

SAFETY PROCEDURES

Current version.

Yachting New Zealand Safety Regulations apply to all boats taking part in club activities. These safety regulations are printed on the yellow pages towards the back of current Yachting New Zealand Racing Rules of Sailing & Safety Regulations. Parts I and V are applicable to the types of boat sailing at our club.

Part I refers to unballasted centreboard & open yachts.

Part V covers trailer yachts.

Club Safety Procedures

The following is specific to our sailing area and is in addition to the Yachting New Zealand Safety Regulations.

- 1 Crews should exercise caution in going onto the water in boisterous conditions or conditions heavier than they have experienced. They should only do so if they are assured that assistance will be at hand in an emergency.
- 2 In the event of a capsize in conditions beyond the capability of the crew to handle the boat, or breakage of gear, crews should stay with the boat **at all times** until assistance arrives.
- 3 Competitors in difficulty are requested to respect the instructions of the patrol boat crews. They are there to help and their first priority is **your safety** and wellbeing. They may decide to take you to safety and leave your boat until later.
- 4 When conditions deteriorate during the course of a race, the Race Officer may signal either of two options.
 - i. Shorten the race, in which case you must decide whether to try to complete the race, or go ashore immediately; or
 - ii. Abandon the race, in which case you should go ashore immediately.
- 5 In conditions where there is current running seaward and there is no wind, head to the nearest bank by using your paddle or centreboard. Don't wait for a patrol boat, particularly if you are past the entrance to the lagoon. You can be picked up off the bank later. A patrol boat can only attend to one boat at a time.
- 6 When juniors have completed their race, they must not sail down below the seaward side of the lagoon. This is to avoid the situation where the current may take them further seaward while patrol boats are attending other boats still racing.
- 7 Under International Regulations for Preventing Collisions, small vessels or sailing vessels must not impede vessels which can navigate only within a narrow channel. Actions taken (by small vessels) to avoid collisions should be positive, obvious and made in good time.
- 8 Our sailing venue can be adversely affected by a rapid rise in river level and flow caused either by a flash flood or tsunami.
 - a. The river level is now well monitored making the prediction of a flash flood event more likely allowing for sailing to be shortened or abandoned in plenty of time.

- b. If there is a strong earthquake (for example where those on-shore are unable to stand up) there is likely to be a high risk of a tsunami. The race will be abandoned and all boats should come ashore as quickly as possible. The assembly point is the clubroom lounge.

Signalling for Assistance

1. Crews should signal for assistance as soon as possible before becoming exhausted.
2. The correct signals to indicate that assistance is needed are:
 - (a) **Crew in Boat**
 - (i) Either both hands raised above the head and lowered to the sides cyclically at 5 second intervals; **or**
 - (ii) A flag or other object on a spar moved from side to side through an arc of 30 degrees either side of the vertical, cyclically at 5 second intervals.
 - (b) **Crew in Water**
One hand raised above the head for 3 seconds at 5 second intervals.

Instructions for Crews Involved in a Capsize

1. Capsizing is a perfectly normal part of sailing, and if treated as such, with proper procedure and a few precautions, will remain that way.
 - (a) Check that all crew are safe - not caught under sails, under the hull or injured.
 - (b) **Do not leave the boat:** The shortest swim is always too far and the boat is more visible than your head in rough water.
 - (c) **Do not swim after gear that comes adrift:** Many boats are so buoyant when capsized that they can be blown out of reach.
2. An intact boat will not sink, so do not panic. But if the water is cold, do not delay in righting the boat and re-boarding her.

Instructions for Righting after Capsizing

1. **To right the boat** in conditions where the capsize has been caused by carelessness and not by stress of weather, or gear loss or failure:
 - (a) Uncleat all sheets and make sure that they are free.
 - (b) Swim the boat almost head to wind and have a crew hold her there.
 - (c) Right the boat by bringing her to windward by leaning on the centreboard and pulling on the gunwhale shroud, trapeze wire or on the bight of the weather jib sheet, and pulling the stopper knot into the fairlead. Be careful not to pull her right over on top of you.
 - (d) Re-board the boat either over the transom if the crew weights are unequal or if the boat is unstable, or over the gunwhale.

Note: Small crew may lie in the water in the cockpit of an open boat as she is brought up so as to be in the boat when righted.
 - (e) Bail and/or sail out the water making use of through any bailing device fitted.
2. **To right the boat** in conditions where the capsize has been caused by stress of weather or where essential gear has been broken or lost:
 - (a) Hold with mast on the water with crew on the centreboard.
 - (b) Cast off all sheets and halyards.
 - (c) Swim the boat almost head to wind.
 - (d) Right the boat as described in 1. (c) above.
 - (e) Re-board, stow sail/s and bail.
 - (f) Secure towline through bow fairlead.
 - (g) Signal that assistance is required as indicated above.

- (h) Advise patrol boat of your condition and that of your crew.
- (i) Act as promptly as possible on the instructions of the patrol boat crew. They will be more at ease and therefore better able to assess the overall position.