

Safety Officer Duty

Safety cover is provided for all lake users on the water during the duty hours. These are 10:00 to 16:00 during British Summer Time (or until final race is finished if this is later). During winter months, cover is only provided for race times. Please arrive in good time to prepare the boats and equipment.

Accessing the safety boats

Rowing out

The blue & white rowing boat is designed for two but easier for one person to use. Have someone watch your progress and wear appropriate clothing & buoyancy aid. Take boat keys, fuel tank with kill cord and a radio.

At cage

Clip to the metal ring on the starboard side of cage. At the entrance untie the Dory securing rope and allow it to drift out. When alongside, lift fuel aboard & step into Dory – leave the oars safely stowed in the rowing boat. Connect fuel line & lower engine fully. Match the key fob to the boat number, use the killcord and make sure the boat is out of gear or it won't start. Check the 'telltale' cooling is running once the engine is started then use the killcord to stop the engine and check its correct operation.

Once the safety boat is moored near the Start Hut, check the necessary equipment is on board – items maybe under the seat, steering console and front locker.

- Fire Extinguisher
- Anchor and rope
- Waterproof box containing first aid, throwing rope and other small safety items
- 1x Towrope
- 2x Paddles
- Metal Ladder

Always have a second safety boats prepared and tied alongside in case it is needed.

Preparing for duty

Check the radios are charged and working and display channel M2.

As part of the team you will follow the OODs instructions, setting out start marks and any extra temporary markers. Be aware of the course layout because it may help you identify possible turns where capsizes are likely. The OOD and AOD will be watching the race, but the SO and ASO should be in a position where they can see all lake users.

To maintain safe cover the safety crew should be in the boat on the water, but if the wind speed is less than 5mph then the boat can be tied alongside the Start Hut provided they can still see all the lake users and the crew remain with the boat.

If conditions are poor a second crew drawn from volunteers should be used – liaise with the OOD. If conditions mean you are not able to maintain a safe environment, the SO

can request a halt to racing via the OOD or order individual boats off the water if they are demanding too much crew time with repeated capsizes.

Safety crews are expected to take charge of any incident and **must attend every capsizes**: you should speak to the sailor(s) to determine if they are able to help themselves or need your assistance. Safety cover is for people, not boats, but if time permits and your help is requested, you can help sailors right their boat – often by simply taking the painter rope and keeping the dinghy pointed upwind. Remember that a sailor may be disorientated by their swim and need a few minutes to reorganise rudder and ropes.

Obviously you will need breaks during the day so liaise with the OOD to make that provision.

You should be mindful of the wash created by your boat by avoiding high speeds close to shore when possible and keep to the recommended 25m distance from fishermen.

At the end of the day, before putting the Safety Boats away, you should inform any boats still on the water that safety cover is ending by speaking to them.

Replace race equipment back on the racks in the Bosun's locker. Liaise with any training group to see if Dorys are still needed or otherwise park them back in the cages. Record any breakages or equipment problems with the OODs report in the Start Hut.

Returning last Dory

Have someone to watch your progress and safe return. At cage entrance, attach fender & rope to front cleat of Dory. Raise engine, remove fuel can, radio & key. Draw Dory into cage & secure to the cleat.

As part of the duty team, you should see if help is needed to tidy the club house or other areas.

Assistant Safety Officer Duty

The same hours apply to the ASO, but the role is to support the SO and to be the second pair of eyes and hands. It is not necessary for the ASO to be qualified for PBL2 and if not should not drive the powerboat unless under supervision (see main Club rules).

You should familiarise yourself with using the handheld radios as the SO will not be able to respond to calls while driving.

As ASO you may be required to help recover MoBs, setting up the ladder and helping sailors into the safety boat after a capsizes. You may also be needed to help right a capsized dinghy, so apart from appropriate clothing, a pair of protective gloves is recommended.

As part of the duty team you will be required at the end of the day to help tidy away race flags and other club equipment.

WSC
June 2021