
Duties of the Safety Officer

CONTENTS

1. On Arrival	1
2. On Departure	1
3. Prepare Safety Boats.....	1
4. When a Boat Capsizes.....	2
5. Inversion – Trapped Crew	2
6. First Aid & Medical Support	3

1. On Arrival

- 1.1. Get the boathouse/fuel store keys. They are located behind the door jamb in the bosun's store. The bosun's store is the first room to the right from the access corridor located between the ladies changing room and the galley (kitchen). The bunch you need is attached to a white buoyancy ring.
- 1.2. Unlock the boathouse. Unlock the water gate – you may find that the gate securing chain is connected to a boat securing chain and the whole thing padlocked to a securing ring attached to the building fabric.

2. On Departure

- 2.1. Return the boat to where you found it. Ensure that it is in a clean and tidy state ready for the next user.
- 2.2. If the boat is stored in the boat house, ensure that it is secured with a chain to the fabric of the building. Ensure that the water gate is closed and likewise secured.
- 2.3. Do not remove any keys or safety kill cords. They must be left in place on the safety boat ready for the next user.

3. Prepare Safety Boats

- 3.1. Normally either the Dory or Rigiflex (one or both will be in the boathouse) are to be used as the Safety Boat. On certain days, when these boats are in use for other activities, it will be necessary to launch the RIB which is stored in the Nissen Hut (ensure that the engine is fully tilted up before launching).
- 3.2. Refer to separate starting and operating instructions to be found in each safety boat. Check fuel levels.
- 3.3. Check that the boat is equipped with a paddle, anchor and rope together with a rope for towing. An emergency knife should also be located onboard.
- 3.4. You must ensure that you are on hand to man the safety boat at all times. It is not normally necessary to cruise around the mere during sailing unless it is extremely windy, in which case subject to the sailors abilities & types of boats sailing it may be advantageous to be on the water ready.
- 3.5. In windy conditions a second volunteer in the safety boat can be a help.
- 3.6. All occupants of the safety boat must wear a buoyancy aid.
- 3.7. **IN AN EMERGENCY YOU MUST BE PREPARED TO ENTER THE WATER TO AFFECT A RESCUE. EITHER WEAR APPROPRIATE CLOTHING OR BE PREPARED TO GET WET!**
- 3.8. At the end of the day return all equipment to the as found condition. Boats should be mopped out if dirty.

4. When a Boat Capsizes

- 4.1. Most people cope very well when they capsize, after all it is part of sailing and it is one of the skills that most people want to learn how to deal with. However do not assume that all is well.
- 4.2. Even the most experienced sailors can get into difficulties during a capsize or during recovery. You **MUST** go to a capsized boat as soon as possible after it has capsized to ensure that all is well.
- 4.3. Do not assist unless asked, racing competitors usually wish to finish a race. However keep a careful eye on what is happening, people use up a lot of energy very quickly, particularly if the water is cold.
- 4.4. If you consider that people are becoming too tired or cold you should encourage them to receive help. Young children should be taken onto the safety boat as soon as is possible and taken ashore if it seems that they are cold. Leave the dinghy until later.
- 4.5. The inadequately dressed sailor, not wearing a wet suit in cold or near freezing water is at considerable risk. The figures are - 4 minutes in freezing water before chill sets in - 20 minutes in a wet suit.
- 4.6. When approaching someone in the water do so by travelling up wind, slow down and put the engine into neutral before reaching the person to be taken on board. If upwind of the dinghy, do not drift down onto them.
- 4.7. Remember as you come alongside that the propeller on the back is potentially lethal, this is where a second person can be of considerable help, they can assist persons into the boat whilst you control the engine safely.
- 4.8. In the event of several capsizes (which very often happens in a squall) you will not know who needs you most. In this situation you must visit each capsize and ask if everyone is all right. Use your judgement to ascertain whether it might be wiser to pick up those who are in the water and leave the boat until later, so that you get to other capsizes quickly.
- 4.9. **Your priority is the safety of people not recovery of boats.**

5. Inversion – Trapped Crew

- 5.1. In the event that a dinghy has completely inverted and you believe that there is or may be someone trapped underneath it, the most important thing to do is to get the dinghy upright.
 - **Throw the anchor overboard from the safety boat.**
 - **Climb onto the upturned hull.**
 - **Holding the tip of the centreboard/daggerboard and with your feet on the hull/deck join, lean backwards as far as possible to start to pull the boat upright.**

If this does not quickly prove effective:

 - Take the tow line which has a carabineer clip attached to one end over the top of the dinghy and clip it to the further shroud.
 - Return to the safety boat, tie off the tow line, up anchor and seek to pull up the dinghy using as much power as is necessary.

6. First Aid & Medical Support

- 6.1. Once ashore other people will probably take over. Either First Aiders or Doctors.
- 6.2. Usually a shivering capsized victim can be revived by a hot shower, dry clothes and a hot cup of tea.
- 6.3. More serious exposure cases (of which I hasten to say, we've never had one) should be gradually warmed and then moved to hospital, well wrapped up in blankets.
- 6.4. In the event of more serious injuries do NOT give hot tea or any other stimulants, if possible take to hospital immediately or if necessary wait for an ambulance.
- 6.5. In the case of drowning, if you know how, commence to give mouth to mouth resuscitation.
- 6.6. Continue to give this until the patient revives. Serious brain damage occurs if the patient has not breathed for 4 minutes. Even if he is not breathing himself, as long as his heart is beating and resuscitation continues he can be kept alive for some time.
- 6.7. If possible quickly take the patient to hospital or if necessary wait for an ambulance.