bosun does share responsibility for maintaining the seaworthiness of the club's boats. It is their duty to inform the commodore, captain and instructors of any boats which are not in a suitable condition to be sailed at that time.

Secretary

The Club Secretary shall, in particular, be responsible for the inspection of all certificates regarding sailing, swimming and medical matters.

The Rest of the Committee

The rest of the committee shall be responsible for actively assisting to implement and improve this safety policy.

Derwent Reservoir Sailing Club

The club is based at Derwent Reservoir Sailing Club. As such we are affiliated to them and share much of their safety equipment.

3.0 Private Boats

3.1 Club members wishing to sail their own boats do so under the regulations of Derwent Reservoir Sailing Club. Those wishing to use the clubs "Buddy Sailing" system must be registered to the "Buddy System" as detailed in the "Safety Policy" of Derwent Reservoir Sailing Club. The Club will not provide on the water supervision for such boats excepted as defined by the Merchant Shipping Act (Section 5.c part viii).

4.0 Safety Procedures

4.1 Those sailing must have joined so that insurance is in place whilst they are sailing.

4.2 All members intending to sail must complete a swimming test to prove they are competent swimmers in accordance with the Student Unions safety policy. Competency will be assessed by a swimming test run by the Club at the start of term.

4.3 If the member suffers from any medical condition which, as a reasonable person would judge, could affect them whilst sailing then they must declare this before they go sailing. Specifically, they must make sure that the person in charge, on the day, is made aware, confidentially, if necessary.

4.4 All those wishing to instruct must ideally provide RYA (or equivalent governing body) certificates of their competence in such matters.

4.5 All sailors must be aware of who is in charge of sailing activities on any particular day and follow the instructions of the above person.

4.6 The following procedures are specifically for when sailing takes place at Derwent Reservoir Sailing Club. This will be summarised in Appendix A

4.7 All members must make themselves aware of where the first aid kits and telephones are within Derwent Reservoir Sailing Club.

4.8 Placed next to the telephone inside Derwent Reservoir Sailing Club will be a list of emergency telephone numbers. This list will be updated as soon as any of its details change. It will contain numbers for: emergency services, the sub-committee members and Derwent Reservoir Sailing Club contact numbers.

4.9 If sailing without one of the sub-committee then either the Commodore, Team Captain or Training Officer should be notified, by the person who proposes to be in charge, both before and after sailing. In addition, it is that member's duty to satisfy the appropriate officer that it is safe to go sailing on that day. This information must include weather reports for that day, who is going sailing, what boats they intend to sail and any other relevant information.

4.10 Those in charge of the day's sailing have a duty to check the weather reports for that area, on that day, within a reasonably close time of sailing.

4.11 Members who are new to the area but who would be classed as competent sailors should make themselves fully aware of the particular conditions in which sailing takes place at Derwent Reservoir. If unsure on any matters it is that member's responsibility to ask and clarify the issue.

4.12 The medical kit(s) shall be checked, and restocked if necessary, on a regular basis and is the responsibility of the commodore.

4.13 It should be remembered that there should be no sailing between sunset and sunrise except for when participating in an organised event. This will almost exclusively be the participating in endurance racing events.

5.0 Safety While Sailing

(Also summarised in Appendix A)

The person who is in charge on the day of sailing is responsible for making sure that the following rules are applied:

5.1 Whilst on the water all members shall wear suitable buoyancy aids at all times. It should be noted that wetsuits and dry suits by themselves do not suffice as suitable personal buoyancy.

5.2 Suitable clothing and footwear must be worn at all times whilst on the water. This must be appropriate not only to the activity but to the sailing conditions. The wearing of an adequate wet or dry suit is recommended to all members at all times while afloat.

5.3 Whilst sailing there must always be an engine powered rescue boat, on the water, manned by two competent people at least one of which must be a certificated RYA Level 2 power boat driver. There must also be a secondary means of power on board. The only exception to this rule is in accordance with the "Buddy Sailing" system at Derwent Reservoir the details of which are summarised below in Appendix C.

