

LIVERPOOL SAILING CLUB

SAILING HANDBOOK

Updated to 16th April 2010

**THIS LSC SAILING HANDBOOK REPLACES THE EARLIER
LSC SAILING REGULATIONS, WHICH ARE NOW WITHDRAWN.**

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UPDATE SCHEDULE

This Edition dated 20th February 2007, except where updated, as noted below:

| | |
|---|--------------------------------|
| Section 3 - Moorings | 21st March 2007 |
| Appendix 4 - Safety boat; updated Introduction of distinction between helmsman and coxswain; allows possibility of trainee helmsman under supervision of fully competent coxswain. | 9 th June 2008 |
| Section 1-C – Boat Park; Complete new section added. | 8 th December 2008 |
| Further update | 14 th December 2008 |
| Add words “with masts stepped” | 5 th February 2009 |
| Delete words “with masts stepped”, and approve explanatory note | 16 th March 2009 |
| Section 3 Moorings – addition to 3-10 | 10 th December 2008 |
| Appendix 3 - Sailing Off Speke Update to tidal information about slipway, And to information about clothing, and minor typographical corrections | 27 th March 2009 |
| Appendix 5 - Choice of Anchor & Rode Updated | 27 th March 2009 |
| The phrase Rescue Boat changed to Safety Boat throughout the document, in line with decision of General Committee, 13 th October 2009 | 20 th October 2009 |
| Minor tidying up of text: paragraph 1A 5 (c); “the regulations for the particular type of boat”; “regulations” changed to “recommendations”. Appendix 3; “Sailing Off Speke” changed to “Sailing on the Mersey” | 16 th April 2010 |

SAILING RECOMMENDATIONS **AND REGULATIONS**

While much of the safety section is advisory, there are four mandatory regulations where this is essential for safety (1A-1, 1A-2, 1A-7(e) and 1A-8).

Sections 1B (Avoidance of Obstruction) and 3 (Moorings) are also mandatory, and Section 4 (Racing) does of course have the status of part of the racing rules for our races.

Section 1. Applicable to all boats on all occasions:

(Complete Section, both parts (1A and 1B), dated February 2007)

This Section applies to all vessels (sail, power or otherwise) launching from the club beach or slipway.

A. Safety

1A-1 - Life Saving Equipment.

This Regulation is mandatory

An ISO approved personal flotation device (buoyancy aid or lifejacket) to the standard at least 50N buoyancy shall be worn at all times when afloat in all craft other than fully decked yachts, and when launching or recovering. (N.B. Wet suits are not accepted as buoyancy.)

1A-2 - Inshore Speed Limit.

This Regulation is mandatory

- (a) No vessel shall exceed a speed of 5 knots anywhere within a defined restricted inshore area, nor within 200m of our yacht moorings or of any anchored or moored vessel.
- (b) The Sailing Committee may establish one or more yellow buoys in the vicinity of the slipway. When these buoys are in place the restricted area in which the above speed limit applies shall be taken to be a direct line from the end of the Airport gantry to the first buoy, thence to each successive buoy in turn, and then perpendicularly to the shore after the last buoy.
- (c) When no such buoys are in place the restricted area in which the above speed limit applies shall be taken to be bounded by the Airport gantry and a semicircle of 200 m radius from the currently exposed end of the slipway, such that the entire semicircle is included in the restricted area.
- (d) This speed limit shall not apply to any vessel actively engaged in rescue work, when in an emergency situation.

1A-3 - Sea Boots

Members are cautioned against wearing rubber sea boots or waders when afloat in either open or half decked vessels.

1A-4 - Positive reserve buoyancy.

All vessels should be fitted with positive reserve buoyancy as required by their class rules, and if not a class boat it is the responsibility of the owner to ensure that adequate buoyancy is fitted. Where this buoyancy is a structural part of the hull (as, for example, in a RIB) that may well be sufficient on its own.

Whereas vessels which are fully decked and are designed for open sea use are exempt from this recommendation, their tenders should comply.

1A-5 - Equipment

Each vessel should at all times carry:

- (a) An efficient anchor of a weight appropriate to the size and type of vessel and type of anchor, and not less than 30 metres of a suitably sized rode (warp or chain or a combination of the two). Members are specifically referred to Appendix 5, regarding the choice of anchor and rode.
- (b) At least one bailer or manual bilge pump appropriate to the characteristics of the particular boat, except for designs of boat which are fully self-draining. However for inflatable boats this may often be considered optional, as it is a matter of comfort and convenience only, rather than of safety. An electric or engine-driven bilge pump is not generally acceptable as the sole means of removing water.

If the characteristics of the boat require it, a means of blocking the slot at the top of the centreboard or daggerboard case.

- (c) An alternative means of propulsion, as specified under the recommendations for the particular type of boat.
- (d) An efficient knife, which in the case of a sailing boat (and any other boat where it is relevant) should be fitted with a spike or shackle tool, worn on a lanyard outside waterproof clothing by the helmsmen and each member of the crew.
- (e) Except where participating in organised racing, either a set of in-date distress flares or (preferably) VHF radio or both. However when two or more boats are sailing in close company it may be sufficient if at least one of the boats is carrying either flares or VHF radio and she maintains watch over the other boats.

