

## **SAFETY BRIEFING**

- a) All crew must read and acknowledge understanding of the NoR Risk Assessment.
- b) The person in charge and their deputy shall be identified before participating in racing.
- c) Coastal hazards to navigation exist in the racing area(s). Safe navigation of the boat is the crews' responsibility.
- d) Competitors are reminded that patrol boats are not provided; therefore it is a condition of racing that all RDYC boats shall carry a VHF radio and a means of returning to the river (i.e. an engine or support boat).
- e) The safety equipment for the intended race area shall be identified. All equipment must function properly, be regularly checked, be suitable for the size and intended use of the boat, and the crew appropriately trained in its use.
- f) In the first instance, a yacht shall try to rectify a minor safety incident itself, without recourse to external help.
- g) If the safety incident cannot be rectified immediately by the boat itself, and always in the event of a man overboard, the yacht shall call for help, e.g. by VHF radio Channel 37a (M1).
- h) All competitors are bound to render assistance on receipt of such a call – RRS Rule 1.1.**
- i) Yachts rendering assistance will be entitled to claim redress (RRS 61.1(a)).
- j) If the victim yacht decides that help from another yacht is unlikely to rectify the situation, or help is not forthcoming, then the yacht shall escalate the situation by calling the Coastguard on Channel 16. A MAYDAY should be used if there is imminent danger to life. A Pan-Pan (urgency) call is appropriate to inform the coastguard of the problem and what you are doing about it. It will speed the response if you later issue a MAYDAY.
- k) If a casualty has to be transferred ashore, unless instructed otherwise, the best access to the shore/ambulance is the inner visitors' pontoon at Darthaven. If giving directions to the ambulance service, postcode **TQ6 0SG** can be used. The Harbour Master has a reserved space here which is kept vacant. DHNA river officers are on duty (until 1900 in April and October and 2300 between May and September) and can be contacted on Channel 11 to help with berthing.

## Examples of Safety Incidents

- a) Man Overboard 1 Squib loses crew overboard. Helmsman turns around and recovers crew without incident. Unless pick up is immediate, call on 37 to all yachts to standby. Remember to stand everyone down after successful pick up.
- b) Man Overboard 2 Squib loses helmsman overboard; crew unable to sail the boat back to pick him up. Crew puts out call on 37 to all yachts.  
**If the victim yacht decides that help from another yacht is unlikely to rectify the situation, or help is not forthcoming, then the yacht shall escalate the situation by calling the Coastguard on Channel 16.**  
If the nearest yacht returns swiftly and picks up casualty then a call to the Coastguard may not be required. Yacht puts a man on the Squib to sail it home, or assist in towing.
- c) Dismasting Yacht dismasted. Call on 37 even if it appears not needed as dismasting should be clearly visible to others. Nearest yachts render assistance. Casualty towed home if engine disabled.
- d) Serious Head Injury on Squib The priority here is to get the casualty ashore as soon as possible. Transfer to a faster vessel is desirable, so a call on 37 for help is a sensible first step. A call on 16 to the Coastguard is recommended so that they can coordinate with an ambulance. If the casualty has been transferred to one of the larger cruisers, the cruiser is likely to get ashore before the lifeboat can attend. Unless instructed otherwise, the best access to the shore/ambulance is the inner visitors' pontoon at Darthaven. The Harbour Master has a reserved space here which is kept vacant. As an alternative, the Town Jetty can be used.

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