5.4 When there are more than six boats on the water, then a second rescue boat must be present, complying with the same requirements as above. In addition, the number of rescue boats on the water should be appropriate to the number of boats sailing and the weather conditions.

5.5 When driving a rescue boat, a kill cord should be worn at all times.

5.6 The rescue boat must carry the following items: a means of summoning help (radio or other suitable device), towing lines, emergency buoys, an anchor, oars and a bailer.

5.7 All members should be aware of the statutory provisions affecting them whilst on the water. In particular s.422 Merchant Shipping Act in respect to the legal duty to assist another vessel in distress. Also, that it is the responsibility of the person in charge of each vessel as to whether to launch or not and subsequently whether to remain sailing.

5.8 All sailing boats must have adequate drainage equipment on board.

5.9 All sailing boats must have adequate buoyancy so that it will float when fully inverted or fully swamped

5.10 Members must use their experience to evaluate whether the weather and sea conditions are suitable to their particular skill and experience.

5.11 Members must also evaluate their boat to make sure it is full working order.

5.12 Once sailing, members must decide whether they, and their colleagues, are fit to continue sailing either after any incident or from continued exposure to the weather conditions.

5.13 Team sailors are permitted to sail at Derwent Reservoir in compliance with the Buddy Sailing System at Derwent Reservoir Sailing Club. It is only permitted if more than two boats are present and the weather conditions are deemed appropriate by the captain in charge. Everyone wishing to partake in the Buddy System must have signed on in the Buddy System book in the sailing club. **This is only an option for experienced and under no circumstances should it happen at social sailing sessions.**

6.0 Incident procedures

6.1 An incident, for the purposes of this safety policy, is defined as an event, which did, or could have caused, significant injury to persons or which did, or could have caused, significant damage to boats or other equipment.

6.2 All incidents must be reported to a sub-committee member at the earliest practicable opportunity or within 24hrs whichever is sooner.

6.3 Within 72hrs of the incident all persons directly involved must fill out an incident report form. When filling it in take care to include all conditions, which may have had any bearing on the incident, involved. This must include some indication of the weather and sea conditions and your opinion on how the others involved in the incident acted.

6.4 Following this the sub-committee will read the reports and decide if any further action is to be taken. This will include further inquiry into the incident resulting in revising this safety policy, disciplinary procedure in line with the Clubs Code of Conduct, informing the Athletic Union or other appropriate measures.

7.0 Safety Guidelines

- * Do not take unnecessary risks.
- * The first thing to identify in any given emergency situation is to ascertain whether all those sailing are safe and well. It must be remembered that signs of concussion, hypothermia, over exertion and low blood sugar levels will be less easy to spot but could be as dangerous as other problems
- * When bringing everyone into shore from sailing in a hurry it is advisable to give priority to those who are less experienced and will usually be wearing less adequate clothing.

7.1 For Away Trips

- * Every person who is going away on the trip in question must fill in a trip form. These must then be filed with the Athletic Union, ideally a week in advance.
- * All drivers must comply with the Athletic Union rules regarding the driving of cars, vans and minibuses.

7.2 For Team Members Whilst Racing

- * Members of the team shall be considered to be competent and have at least a working knowledge of the current I.S.A.F. Racing Rules of Sailing.
- * Emphasis is placed on rules
 - * **1.2** - Lifesaving equipment and personal buoyancy
 - * **4** - Decision to race
 - * **14** - Avoiding contact
 - * **40** - Personal buoyancy
 - * (These are all contained in Appendix D)
- * 7.3 Due to the competitive nature of team racing boats in close proximity the risk of collision is increased. **It is the responsibility of team members to strenuously avoid collisions and, where this is impossible, seek to ensure that injury/ damage is minimised, if not avoided completely.**
- * If any equipment is damaged or stops functioning properly such that it could result in there being a danger to racing safely then it must be brought to the attention of the individual in charge on the day and Bosun.

