

Royal Cornwall Yacht Club

Club Inshore Racing

Race Manual including:
Incident Management Plan
&
RISK ASSESSMENT

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Separate Attachments:

- A. RCYC Notice of Race
- B. RCYC Sailing Instructions

1. Introduction.

This manual provides all the information and action plans for race teams to conduct good quality racing without undue risk. It is not intended for Novice Race officers but assumes the Race Officer has received basic Race Management training and is conversant with good practise.

Some risks in the Risk Assessment Table are generic to sailing and racing and therefore unavoidable. Hence the Decision to Race is the boat’s responsibility and hers alone.

Others risks are due to local factors and some, such as sea state, current and weather, are dynamic and time dependent and therefore can be managed to an extent by good race management and seamanship by the competitor. Risk levels and risk mitigation will therefore be under constant review by the race team and the control measures implemented will be continually assessed in the light of changing circumstances.

2. Types of boats and a summary of their characteristics.

Club Fleet. The fleet contains boats from self-sufficient offshore cruiser racers to much less self-sufficient boats such as SMODS, Sunbeams, and MOCRA catamarans. The boat types are split up into classes and racecourses chosen by the Race Officer (RO) to suit their capabilities. Crews racing the more vulnerable boats are required to wear personal flotation devices (PFD) at all times afloat.

3. *Location of fleets.*

The fleet race areas are Carrick Roads and Falmouth Bay. Boats race around fixed navigational marks and laid inflatable buoys. Course choice is subject to wind direction, the race Time Limit, and available daylight.

4. *Club Racing Entries.*

It is a condition of entry that boats shall enter at least 24 hours before their first race so that the Race Spotters have an accurate record of boats on the water

5. Dates.

The Club inshore race series' are normally run every Friday evening (except for Falmouth Week) from the beginning of April until end of September and are as listed in the Notice of Race:

6. Conduct of Race by Course Race Officer (CRO).

All RCYC racing shall be conducted in accordance with:

- The Current *Racing rules of Sailing* with particular reference to Fundamental Rule 1. "Safety Helping Those in Danger".
- The RYA Prescriptions
- The RYA Charter.

Race officers shall be conversant with:

- RYA Race Management Guide (free copies available from Hon Sailing Sec)
- RCYC Notice of Race
- RCYC Sailing Instructions
- The Course Guide attached to this document.
- The Incident Management Plan and Reporting Procedure – see section 10.
- The Risk Mitigation within the Risk Assessment.

Before leaving the Clubhouse, the Hon Sailing Sec shall ensure the RO has the following:

- A full Committee Boat compliment
- Nominated safety Boat driver and assistant.
- Up to date Spotting Sheets listing all boats entered
- An up to date weather forecast including a strong wind warning (if any)
- A list of known shipping movements
- The complete Standard Committee boat equipment box which shall include a fully charged VHF hand held radio transceiver
- Flags sufficient to Postpone, Abandon racing or Shorten course.
- This Race Manual.

Before the Committee Boat leaves it's mooring, the RO shall carry out equipment check which shall include all necessary safety equipment for Committee Boat personnel (e.g. personal flotation devices for each crew).

As the Committee Boat leaves harbour, the RO shall radio Falmouth Pilots (VHF Ch. 9) and:

- Get Shipping Movement Update
- Inform the Pilot Boat of his planned course and committee boat position.

7. Safety Boat Information.

A copy of the RCYC document “Guidance for Safety Boat Crews” is printed in full in section 14. In particular, safety crews are to note the following:

Safety boat crews are not to act, for or on behalf of a harbour authority and therefore they do not have the authority to instruct or direct vessels. Their role is primarily one of safety cover, advising boat masters of exclusion zones start and finish areas, and the proximity of vessels racing and providing advice in respect of their navigation to avoid interfering with the event. In providing such advice, safety boat crews should take into account the following factors, informing the appropriate Race Officer as necessary:

- The volume of traffic.
- The proximity of vessels under way. Vessels in close proximity may interact with each other, which increases the risk of collision.
- Safe routes, *avoiding conflict with racing vessels and courses.*
- Weather conditions.
- Their own experience.
- The safety of themselves, competitors, and other members of the public.

