



**Chichester
Yacht Club**

Guidance to members using the Chichester Yacht Club for Water-Based Activities - Blue Flag Sailing - Level 2 only

Safety Boat Operation

To be read in conjunction with CYC Risk Assessment - Level 2

General Principles

1. Safety boat crew to consist of 2 people based on Household bubble.
On relatively gentle days, F3 to soft F4, an experienced PB2 helm may operate alone until the volume of boats or conditions become more severe.
2. Every effort is to be made to adhere to guidance on separation from casualties on board but the preservation of life is the principle concern.
3. To eliminate distancing issues during launch and recovery, The boats available for support of Blue Flag sailing days will be kept on the water alongside east pontoon - possibly moored off to protect any RIBs used (Blew only)
4. Only Blew, Jaffa and Sky are to be used for these days.
5. The fuel tanks will be secured in the boats so that no action is needed to get a tank from fuel store. Fuel tanks will be kept topped up by others.

6. All necessary Safety Boat equipment, not normally left in the boats, will be available from the Buoy Store. This includes ignition keys and kill cords, Safety Bottles and VHF radios.
7. Equipment to enable sailors in the water to self-rescue without close contact with the Safety Boat crew is being prepared, including boarding ladders. SB crews can also advise casualties to take advantage of standing on the anti-cavitation plate of the motor and rope loops prepared by the SB crew. Boat hooks can be used to pass ropes etc. to casualties at a distance.
8. When a safety boat is available and fully prepared to provide cover, a **BLUE** flag will be flown from the signal flag pole between the two pontoons.
9. Wind strength limits will be applied to reduce potential problems arising and avoid overload of SB cover leading to lax Social Distancing disciplines.

The limit will be a mean wind speed, as recorded at Cambermet, lower than the upper limit of Force 4 i.e. less than 17knot. The Blue Flag will be lowered when that limit is breached for 15min. If forecasts predict that conditions are likely to improve it may be possible to restore the safety boat cover under Blue flag status.
10. Blue flag sailing activity will be limited to include only the **VISIBLE** area of Chichester Lake seen from a ShoreWatch position or from the SB on patrol following a previous incident (which gives an extended area particularly towards Longmore and Westlands)

11. Safety Boat and Crew Preparation

12. The Buoy Store now contains all boat equipment you will need and the cleaning and sanitising materials you must use to protect yourself. You are advised to bring your own 'rubber' gloves to protect yourself through the initial stages of preparation to go afloat.
13. Be prepared to don suitable clothing to go afloat without access to the Changing Rooms. Changing in your car is preferable or, if you are sufficiently agile, in the cramped conditions of the Portaloos.
14. Obtain the key for the Buoy Store - this will probably be by asking the staff member on duty for food orders via the window on the canal side of the club. Remember to clean the key or wash your hands after handling it.
15. Clean all equipment and boat for your own use - do not rely on it having been cleaned before - therefore first step is to put on clean rubber gloves to handle cleaning equipment. Assume anything you are likely to touch is contaminated. Avoid touching anything you are not going to use or operate.
16. You do not need to access the fuel store.
17. Use pressure spray on loose equipment - VHF, safety bottle, keys and kill cords, security keys, etc.
18. Your boat is locked to the East pontoon with a wire or chain around the steel frame. A key for the MasterLock is attached to the ignition key of your boat. Please carefully unlock the wire or chain, which may be a combination of two parts and relock the system just to the pontoon so it is available when your duty is complete.
19. Before completing the cleaning processes, use the pressure spray pack on the large areas of boat, engine, controls, warps, boat hooks, throw lines, oars or paddles. You do not need to touch the fuel tank, already secured on boat. You may need to use the fuel pump bulb - clean everything thoroughly.
20. The boat allocated for the day will be yours only and no one other than a casualty should be allowed on board - no swapping of boat or equipment unless sanitised/cleaned by new user.

21. Return the buoy Store key to the staff in the Chart Room via the canal side window once all your preparation is complete

Safety Boat Operation

22. Before going afloat please establish a "Beachmaster" who can operate a VHF radio and is prepared to remain as a contact for the Blue Flag sailing period - normally 1.5 hours before HW until 2 hours after HW.
23. You may provide a reactive "RNLI" style safety support or you may wish to patrol the sailing area gently.
24. In all operations remember that the Covid conditions apply and that you should avoid direct or even close contact with other sailors not of your household bubble.
25. If casualties have taken on board SB, the SB crew should determine how the casualty is to be located, at a safe distance, and handled to minimise potential for cross infection. Possible use of bucket to wash down deck areas with sea water where casualty is to sit or lie. If you have returned a sailor to their boat be sure washing the contact areas.
26. Clean SB once the casualty has been restored to their boat or ashore, prior to returning for duty unless a critical situation arises.
27. Normal operation in all other respects
28. On completion of your duty, return the boat to the east pontoon and moor with a little more slack in the lines than normal but secure the boat, finally, using the lock and wire/chain around the frame and boat as you found it.
29. To return all loose gear to the Buoy store, collect the key again - remember it is potentially contaminated - replace equipment as you found it, lock the store and return the key to the staff.