7.3 For the Club Chartering Yachts

- * In the event of the club chartering yachts, no person shall be allowed to skipper the yacht without the necessary qualification or experience and approval of the yachting coordinator. The minimum qualification for a skipper is either the Royal Yachting Association (RYA) Day Skipper Practical Course or above 1,000 miles of suitable experience.
- * In all situations where the club has appointed a skipper, then they shall have overall responsibility for the vessel and all of its crew, including the assessment of all the safety and emergency equipment onboard.
- * In addition to the skipper, all vessels shall have a minimum of two competent crew members onboard at all times, as approved by the yachting coordinator.
- * No vessel shall exceed 10 nautical miles from a coastline.

8.0 First Aid

8.1 First Aid kits are available in Derwent Reservoir Sailing Club and Royal Northumberland Yacht Club

8.2 The first aid procedures of Derwent Reservoir Sailing Club and Royal Northumberland Yacht Club must be followed at each site

8.3 Instructors as a requirement must have a RYA First Aid qualification. It is their duty to keep this up to date and inform the duty instructor if their first aid certification expires.

9.0 Equipment

9.1 As a general rule, equipment will be inspected at every training session and social sailing session.

9.2 Anyone who notices a breakage while sailing the boats must report it to the bosun or a member of the sub-committee who will then update the online maintenance document.

9.3 A breakage will be repaired as soon as possible as coordinated by the bosun.

9.4 A boat that is not deemed to be safe will not be sailed

9.5 All safety clothing owned by the club shall be kept up to date by the secretary. They are responsible for completing the safety grant each year to maintain this clothing.

10.0 Revision of the Safety Policy

10.1 This safety policy will be reviewed and subsequently revised on an annual basis with the aim of reinforcing the safe environment already prescribed

10.2 All members should approach a member of the sub-committee with any proposals for updating and improving this safety policy which will then be brought up at the next committee meeting.

10.3 All revisions shall be implemented upon a majority vote by the Clubs committee

10.4 At the end of each academic year the current sub-committee shall hold a meeting with the succeeding one. At this meeting the new sub-committee should raise any issue contained herein which they need clarifying. Also, the overall safety record of the club over the past year shall be reviewed and the results of any incident proceedings summarised.

11.0 Publicising the Safety Policy

11.1 An up-to-date copy of Appendix A shall be displayed at all times in the following places: the notice board inside Derwent Reservoir Sailing Club.

11.2 An up-to-date copy of this safety policy shall be available on the club's Facebook group and website.

12.0 Declaration (All officers must sign)

12.1 As a Club Official I agreed to abide by and enforce the rules and policies as set out in the Safety Policy Document.

- President – Will Hawkins.....
- Secretary – Jenny Graham.....
- Treasurer – George Haynes.....
- Captain – Kieran Graham.....
- Vice-Captain – Elana St George.....
- Yachting Captain – Alex Hutchings.....
- Yachting Captain - TBC.....
- Social Sailing Captain – Jack Burge.....
- Social Sailing Captain – Tom Thirkettle.....
- Social Sailing Captain – Ruby Ellis.....
- Social Secretary – Katie O’Farrell.....
- Social Secretary – Doug Jackson.....
- Vice President/Events-coordinator/Bosun – Ana Paterson.....

Appendix A: Sailing Club Safety Policy Summary

The following is a summary of the main points contained in the relevant sections of this policy.