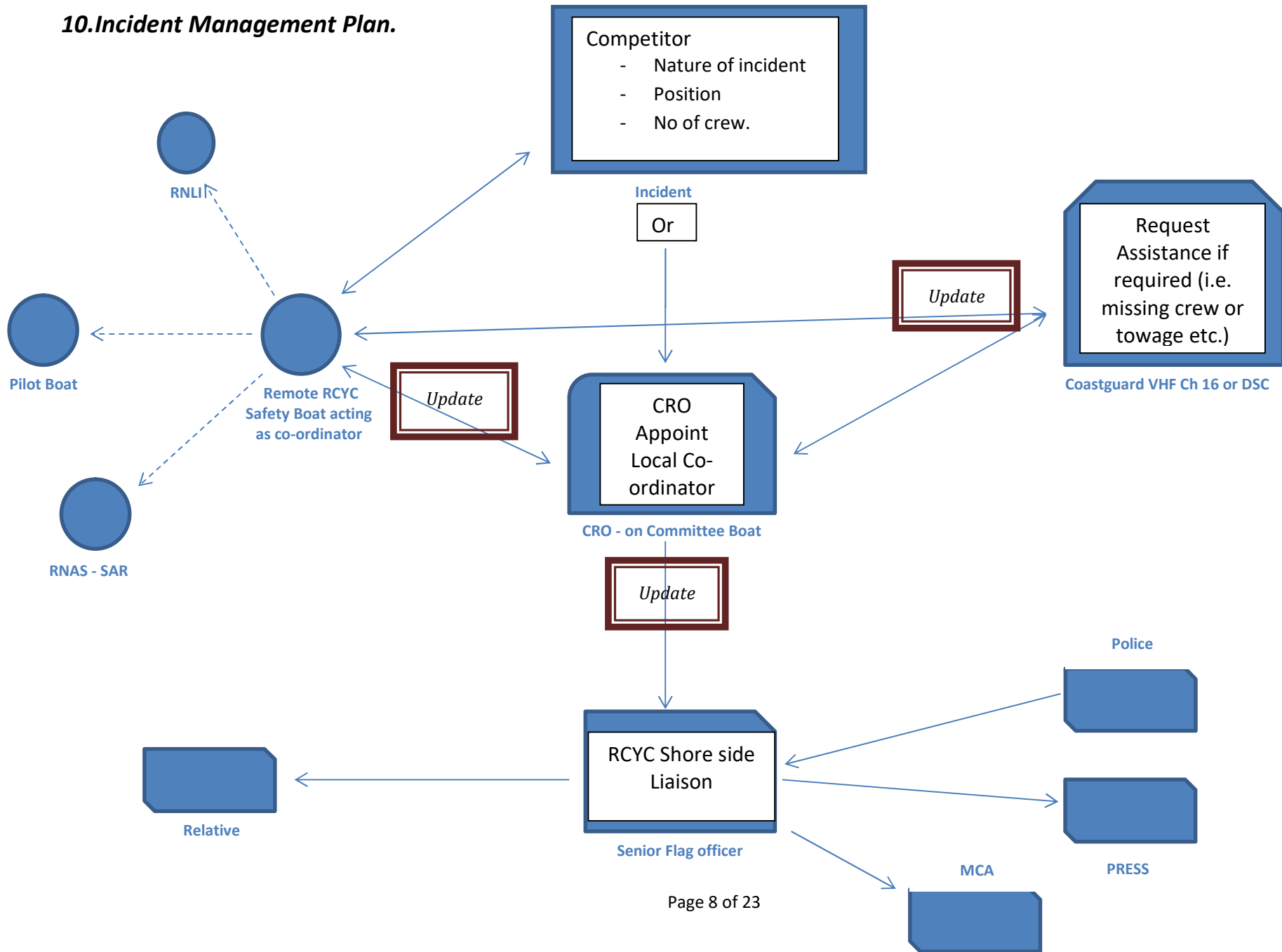
8. Number of Safety Boats.

RCYC owns and operates two large RIBs. One is usually sufficient for both race management and safety boat duties on a Club race night. Priority is automatically given to safety duties but it must always be remembered appropriate prompt remedial race management activities as directed by the CRO provide the safest racing. In the unlikely event of more than one competitor requiring urgent assistance, the CRO will immediately radio the CG for assistance and for the despatch of the inshore Lifeboat and FHC Pilot Boat.

