

Guidance to members using the Chichester Yacht Club for Water-Based Activities - Blue Flag Sailing and Racing - Level 3 and 4

Safety Boat Operation

To be read in conjunction with CYC Risk Assessment - **from 25 July 2020**

General Principles

1. Safety boat crew to consist of 2 people based on SD 1m+ guidelines.
On relatively gentle days - F3 to soft F4 - and in the absence of a crew, an experienced, PB Instructor helm may operate alone until the volume of boats or conditions become more severe.
2. Every effort is to be made to adhere to current guidance on 1m+ separation from casualties on board, including the use of face masks, 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 and Racing events will be kept on the water alongside the pontoons - possibly moored off to protect any RIBs used. Safety boats will be launched, as required by others using mechanical assistance where necessary.
4. Only Blew, Jaffa and Sky are to be used for Blue Flag days and most days when Racing is scheduled. For days when larger racing fleets are anticipated or mark laying will be necessary, such as during Dinghy Week or an Open Meeting, the larger RIBs, Tigger and Tango, may be required.
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-recover into the safety boat, **WHEN THE ENGINE HAS BEEN TURNED OFF**, without close contact with the Safety Boat crew, includes the 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 **BLUE FLAG SAILING** is permissible and 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 all organised sailing events, under COVID provisions, to reduce potential problems arising and avoid overload of SB cover leading to lax Social Distancing disciplines.
The limit for **BLUE FLAG SAILING** 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.
10. A large **RED ENSIGN** will flown instead of the Blue flag, on the signal flag pole, to warn sailors that the Blue Flag session has been terminated due to weather conditions. If forecasts predict that conditions are likely to improve it may be possible to restore the safety boat cover under Blue flag status. The safety boat may be used to notify Blue Flag sailors that the session has been terminated.
11. **BLUE FLAG** sailing activity will be limited to include only the **VISIBLE** area of Chichester Lake seen from a safety boat ShoreWatch position or from the SB on patrol (which gives an extended area particularly towards Longmore and Westlands)

12. For **RACING** events, the Officer of the Day will determine if conditions are suitable for safe participation in the event. Under the COVID guidelines, it is unlikely that RACING would be allowed to start or continue if the mean wind speed, as recorded at Cambermet, is near or above the upper limit of Force 5, i.e. 20 knot for 15min. If a race is in progress when the wind strength exceeds this limit, or general conditions worsen, the course will be shortened at the earliest opportunity, which may be at a mark of the course. In more urgent or extreme circumstances, the race will be abandoned and the fleet signalled to come ashore. **(N over H)**.
13. For **RACING**, it may be necessary to lay additional marks although, generally, the Officer of the Day will try to achieve a good course using the fixed marks. The Safety boat crew should handle the marks well away from the boat's helm, as far as is possible. The crew should wear gloves to handle the race mark and its ground tackle.

Safety Boat and Crew Preparation

14. 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.
15. Be prepared to don suitable clothing to go afloat, with the possibility you may have to enter the water to assist a casualty. Changing is now permitted in the Changing Rooms but the use of showers is still not possible under the Covid arrangements in the Club.
16. Obtain the key for the Buoy Store - this could be by asking the staff member on duty for food orders via the window on the canal side of the club. Alternatively, there is a key held in a code key safe behind the post under the Fire Escape stairs. The code is obtainable through the CYC Office. Remember to clean the key or wash your hands soon after handling it.

17. 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.
18. You do not need to access the fuel store.
19. Use pressure spray on loose equipment - VHF, safety bottle, keys and kill cords, security keys, etc.
20. Your boat for Blue Flag sailing is likely to be locked to the East pontoon with a wire or chain around the steel frame. A key for the lock 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, **IN SUCH A WAY AS TO PREVENT THE LOCK BECOMING IMMERSSED IN SEAWATER OR MUD**, so it is available when your duty is complete.
21. Before completing the cleaning processes, use the pressure sanitising 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/sanitise everything thoroughly.
22. 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 the new user.
23. Return the Buoy Store key, as appropriate, to the key safe or staff in the Chart Room via the canal side window once all your preparation is complete

Safety Boat Operation

24. Before going afloat please establish contact with the Officer of the Day for racing and Blue Flag sailing or, for a Blue Flag only day, a "Beachmaster" who can operate a VHF radio and is prepared to remain as a contact for the Blue Flag sailing period - normally about 1.5 hours before HW until 2 hours after HW.
25. In all operations, remember that the 1m+ Covid conditions still apply and that you should avoid direct or even close contact with other sailors not of your household bubble.
26. If casualties have taken on board SB, the SB crew should determine how casualties are to be located, at a safe distance, and handled to minimise potential for cross infection. Hand a face mask to them as soon as possible. Possible use of bucket to wash down deck areas with sea water where casualty is to sit or lie. If you have returned sailor(s) to their boat, be sure to wash the contact areas.
27. Clean SB once the casualty has been restored to their boat or ashore, prior to returning for duty unless another, critical, situation arises.
28. Normal operation in all other respects.
29. 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, **keeping the lock out of the water.**
30. 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 key safe or staff, as appropriate.