- * All participants must be capable swimmers and shall have their ability tested.
- * Suitable buoyancy aids shall be worn at all times when on the water.
- * Suitable clothing and footwear must be worn at all times when on the water.
- * The Commodore, Team Captain or Training Officer must be informed before you go out sailing and on your return.
- * A powered rescue boat must be launched and manned by two competent persons at all times whilst sailing.
- * The Harbour Master must be contacted for all Shipping Information during the days sailing the Clubs yacht.
- * The rescue boat must carry the following items: a means of summoning help (radio, flares or other suitable devices), towing lines, a space blanket, emergency buoys, an anchor, oars and a bailer.
- * All sailing boats must have adequate draining equipment on board.
- * All sailing boats must have adequate buoyancy so that it will float when fully inverted or when fully swamped.
- * All members must make themselves aware of where the first aid kits and telephones are located within Derwent Reservoir Sailing Club.
- * There must be no sailing at night unless participating in a formally organised event with sufficient safety cover.
- * If an incident should occur then it must be reported to a sub-committee member at the earliest opportunity, at least within 24hrs.

Appendix B

Summary of Team and Transportation Rules

The following is a summary of the additional considerations that must be taken into account by those who are travelling to/from and participating in events.

- * Every person going away must fill in a next of kin form.
- * All drivers must comply with the Athletic Union rules for car, van and minibus driving.
- * Team members must be aware of the relevant I.S.A.F. rules, which will apply whilst racing.
- * It is the team members decision as to whether they launch, continue to race and/or sail.
- * Team members will have regard to themselves, and their colleagues, as to whether they continue to be fit to continue racing at all times whilst racing.
- * Team members must take all precautions to avoid collisions and minimise damage to persons and equipment.
- * Team members should check their boat to make sure it is fit for racing in the conditions and any problems should be reported to the Team captain and Bosun

Appendix C

Derwent Reservoir Sailing Clubs Safety Policy

1 Purpose

1.1 To ensure:

- * That all members are aware of how and when the club provides safety cover to its members.
- * That all members are aware of their responsibilities to ensure a safe sailing environment for themselves and others.

2.0 Policy

The safety policy of Derwent Reservoir Sailing Club is based on the following principles:

2.1 The Safety of all members and visitors while on the water is of the utmost importance and the safety of people rather than craft is the first priority in any situation.

2.2 Everyone has a responsibility to provide assistance to anyone in danger.

2.3 Each club sailor has a duty of care for his or her own safety and is solely responsible for taking the decision whether or not to sail by taking due consideration of the prevailing and forecast weather conditions, the water temperature, any advice obtained and his or her own abilities and experience. Where the sailor is a child the decision is the responsibility of the parent or guardian.

2.4 All club sailors must fully comply with safety rules laid down by Northumbrian Water and DRSC. To this end, sailing is only permitted within club opening hours when a suitably manned and equipped safety boat is prepared and available to provide a response when required. Sailing is NOT permitted at any other times.

2.5 The club management committee seek the co-operation of all volunteers and members to make reasonable effort to encourage safe and responsible behaviour.

2.6 The Safety Team Leader will at all times be responsible for safety on the water and thus all operational decisions in respect of this. Members who wish to discuss operational policy or procedures should contact the clubs Water Safety Coordinator.

2.7 Complaints about the conduct, competence or performance of safety crews should be taken up in the first instance with the Safety Team Leader. If the complaint is not resolved satisfactorily it should be presented in writing to the Water Safety Coordinator and ultimately to the Club Commodore.

3.0 Provision of Safety Cover

Cover will be provided as follows:

3.1 "On Water" safety boat cover will be provided at all times while Club or Open Meeting racing is taking place. For the purposes of this policy, "on water" safety boat cover means that at an appropriate number (see item 4.1) of safety boats will be manned and afloat while racing is in progress.

3.2 During periods of casual sailing, i.e. when racing is not taking place, "Watch Cover" will be provided and a safety response given as necessary. During these periods, members are *advised to remain within Sailing Area A* so that they may be in clear view of safety crews at all times. Sailing areas are identified in the safety/race office window. For the purposes of this policy, "watch cover" means that a safety boat will be prepared and ready to attend if required however safety crews may NOT be afloat while sailing is in progress.