9. *Committee Boats & VHF Channels.*

Various members provide the Committee boats. It is the Committee Boat and safety RIB's duty at all times after leaving the mooring to keep a listen watch on VHF channels 16 & 72. After leaving the mooring safety boat drivers shall report into the committee boat at least 30 minutes before the commencement of racing. The CRO shall be provided with a hand held VHF and the committee boat radio operator shall keep a listening watch on 72. Falmouth Pilots operate on VHF ch 16 & 9 and Falmouth Coastguard VHF ch 16 & 69.

10. Incident Management Plan.



11. Incident Management Plan Summary for Friday Night racing.

- In the event of “Grave and imminent danger to Life”, issue a “**MAYDAY RELAY**” or “**PAN PAN RELAY**” (*less urgent*) **and** inform the Coastguard.
 - All other incidents except minor ones shall be reported immediately to the CRO. It is his duty to take responsibility for the management of the incident appointing a local “Co-Coordinator” if required.
 - *Nearest Safety boat will when available deal with minor incidents.*
- **THE RACE OFFICER IS IN OVERALL CHARGE ON THE WATER.** If required he shall appoint a Safety Co-Coordinator whom usually will be the RIB driver dealing with the casualty. The Nominated Safety Co-Coordinator is responsibility for:
 - **Locating Casualty** on the water;
 - **Assessing** their needs and number of crew involved.
 - **Requesting** additional assistance if required.
 - **If major incident, liaise** with RNLI, SAR and other boats giving assistance
 - **Report progress back to RO.**
 - **Get Full Names** of all crew & casualties taken off boats and taken ashore. *Police and hospitals will not release the names of casualties.*
 - **The Safety Boat shall not conduct salvage operations** until the RO has released the boat from safety cover.
 - **Mark abandoned boats** with identification tape to show other safety boats the crew have been rescued.
- **The Course Race officer will:**
 - If a major incident, the CRO shall hand over normal race management duties to the Assistant race officer (ARO) and focus exclusively on casualty working. At all stages he shall keep advising the Coastguard of progress.
 - Ensure all boats and crew are accounted for before coming ashore (including Safety Boats and crew).
 - Unaccounted boats and crew:
 - The CRO shall do his best to locate missing boats including:
 - Telephoning the skipper’s MOB
 - Sending a Safety boat to the missing boat’s normal mooring.
 - Report the missing boat to the shore race team.
 - If concerns continue, **the CRO shall report the missing boat and/or crew to the Coast Guard without delay.**
- **Ashore – Missing, or Injured Crew.** The Nominated Flag officer only will liaise with Police, Press and Relatives. No one else is to talk to the media.

- **Collisions between Official boats and competitors** involving third party boats shall be reported to the Harbour Master and the MCA if any injury was sustained.

Records must be kept of all actions taken handling casualties, *including all VHF broadcasts made*, with TIMES of these actions. These records should be kept by the Committee Boat, and passed to RCYC Flags as soon as is practicable. The RO should use a digital recorder for the duration of the race. That recording should be transcribed with a time line without delay when ashore.

12. Risk Assessment For RCYC Inshore Sailing Programme

CATEGORY/ PHASE OF RACE	STATEMENT OF RISK	IMPACT	RISK MITIGATION	PROBABILITY
Launching	Physical injury during launching	Personal injury Potential legal action	Not Applicable. Boats kept on moorings or marina berths. See separate Club Launch Risk assessment	Low
	Damage to other boats or gear	Potential legal action		Low
	Damage to own boat or gear			Low
	Own boat or equipment being unseaworthy	Damage to boat or sinking Personal injury		Low
Navigational	Grounding due to insufficient height of tide	Damage to boat or sinking Personal injury	Race Courses to be set in sufficient water; knowledge of tide times.	Low
	Grounding due to insufficient water (August Rock, Black Rock, Manacles, Lugo Rock, Carrick Carlys Rocks, other shallows)	Damage to boat or sinking Personal injury	Notices in NOR/SIs stating these areas. Courses to pass to seaward of these hazards or avoid them completely.	Low
	Collisions with moored yachts (Falmouth Harbour, Mylor, St Just, Loe Beach, Penryn River, Percuil River)	Damage to boat or sinking Personal injury	Moorings areas to be exclusion areas once race is in progress; skipper's responsibility before that time. Harbour byelaws to be brought to the attention of competitors and Race/Safety Boats.	Low
	Interference with divers in the water	Personal injury to divers	Liaison with known divers and clubs etc. Dive boats to show flag "A". Notice in SI's: 25 metre exclusion zone.	Low

