



Dinghy Racing - Safety Policy

SWSA DINGHY RACING - SAFETY POLICY

Under the recent DETR "Code of Practice" the SWSA Dinghy¹ sub-committee has carried out a risk assessment of SWSA Dinghy Racing events. You are asked to note and comply with the following policy resulting from the risk assessment, as appropriate.

SWSA Dinghy Sub- Committee

- a) To appoint a Host Club for each event.
- b) To inform VTS/QHM of all events, start times and the likely race area.
- c) To make available via the SWSA website a copy of this safety policy and its associated risk assessment.
- d) The risk of collision involving sailboards during a race shall be mitigated by setting courses which minimise close interaction of sailboards and monohulls/cats. (Setting of standard courses will normally be carried out during the SWSA dinghy sub-committee meetings).

Competitors

- a) No starter will be accepted without the SWSA being in receipt of a signed entry form. The SWSA reserve the right to refuse/cancel an entry on safety grounds.
- b) Competitors are reminded of their responsibility to start, or continue a race, taking into consideration their level of equipment, crew ability and experience
- c) Competitors are reminded of their responsibility to their crew over safety issues, including provision, instruction, location and use as appropriate, particularly in respect of buoyancy aids, dangers of ropes and booms, illness, capsize and entrapment, safety procedures and man over board (M.O.B.) procedures.
- d) Competitors and safety boat crew should make themselves aware of local harbour bye Laws and Notice to Mariners.
- e) All competitors to wear personal buoyancy.
- f) Competitors in a particular class are to keep clear of other class starts. Competitors seen to hinder other class starts may be disqualified, at the discretion of the race officer.
- g) Competitors are reminded of their obligation under the ISAF racing rules of sailing to give all possible help to any person or vessel in danger.

Race Officer

- a) To liaise with other race organisers in the same area and choose/alter courses/start times to minimise conflict with other fleets.
- b) Set a start line of sufficient length to safely cope with the number of starters, so as to minimise the likelihood of start line collisions.
- c) Set a course to minimise conflict with commercial vessels.
- d) Be aware of hazards that can arise from large spectator fleets in Southampton Water in connection with major events.
- e) Sailboards will have a separate start, after all other fleets
- f) At all times during the race, the race officer is to ensure an even distribution of safety boat resources across the race course.
- g) If necessary seek advice from VTS and or HMCG as appropriate, contact details as below:

¹ Unless otherwise stated, references to dinghy includes monohull dinghies, small catamarans and sailboards



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Southampton Harbour Master (call sign Southampton VTS) – VHF Ch 12, Tel 023 8060 8208
Southampton VTS out of office hours – 023 8033 9733
HMCG (Lee on Solent)- VHF Ch 67, Tel 023 9255 1775 (operations room)
Anti-Terrorist Hotline – 0800 789321

Safety Boat

- a) A Club hosting an SWSA dinghy event will provide an equipped and crewed safety boat(s) suitable to the needs of the local area and event.
- b) All safety boats to be equipped with a marine VHF radio(s)
- c) Safety boat crew to be aware of potential danger of collision with merchant ships when competing boats enter a shipping lane and be prepared to render assistance if necessary.
- d) Safety boat crew to be aware of the potential danger of hypothermia to competitors and if hypothermia or a general medical emergency is suspected evacuate casualty to the host club's clubhouse immediately and summon medical assistance.
- e) Safety boat crew to wear personal buoyancy at all times.
- f) Safety boat crew to be aware of the hazard of entrapment following a dinghy capsize and to quickly assess the crew location following capsize (e.g. for a double hander, ensure that 2 crew are visible).
- g) Any safety boat crew wishing to move outside of the race area (e.g. to return to shore to effect a repair to the safety boat) must advise the race officer before doing so.

Specific safety boat guidance relating to sailboards

- a) Focus on the sailboarder when approaching, ensure his head is visible and is clear of the rig.
- b) Be aware of the propeller when approaching the sailboarder and stop engine if recovering
- c) Be aware of UK windsurfing Association (UKWA) guidance to sailboarders which advises:
 - If in need of non-urgent assistance (sit on board and cross arms)
 - If in need of urgent assistance (sit on board and raise arms)
- d) Carrying an additional pick-up buoy and anchor is advantageous as it may allow the board and rig to be quickly anchored, hence facilitating the rapid removal of a sailboard competitor to shore.
- e) Be particularly vigilant with regard to SWSA's requirement to wear personal buoyancy.