3.3 Watch cover will be provided on Wednesdays from 1pm – 7pm and on all other days where the sailing diary indicates casual sailing.

4.0 Operational Safety Procedures and Practices

4.1 The ratio of safety boats to competing boats shall be at the discretion of the Safety Team Leader and Water Safety Co-Coordinator. This ratio may differ subject to the classes of boat/s racing, the experience/ability of competing crews and/or the prevailing or forecast weather conditions.

4.2 In the case of junior competitors, DRSC policy is that the ratio of competing boats to safety boats shall not exceed 10:1

4.3 Weather conditions. The club advises members that they should not sail if they are in any doubt about the suitability of the wind and weather conditions. In the event of adverse weather conditions, the club may provide members with guidance about access to the water by means of red and/or black flags which will be flown from the club house mast.

RED FLAG: Experienced helms only.

BLACK FLAG + RED FLAG: Experienced windsurfers only. No dinghies

BLACK FLAG: No sailing for any members.

4.4 Boats charged with responsibility for providing safety cover to racing fleets will have on board or be under the direct supervision of at least one properly trained and RYA qualified safety boat coxswain at all times.

4.5 Safety boats may not be operated unsupervised by any club member or member of staff who does not have a RYA National Powerboat (Level 2) certificate as a minimum qualification.

4.6 In the event of multiple capsizes, safety boat crews will prioritise their duties as follows

- 1) Safety of crews/persons being rescued
- 2) Safety of other crews in need of rescue
- 3) Prevention of further damage to disabled boats/windsurfers
- 4) Recovery of disabled or capsized boats/windsurfer
- 5) Assistance with race management duties

4.7 In the event that a sailor is unable to right a capsized craft unaided and there are numerous other boats capsized, and the safety boat does not immediately attend, it may be that the safety crew are dealing with other more urgent priorities. In these circumstances, sailors are advised to remain with their craft. If possible, sit on top of the upturned hull and await recovery. **MEMBERS ARE STRONGLY ADVISED NOT TO ATTEMPT TO SWIM ASHORE** as unmarked and abandoned boats may cause false alarms and cause a danger to other water users in need of rescue.

4.8 Throughout the duration of a recovery operation, a capsized boat or windsurfer should be deemed to be under the control of the safety boat and its crew should listen carefully and follow the instructions given by the safety boat coxswain.

4.9 If sailors require urgent assistance or in the event of a medical emergency, or an entrapment situation, sailors should immediately signal for assistance by waving in an appropriate manner.

4.10 At least one on water safety boat will carry a first aid kit at all times. At least one member of each safety boat crew will be trained in first aid and will provide emergency assistance where required. Where more urgent medical assistance is required the priority for safety crews will be to recover casualties to shore without delay.

4.11 Safety boats will carry VHF radios at all times. In the event of an on-water emergency, other shore or committee boat-based radio users are required to refrain from unnecessary VHF use in order that priority can be given to radio traffic between safety crews and emergency services.

4.12 A shore-based VHF radio will be available in the Safety Office or with the Club Bosun at all times while racing is in progress.

5.0 Your responsibilities as club members

5.1 As club members you have a duty to both yourself and other members as regards safety.

5.2 You can improve your own safety situation by:

- * Understanding and complying with water safety guidance provided by the club.
- * Seeking advice from the safety crew where you are uncertain about conditions.
- * Not sailing in conditions beyond your competence.
- * Remaining within advisory sailing areas during watch cover periods.

5.3 Your duty to other members includes:

- * Helping or getting help for anyone you see requiring it on the water
- * Alerting the Safety Crew to any situation that you observe which may need attention

6.0 Safety Guidance Notes for Club Members

6.1 Buoyancy aids must be worn by all persons at all times when on the water. Buoyancy aids which conform to the 50N (CEN standard) standard are recommended. This applies to members participating in sailing/racing activities or performing OOD or other race management and support activities. Compliance with this rule is the responsibility of the individual or the supervising parent or guardian.