Whereas vessels which are fully decked and designed for open sea use are not subject to this recommendation, they should however comply with the standard recommendations for such vessels. These may be obtained from the RYA, or the RNLI, or from Section 2 of this Handbook. Tenders belonging to such vessels should comply with the recommendations contained in 1A-4(a), (b), (c) and (d) above.

If you feel that any of these recommendations are not appropriate to your boat or to yourself, if you are in any doubt at all please **seek advice**.

1A-6 - Rescue facilities

The sailing committee shall be responsible for providing a crew for the club safety boat only while organised racing is in progress.

For cruising and other events the Sailing Committee may at its discretion provide a crew for the club safety boat.

1A-7 - Restrictions on going afloat.

- (a) When Club activities are in progress, no vessel, safety boats excepted, should launch from the club's foreshore unless the names of the helmsmen and crew are recorded in writing in the club prior to departure.
- (b) Additionally Members are strongly recommended to register under the Coastguard's voluntary CG66 Scheme
- (c) The recommendation to "sign out" (first paragraph above) need not apply on occasions when there is no officially organised sailing or other club activity continuing over the expected duration of the sail, because there is little safety value in a written record if there is not going to be anyone there to read it. Instead, on such occasions Members are strongly recommended to leave word ashore, and irrespective of club activities they are reminded of the recommendation to carry either flares or (preferably) VHF radio in case of emergency.
- (d) Each helmsman carries sole and personal responsibility for the safety of his vessel, and **it is now a legal requirement** (under SOLAS V/34) that before launching he shall assess the conditions, and plan his sail (although for small vessels there is no requirement that the plan be written down) taking full account of tide and weather conditions and the limitations of himself and of his boat and his crew. NOTE: Recommendations for sailing dinghies are given in Section 2C.
- (e) No dinghy shall launch from the club foreshore if the No Sailing signal, code flag 'B' (a red rectangle), is displayed. **This is mandatory.**

1A-8 - Registration and Insurance

This Regulation is mandatory

- (a) All vessels must be registered with the sailing committee.
- (b) It shall be the duty of the sailing committee to maintain an up-to-date register of all vessels registered with the club.
- (c) Every vessel launching from or making a passage to the Club foreshore or slipway is required to carry third party insurance in the sum of at least £2,000,000, and every member registering a boat with the Sailing Committee shall make an annual declaration confirming that such cover is in place. While £2,000,000 is the minimum, we actually recommend a limit of £3,000,000. The onus for complying with this requirement and for maintaining the insurance in force falls absolutely on the owner and the helmsman or skipper of the vessel, and the Club has no responsibility for enforcement.

1A-9 - Responsibility for Decision to Sail

The decision whether to sail rests in the first instance with the helmsman, in respect of himself /herself and the boat, and with a responsibility for the safety of the crew, with due regard to the characteristics of the boat and to the conditions.

However the decision of any individual to sail as crew rests entirely with himself/herself, for themselves, with due regard to the characteristics of the boat and to the conditions.

The decision for a child to sail, whether as helmsman or crew, rests entirely with the parents, for that child, with due regard to the characteristics of the boat and to the conditions.

Liverpool Sailing Club shall not be held liable for errors in such decisions by either helmsman or crew, resulting in them sailing when conditions subsequently prove to be beyond their abilities to handle.

B. Avoidance of Obstruction

This Section is mandatory

1B-1 - Use of the Slipway

At all times every effort must be made to avoid unnecessary obstruction of the slipway and the rigging bay, so as not to inconvenience other members wishing to launch or return, and so as not to impede rescue services who may need to use it in the event of an emergency in the river.

Members are advised that under an agreement with the Airport we freely allow them to use the slipway for access to the river in the event of emergency, and that in such circumstances they may also need to use the rigging bay as an emergency helicopter landing pad.

This regulation is not intended to interfere with our own proper use of the slip way for efficient launching and recovery, nor with our use of the rigging bay incidentally to such launching and recovery.

The following specific requirements apply:

- (a) Vehicles and trailers must not be left unattended on the slipway or the rigging bay, and especially while Members go out sailing. Except in the case of single-handed sailors launching when no-one else is available to assist, this also applies to launching trolleys.
- (b) Boats other than the club safety boats must not be dried out on the slip while awaiting a tide or while awaiting later recovery onto a trailer unless prior permission has been obtained from a Flag Officer or the Hon. Secretary or the Sailing Secretary. If such permission is given, every effort shall be made to leave space clear to one side of the dried-out boat to enable other boats to get past.
- (c) If launching trolleys are left on the mud to one side of the slip they must not be left where they will be covered by an incoming tide, and thus present a hazard to other Members or boats.
- (d) Boats that are launching to take part in either a race or an organised cruise, with a specific start time, have absolute priority for launching on the slip, and other boats shall not impede them. There is no such automatic priority for boats returning after such an event.