Incident Management Plan & Risk Assessment for RCYC Inshore Racing

	Interference with commercial shipping and shipping movements	Damage to boat or sinking Personal injury	Liaison between ROs and safety boats and Falmouth HM, Falmouth pilots and Truro HM: designated VHF channel; use of designated mobile number. ROs to shorten abandon or postpone as circumstances dictate. Wherever possible, courses to be set to avoid shipping entry/egress routes when movements occur, Commercial shipping (plus pilot boat and tugs) to be moving exclusion zone (no entry within 100m): notice in SI's Competitors to use engine to avoid shipping if becalmed (RRS 43.2(h)): see notice in all SI's	Low
	Interference with wave hub and data buoy in Falmouth Bay	Damage to boat or sinking Personal injury Damage to wave hub or data buoy	Not in race area.	
	Interference with ferries	Damage to boat or sinking Personal injury	Communication between ferries, ROs and competitors as appropriate. IRPCS applies. Courses to be set away from ferry routes where possible.	Low
	Interference with commercial pleasure boats	Damage to boat or sinking Personal injury	Communication between pleasure boats, ROs and competitors as appropriate. IRPCS applies. Courses to be set away from pleasure boat routes where possible.	Low
	Interference with commercial fishermen	Damage to boat or sinking Personal injury	Communication between fishing boats, ROs and competitors as appropriate. IRPCS applies. Courses to be set away from pleasure boat routes where possible.	Low
	Interference with sports fishing boats	Damage to boat or sinking Damage to other vessel Personal injury	Skipper's responsibility. IRPCS applies	Low
	Interference with water skiers	Damage to boat or sinking Damage to other vessel Injury to water skier Personal injury	Courses not to be set in water ski areas. No water skiing outside water ski areas.	Low
	Interference with cruising boats	Damage to boat or sinking Damage to other vessel Personal injury Injury to other vessel's crew	Marina staff to advise cruising boats of likelihood of encountering racing boats. Notify through press publicity, HM notices, and publication of PoFSA Sailing Calendar.	Low

Incident Management Plan & Risk Assessment for RCYC Inshore Racing

High wind or rapidly increasing wind causing personal injury or gear damage	Damage to boat or sinking Personal injury	See RRS 4 "Decision to Race". ROs to abandon postpone or shorten as circumstances dictate. ROs to have current weather forecast and to contact Coastguard for further information if necessary. Safety Boats and Guard Boats patrolling. Flag Y procedure.	Low
Sudden squalls causing gear damage or personal injury	Damage to boat or sinking Personal injury	See RRS 4 "Decision to Race". ROs to abandon postpone or shorten as circumstances dictate. ROs to have current weather forecast and to contact Coastguard for further information if necessary. Safety Boats and Guard Boats patrolling. Flag Y procedure.	Low
Collision or grounding due to loss of visibility (e.g. rain showers)	Damage to boat or sinking Personal injury	See RRS 4 "Decision to Race". ROs to abandon, postpone or shorten as circumstances dictate. ROs to have current weather forecast and to contact Safety Boats and Guard Boats patrolling. Coastguard for further information if necessary.	Low
Collision or grounding due to fog	Damage to boat or sinking Personal injury	See RRS 4 "Decision to Race". ROs to abandon, postpone or shorten as circumstances dictate. ROs to have current weather forecast and to contact Coastguard for further information if necessary. Safety Boats and Guard Boats patrolling. Racing boats to carry compass and sound signalling equipment.	Low
Gear damage or personal injury due to sea swell	Damage to boat or sinking Personal injury	ROs set appropriate courses. Safety Boats and Guard Boats patrolling. Flag Y procedure.	Low
Inability to recover MOB due to swell	Personal injury leading to a range of medically hazardous conditions for MOB and possibly death	ROs set appropriate courses. Competitor VHF radio for assistance Safety boats to be warned. Safety Boats and Guard Boats patrolling. Flag Y procedure.	Low
Personal injury due to unusually warm conditions (dehydration, sunstroke, sunburn)	Personal injury leading to a range of medically hazardous conditions for MOB	Ensure adequate supply of drinking water on boats. RRS 4 Decision to race. Short Race Evacuation of casualty by safety boat if necessary.	Low
Personal injury due to unusually cold conditions (hypothermia)	Personal injury leading to a range of medically hazardous conditions for MOB and possibly death	Thermal blanket/ TPA to be on boat. RRS 4 Decision to race – short race Skipper to have equipment to provide hot food and drinks. Evacuation of casualty by safety boat if necessary.	Low

