



## Operation of DYC safety boats during the COVID recovery period

### Introduction

This document supplements the current version of the Safety Boat handbook. It sets out the arrangements for using a safety boat and for effecting rescues. The document reflects advice provided by the RYA and Government guidance.

The Deben Yacht Club is not currently organizing any events and there is no safety boat support rostered. Safety boats may be taken out for test runs and general maintenance, they may need to offer assistance while doing so.

This document will be updated as further advice is received.

### Supporting an organized event

The OOD and Safety Boat Team Leader must

- Agree on the number of safety boats required for the event
- Agree on the sailing area or the course to be chosen. They should take account of safety boat crewing arrangements, the extra time taken to effect a rescue whilst maintaining a social distance and the time required to recover abandoned dinghies.

Until circumstances return to normal sailing areas and courses are likely to be restricted.

### Crewing a Rescue boat

Rescue boats may be crewed by

- A helmsman only, preferably the helm should be shown as \*\*\* on Dutyman.
- A helm with a crew from the household, preferably the helm should be shown as \*\*\* on Dutyman.
- If there is a change of crew then the new crew should clean the controls using the wipes and spray cleaner provided.

### Nimbus – Special arrangements

It is preferable that safety boats are crewed by a family group, however, Nimbus is also the club's work boat and it is used, for example, to lay marks. Nimbus is large enough to allow 2 non householders to work onboard providing 1m plus mitigations are in place.

Nimbus has been marked to indicate helm and crew positions with a 1m gap between them. Both helm and crew should wear face coverings. Packs containing a face mask and hand gel are available in the key cupboard in the Crow's Nest. Once used the mask should be disposed of although the hand gel may be kept.

### Helping a capsized dinghy

- On spotting a dinghy in difficulties the safety boat should standby ready to offer help if needed.



- The dinghy helm should try and right the boat by using righting lines, standing on the centreboard/dagger board etc.
- If the dinghy helm requires assistance to right the boat then the safety boat should hold the top of the mast, turn the capsized dinghy into the wind and then seek to right the craft. Other techniques may be found in the RYA Safety Boat Handbook.
- The safety helm and crew should try to maintain a 2m distance from the dinghy helm.

## Rescuing a casualty from the water

It should not be forgotten that the first duty of a safety boat is to rescue people rather than boats. If it is necessary to assist a dinghy sailor from the water then the following steps could be tried and should enable the safety boat crew to maintain a social distance from the dinghy sailor.

*The helm must always be between the casualty and the engine. Please make sure that the engine is switched off as soon as casualty is adjacent to the rescue boat.*

- If available a ladder may be dropped over the side.
- It is possible to climb on the engine but this should only be attempted if the water is calm.

Both of the above arrangements are likely to prove difficult for a casualty who is fatigued from attempting to right their dinghy. There is also the risk that both safety boat and dinghy will drift into shallows and more importantly that the rescue boat crew will not be aware of other dinghies that require assistance.

## Pulling a casualty from the water or performing first aid

Both of these actions will require the social distance to be breached.

The casualty can be pulled from the water.

- Head first using the buoyancy aid to provide a hold
- Feet first – feet over the sponson, then they hold hands to pull them in
- On a RIB one of the sponsons may be partially deflated to make rescue easier.

## Personal Protective Equipment (PPE)

PPE will be required before attempting to pull someone from the water. A set is provided for both helm and crew. Each set consists of

- Disposable face mask
- Disposable gloves
- Disposable face screen, a screen has been chosen to protect the face mask from splashes whilst assisting someone from the water
- Disposable apron
- Hand cleaner

It is anticipated that the safety boat crew will only need to use the face mask and screen unless there are injuries to be treated.



Please replace used items in the bag ready for disposal

## Once the sailor is in the rescue boat

The rescued sailor should be asked to sit in the stern of a RIB or in the bows of Nimbus. Both options should keep a social distance between those on the boat.

## Towing

If towing is necessary, then a stern tow should be adopted.

Side by side towing should not be attempted because it is likely to cause the social distance to be breached during setting up, whilst the tow is in progress and when releasing the towed boat.

Rather than spend time setting up a tow the casualty should be taken back to the club house and the dinghy towed in when circumstances allow, this would remove concerns about breaching social distancing.

## Safety boat ratio

The Safety Boat Team Leader may make a decision about the number of safety boats required for a planned activity. The ratio may depend upon the prevailing weather conditions, whether the safety boats are single or double crewed, length of time on the water etc.

The RYA sets a ratio of dinghies to safety boats for sail training courses, this ratio may help decide how many safety boats may be required for a club organized activity.

Up to 6 dinghies	1 safety boat
7 to 15 dinghies	2 safety boats
dinghies More than 15	3 or more safety boats