6.2 The use of personal buoyancy for competent, experienced windsurfers is a matter of personal choice. However, novice windsurfers are advised to use a suitable buoyancy aid which conforms to the 50N (CEN standard)

6.3 Protective clothing must be worn by all persons when sailing between the dates of 1 November and 31 April inclusive. Protective clothing means either a full wetsuit or a full dry suit. Windproof garments, such as spray suits, may be worn in addition to the above but, by themselves, do not provide the necessary protection. Compliance with this rule is the responsibility of the individual or the supervising parent or guardian.

6.4 All boats are required to have suitable buoyancy and must carry an appropriate level of third party liability insurance cover. Please see the club rules or seek advice from the Sailing Secretary for further guidance on these matters.

6.5 Advice to members regarding sailing areas during periods of watch cover is for guidance only. Members may sail where they wish but in accordance with the DRSC Water Safety Policy, they do so at their own risk.

7. Disclaimer

7.1 Derwent Reservoir Sailing Club Limited has an excellent safety record and our continued access to Derwent Reservoir is dependent on this record being maintained.

7.2 While the club committee will continue to exercise a duty of care to all sailors, it is accepted by members as a condition of their membership that while sailing at DRSC, the safety of a boat and its entire management, including insurance, shall be the sole responsibility of the person in charge who must ensure that the boat and its crew are adequate and competent to cope with the conditions which may arise during the course of a race or races. Neither the club sailing Instructions, this Safety Policy nor any inspection of a member's boat undertaken as a requirement by prescribed rules or procedures limits or reduces the absolute responsibility of the owner, or person in charge for the helm, crew, boat and its management.

7.3 Derwent Reservoir Sailing Club subscribes fully to the guidelines detailed in RYA Publication G28; Boating Safety on Reservoirs, Lakes and Gravel Pits and subsequently, the Health and Safety Executive guidelines which require that all clubs to be aware of the need to ensure that safety is taken seriously and that individual members have a particular responsibility for ensuring their own personal competence

Appendix D
Summary of Relevant I.S.A.F. Rules

Rule 1.2: Life-saving Equipment and Personal Buoyancy

A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, unless her class rules make some other provision. Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions.

Rule 4: DECISION TO RACE

A boat is solely responsible for deciding whether to start or to continue *racing*.

Rule 14: AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way or one entitled to *room*

a. need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room*, and

b. shall not be penalized unless there is contact that causes damage.

Rule 40: PERSONAL BUOYANCY

When flag Y is displayed before or with the warning signal competitors shall wear lifejackets or other adequate personal buoyancy. Wet suits and dry suits are not adequate personal buoyancy.

Appendix E

Amendments to the Safety Policy for Yachting

Club members wishing to sail a boat not the property of the club does so under the regulations of the club that they are sailing out of, or at the discretion of the owner of the vessel.

All members must make themselves aware of the location and operation of all safety equipment aboard and ensure it is of an appropriate standard for the vessel concerned.

Members who are new to the area but who would class as competent sailors should make themselves fully aware of the particular conditions in which sailing takes place. If unsure on any matters it is that members responsibility to ask and clarify the issue.

Sailing may take place between the hours of sunset and sunrise as long as navigation lights are shown as required by the international regulations for the prevention of collisions at sea, (part c and technical annex 1).

The wearing of personal buoyancy as RRS 1.2 Lifesaving equipment... "Each participant is individually responsible for wearing personal buoyancy adequate for the conditions" However at the request of the skipper buoyancy must be worn.

It is suggested that vessels used must comply with RORC offshore special regulations section 3.

If any equipment is damaged or stops functioning properly such that it could result in there being a danger to sailing safety, then it must be brought to the attention of the skipper and the owner of the vessel. In the case it is the Clubs yacht, the bosun must be informed as soon as possible.