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	Personal injury or gear/boat damage due to grounding on lee shores	Damage to boat or sinking Personal injury	Safety Boats and Guard Boats patrolling. Skippers responsible for safe navigation. See Easement in RRS 41 & RYA prescriptions - Use of engine	Low
Getting to the race area	Collisions with other boats	Damage to boat or sinking Personal injury	Skipper's responsibility under Racing Rules of Sailing (RRS) that include IRPCS – threat of disqualification.	Low
	Collisions with moored boats	Damage to boat or sinking Personal injury	Skipper's responsibility under IRPCS. Defined as Obstruction in RRS, threat of Disqualification	Low
	Collisions with commercial vessels / ferries	Damage to boat or sinking Personal injury	RO Comms with pilots / HM. Marshalling and escorting to start line if necessary. Postponement if necessary.	Low
Starts	Collision with commercial vessels / ferries	Damage to boat or sinking Personal injury	Maintain good communication with ferry skippers and pilots. Contact details to be handed out. Set start lines away from ferry routes and commercial vessel manoeuvring areas. Safety Boats and Guard Boats patrolling.	Low
	Collisions with other racing boats	Damage to boat or sinking Damage to other vessel Personal injury Injury to other vessel's crew	Set sufficiently long start lines; Skipper's responsibility under Racing Rules of Sailing (RRS) that include IRPCS – threat of disqualification.	Low
	Collisions with moored boats	Damage to boat or sinking Damage to other vessel Personal injury Injury to other vessel's crew	Skipper's responsibility under IRPCS. Set courses away from moored or anchored boats. Skipper's responsibility under Racing Rules of Sailing (RRS) that include IRPCS to avoid Obstructions – threat of disqualification. The warning signal (See SI's)	Low
	Collisions with other boats	Damage to boat or sinking Damage to other vessel Personal injury Injury to other vessel's crew	Skipper's responsibility under IRPCS. RIB's to ask pleasure craft to avoid race area if possible	Low
During the race	Maintaining control of the race fleet	Unsupervised losses of boats	Maintain good VHF communication with race fleet (In classes with VHF Radio and line of sight observation. Use safety boats and Safety Control. Use established Race Management signals.	Low
	Collisions at a gate marks	Damage to boat or sinking Damage to other vessel Personal injury Injury to other vessel's crew	Gates not used	Low

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	Collision with commercial vessels / ferries	Damage to boat or sinking Personal injury	Maintain good communication with ferry skippers and pilots. Contact details to be handed out. Safety Boats/Guard Boats to escort commercial vessel through race area as required. Application of IRPCS	Low
	Collisions with other racing boats	Damage to boat or sinking Damage to other vessel Personal injury Injury to other vessel's crew	Set sufficiently long start lines; classes to consist of boats of similar length and handling characteristics. Competitors to observe <i>The Racing Rules of Sailing</i> , threat of disqualification for boats breaking RRS or involved in collision.	Low
	Collisions with moored boats	Damage to boat or sinking Damage to other vessel Personal injury Injury to other vessel's crew	Skipper's responsibility under IRPCS. Set courses away from moored or anchored boats. Put designated mooring areas as exclusion zones to racers. See SI's. Skipper's responsibility under Racing Rules of Sailing (RRS) which include IRPCS to avoid Obstructions – threat of disqualification see S I's)	Low
	Collisions with other boats	Damage to boat or sinking Damage to other vessel Personal injury Injury to other vessel's crew	Skipper's responsibility under IRPCS. Threat of disqualification under RRS 14.	Low
Finishes	Collision with commercial vessels / ferries	Damage to boat or sinking Personal injury	Maintain good communication with ferry skippers and pilots. Contact details to be handed out. Set finish lines away from ferry routes and commercial vessel manoeuvring areas. Application of IRPCS	Low
	Collisions with other racing boats	Damage to boat or sinking Damage to other vessel Personal injury Injury to other vessel's crew	Skipper's responsibility under RRS. Set sufficiently long finish lines. Set finish lines in areas with sufficient room to manoeuvre. Ensure that racing boats clear the line before lowering sail etc. Safety Boats and Guard Boats patrolling. Threat of disqualification under RRS 14.	Low
	Collisions with moored boats	Damage to boat or sinking Damage to other vessel Personal injury Injury to other vessel's crew	Skipper's responsibility under IRPCS. Set finish lines away from moored or anchored boats. Put designated mooring areas as exclusion zones to racers see SI's. Threat of disqualification under RRS 14.	Low

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	Collisions with other boats	Damage to boat or sinking Damage to other vessel Personal injury Injury to other vessel's crew	Skipper's responsibility under IRPCS and RRS. Threat of disqualification under RRS 14.	Low
	Grounding on Black Rock	Damage to boat or sinking Damage to other vessel Personal injury	Competitors to be made aware of extent of Black Rock reef. Pendennis finish/start line not to be used without committee boat and outer distance mark	Low
	Collision with commercial vessels / ferries	Damage to boat or sinking Personal injury	Maintain good communication with ferry skippers and pilots. Application of IRPCS and threat of prosecution by MCA	Low
	Collisions with other racing boats	Damage to boat or sinking Damage to other vessel Personal injury Injury to other vessel's crew	Skipper's responsibility under RRS. Set sufficiently long finish line. Threat of Disqualification under RRS14	Low
	Collisions with moored boats	Damage to boat or sinking Damage to other vessel Personal injury Injury to other vessel's crew	Skipper's responsibility under IRPCS & RRS. Set finish lines away from moored or anchored boats. Put designated mooring areas out of bounds to racers. Threat of Disqualification under RRS 14.	Low
	Collisions with other boats	Damage to boat or sinking Damage to other vessel Personal injury Injury to other vessel's crew	Skipper's responsibility under IRPCS. Threat of prosecution by MCA	Low
Safety boats	Personal injury or MOB due to slippery decks		Swab all fuel spillage. Crew to wear appropriate footwear. Crew to wear lifejackets or buoyancy aid. Training	Low
	Personal injury, gear damage and damage to boat from fire.		Boat to carry appropriate fire extinguishers. Crew to be informed of fire fighting procedures.	Low
	Inability of safety boat to perform duties due to lack of fuel.		Ensure adequate fuel in tanks. Carry sufficient spare fuel in appropriate containers.	Low

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	Personal injury to crew when entering water as a planned exercise, from entanglement in ropes or rigging.		Crewman to carry appropriate knives. Only competent SB crews dressed appropriately and wearing a buoyancy aid Training	Low
	Personal injury to crew when entering water as a planned exercise, from entanglement in safety boat propeller.		Engines to be stopped when man is in the water. Only competent SB crews dressed appropriately and wearing a buoyancy aid Training Kill cord procedures to be applied.	Low
	Loss of safety boat due to tasking to evacuate casualty, leaving reduced safety boat cover.		Position guard boats as appropriate to reduce problem. ROs to shorten postpone or abandon if necessary. Training	Low
	Inexperienced safety boat crews.		All safety boats to have at least one RYA Safety Boat Coxswain on board when on duty.	Low
Committee Boats	Personal injury to committee members when boarding or disembarking from pontoon, quayside	Personal injury	- See Club launch RA. Appropriate boarding ladder to be provided by boat owner. Guardrails to be opened up for committee transfer. Lifejackets to be available to all committee. Mutual help between committee members and boat owner. Owner to warn committee of slippery decks and surfaces	Low
	Personal injury to committee members when boarding or disembarking for other boat	Personal injury	Vessels to be tied alongside fore & aft before committee transfer. Appropriate boarding ladder to be provided by boat owner. Guardrails to be opened up for committee transfer. Lifejackets to be available to all committee. Mutual help between committee members and boat owner. Owner to warn committee of slippery decks and surfaces	Low
	Personal injury to committee members when moving around upper decks i.e. slips, trips and falls including Man Overboard	Personal injury	Guard rails to be provided aboard and closed up after committee transfer from shore or other boat. Keep deck clear from trip hazards as much as practically possible. Mop up spillages of food, water, sun tan lotion and fuel etc as soon as possible. Lifejackets to be worn in conditions where the boat may pitch or roll due to seas conditions including large wash from other vessels. Suitable footwear should be worn.	Low

Incident Management Plan & Risk Assessment for RCYC Inshore Racing

	Personal injury from free swinging boom	Physical injury, particularly head injury or Man Overboard	Boom to be secured to prevent swing in wind or sea conditions	Low
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13. Safety Contact List –

	Contact	Tel.	VHF	Mobile
FALMOUTH COASTGUARD		999 or 01326 317575	VHF 16, 69 working	
Falmouth Pilots		01326 211376 01326 211395	VHF 9	
Harbour Office		01326 312285	VHF 12	
<u>ROYAL CORNWALL YC</u>				
Administration		01326 312126	VHF 37/M	
Committee Boat	CRO Mobile no. -		VHF 16, 72	
Commodore				
Vice Commodore				
Rear Commodore Sailing	Chris Davis	01326 712785		07816 654590
RCYC Events Manager	Neil Andrew	01326 313701		07768 157287
Hon Sailing Secretary	Julie Hopkins			07565 33 2706
Hon Secretary				

14. Guidance for Safety Boat Crews Friday night club racing.

14.1. Introduction

This guidance note is a reminder to drivers and crews. It is complimentary to, and not a substitute for, the courses provided under the RYA National Powerboat Scheme.

14.2. Responsibilities

According to current RYA guidance “Clubs are not normally under any legal duty to provide safety cover, however, it has become an accepted part of the sport of sail racing that they should do so. If such provision exists within a club then competitors are reasonably entitled to rely on an effective service” (Duty of Care).

It is important that safety boat crewmembers have received adequate training.

14.3. The Task

Under the direction of the Course Race Officer (CRO), to provide safety cover for the event from before the first competing boat arrives in the vicinity of the start line until signed off duty by the CRO. The priorities of the safety boats are: -

- The preservation of life
- As directed by the CRO, to escort commercial shipping through the race area to stop racing vessels crossing the bow or cutting under the stern in such a way as to endanger themselves or their vessel.
- To assist the CRO with mark laying, shortening course or abandoning racing
- To ensure, before leaving the race area, that all craft entered have been seen to *finish* or *retire* safely and return to their mooring.

14.4. Allocation of patrol areas

The CRO shall allocate patrol areas. These are usually the windward and leeward marks or the course of the most vulnerable craft.

14.5. Casualty Landing Point

The casualty landing point is either:

- The committee boat

Or

- The RNLI pontoons within Falmouth inner harbour and opposite County wharf. (See appendix

The choice will be made by the CRO subject to the severity of injury, the urgency for medical attention commensurate with the need to maintain adequate safety cover across the racecourse.

14.6. Radio

VHF Channels. See the sailing instructions for your nominated VHF channel

Call signs. The call signs are:

- Ocean 1
- Ocean 2
- Royal Cornwall Committee Boat.

15. Assistance from regular rescue services

If casualty working demands more assets, contact the coastguard on VHF ch 16 and request assistance (call sign “Falmouth Coastguard”). They will then co-ordinate the entire operation including requesting ambulances, lifeboats, and helicopters or by getting other nearby craft to render assistance.

15.1. Helicopter operations

Where a helicopter responds to assist it will probably arrive before other services and will take charge of the rescue. However, there are a number of points to consider when working with a helicopter and the main points are as follows: -

15.2. Radio Contact

The helicopter will be in radio contact with the coastguard and other rescue services on channel 0 (Zero) and you will not be able to monitor this. Nevertheless, the facility exists for the helicopter to talk directly to you on channel 16, or another designated working

channel, which will assist in locating you and giving you instructions on what to do. The pilot may contact you on occasions when he is some way off and ask you to count slowly up to ten. This is to allow them to get a fix on your position by use of radio direction finding.

The helicopter will not normally try to talk to you by radio when it is in your immediate vicinity, as the noise from the engine will drown out any conversation received on your radio set. Also your transmissions could interfere with the aircraft's on-board radio. Therefore, do not be surprised if it stands off some distance when talking to you.

15.3. Flares

If you are unable to contact the helicopter by radio you should try to attract attention by using your flares. Rocket type flares should only be used when the aircraft is some way off (at least 1.5 miles), they must never be used when it is close by or overhead as there is a risk of the projectile entering the engines with catastrophic results.

Orange smoke.

Orange Smoke is of great assistance to the pilot in locating you and it also gives an indication of the wind direction. Remember however that from a distance this smoke could be lost among the large colourful sails of other boats so only use it when there is a good chance of it being seen. A distance of 2 miles is about the maximum in busy waters.

Actions to assist in helicopter rescues.

In a RIB or Guard Boat, if the winch man is winched down to you it is usually best to try to keep steaming about 30 to 40 degrees off the wind between about 5 and 10 knots (depending on the sea conditions). Otherwise the considerable downwash of the aircraft could keep blowing the bow of your boat away. The Pilot will instruct you of their requirements by radio prior to winching.

If a highline (a light line with a small weighted bag attached) is used do not attach it to any part of your boat but coil it into a bucket in the bow or stern. Do not try to assist by pulling too hard on the highline but use it just to guide the winch man to you. When he is about 6 to 10 feet from you give a little extra to get him/her aboard.

You will see hanging below the winch man a metal earth cable. **Never** touch the winch man or the cable until it has earthed out on your boat or in the water, as to do so would subject you to a high voltage static electricity discharge.

If there is a high mast or rigging on the boat then you may be asked to put the casualty into a dinghy or tender and tow it some way behind you. This will enable the winch man to safely make contact with the craft and carry out the rescue.

Finally, remember that a helicopter rescue is very noisy and the downwash will whip up a blinding spray. So stay calm, listen to instructions and ensure that all loose items of equipment and clothing, such as hats etc. are secure and do not get sucked up into the aircraft's engines.

16. Minimum criteria for Safety Boats

RCYC Ocean Rib crew should consist of a qualified driver and assistant. They must be suitably dressed and always wear a life preserver floatation device and carry a sharp knife capable of cutting through sails or running rigging.

Spectators and non-essential crew should not be carried (particularly children) as it reduces the operational capabilities of the vessel.

As a minimum the following equipment should be carried on all Safety Boats: -

- Paddles or Oars
- Bucket and Bailer
- Towing Bridle secured to towing eyes
- 2 x Towlines - minimum length 10 metre's each
- Kill cord and basic tool kit
- Survival bag or Thermal Protective Aid
- First Aid Kit containing large wound dressings and triangular bandages in a watertight container
- Suitable anchor sufficient for safety boat and any towed craft
Chain and warp as appropriate to the area long
- Distress Flares - 2 x orange smoke + 2 x pinpoint red, or 2 x day/night flares
- Boat hook to reach people in water and clear ropes
- Safety lines with snap hooks to keep people in water alongside

In addition each Safety Boat should be:

- Equipped with a VHF radio
- Be fitted with a suitable and effective kill cord
- Fuel tanks must have an efficient and secure method of attachment to the boat and be mounted clear of batteries and electrical devices
- Fitted with navigation lights

- Consideration should also be given to carrying:
- Bin Liners for additional thermal protection to casualties
- Waterproof insulation/duck tape
- Cable cutters, junior hacksaw + spare blades, shackle key and pliers
- Bottled Drinking water
- Roll of Traffitape
- GPS

All Safety Boats shall fly IC Flag R when on duty.

17. Marking Abandoned Boats

Where boats have to be abandoned and left for later recovery, they must be marked in a pre-determined way to indicate to other potential rescuers that the crews have been safely dealt with. This is best achieved by tying a length of coloured Traffitape around the rudder pintle. This can easily be seen floating on the surface whichever way the boat is lying i.e. on its side or inverted. If boats are abandoned in this way, the Safety Co-ordinator must inform the Coastguard of the vessels position and our actions immediately to prevent false alarms.

18. Details of Emergency landing Point