1B-2 - Anchoring

If at all possible vessels shall not anchor in the fairway, or foul of or in the immediate vicinity of any navigational or racing mark.

Vessels shall not anchor or moor in the vicinity of the slipway for longer than is necessary for the purpose of launching and recovery, and where possible shall avoid anchoring or mooring in such a way that either the vessel or her lines lie across the slip.

Under no circumstances at all shall any vessel moor to any navigational or racing mark.

The reason for this regulation is to avoid obstruction of the fairway and the slipway, and to avoid any risk of either obscuring a navigational or racing mark or damaging it or pulling it out of position. In particular, the bedding of our LSC pole racing marks into the bottom could be seriously disturbed if vessels were to moor to them in a tideway, which could cause the poles to subsequently collapse and thus cause the loss of the mark.

Section 1 - C - Boat Park

1-C-1 Berthing

Boats shall be berthed in the berths allocated to them by the Sailing Committee.

Dinghies shall be securely tied down, either to heavy weights either side or to ground anchors, in order to minimise the risk of being blown over and so causing damage to other boats.

* **PLEASE NOTE:** The risk of dinghies being blown over and both suffering and causing expensive damage is very real. In early July 2008, during an unexpected gale from an unexpected direction, various dinghies were blown over and ended up in a pile on their sides. The damage, to more than one boat, included at least the following (and there may have been more): a bent mast, a broken rubbing strake, a cracked fibreglass launching trolley chock, a badly torn cover, and bruising to a wooden hull. Total cost of that damage (and there may be yet more that was not reported) was probably around £1500.

None of the dinghies had been tied down, hence the introduction of this requirement.

If your dinghy is not adequately secured, and is blown over and causes damage, the owners of boats which she damages may have a valid claim against you for the cost of the damage.

1-C-2

All applications for space in the Boat Park must be made to the Sailing Committee, on the prescribed form, and must be accompanied by the appropriate fee. The reverse side of the form, which must be signed, displays the relevant Club Byelaws.

No boat shall be berthed in the Boat Park on a permanent basis without the agreement of the Sailing Committee, who if they approve the application shall allocate a berth.

On a strictly temporary basis, any Officer or Committee Member of the club may permit a member to make short-term use of the Boat Park, without necessarily requiring a fee.

1-C-3

Acceptance of an application for a berth is not automatic, and the Sailing Committee reserve the right to exercise their discretion and to decline applications without giving a reason. They will do so in particular if they feel a boat is unduly large for the space available, and may also do so in respect of any boat which is expected to be not in use for the forthcoming season.

2. Safety recommendations specific to particular types of vessel

C Sailing Dinghies

(Dated 20th February 2007)

C 1 - Positive Reserve Buoyancy

It is strongly recommended that a swamp test be carried out annually, at or near the start of the season, to establish that internal buoyancy is performing correctly. This test should be carried out with the boat on her beam ends, first to one side then the other, and then with the boat upright. Points to watch include; no deflation of buoyancy bags, no leakage into built-in tanks, hatches secure, bags and flotation blocks and any tanks that are not permanently built in are securely attached.

If you have never in fact suffered a capsize in the boat, it is also recommended that this test be extended to ascertain how the boat comes up, and how much water she has aboard when righted after a capsize. Depending upon the results of this you may wish to increase or redistribute your buoyancy, and/or to provide a cap for the centreboard slot and (if relevant, e.g. such boats as the Enterprise) for the tiller aperture in the transom.

This will also demonstrate the extent to which the boat is self-draining, if at all; certain modern designs and modern revisions to older designs come up dry, others come up half full but the water immediately drains out, older designs often come up waterlogged and remain that way until you bail them out.

This swamp test will also highlight any stability problems when the boat comes upright, and any tendency to invert when capsized. If there are stability problems when upright you may wish to redistribute buoyancy, or to add more buoyancy in the sides. If a tendency to invert when capsized is found you may wish to always use a masthead float.

At the very least, you need to know what to expect of your boat, and then you can plan accordingly.

C 2 - Equipment

The following equipment should be carried:

- (a) At least one oar or paddle. Except for single-handed boats we strongly recommend a minimum of two paddles, and if the boat is suitable (whether single-handed or not) we strongly recommend a minimum of a pair of oars and crutches (or rowlocks). One or more paddles in addition to oars may be found useful for quick and short bursts, as being more convenient than shipping oars and crutches.
- (b) Where a sailing dinghy is sailing alone, and with no safety boat in attendance, we very strongly recommend that she should be fitted with the means of reefing at sea, or with other effective means of shortening sail, and should carry sufficient basic spares (e.g. shackles, lengths of suitable line, etc.) to enable basic rig failures to be jury-rigged in order to get home. Some Members may wish to carry an auxiliary motor, and this has its uses under certain circumstances, but it is not really a satisfactory alternative to being able to shorten sail or to effect jury repairs.
- (c) For those boats which are not fully self-draining, a suitable bailer or bilge pump. You may need to consider two; a bucket for shifting large quantities of water, and either a scoop bailer or a bilge pump for clearing the last of the water. The fastest of all manual methods of emptying a waterlogged boat is often claimed to be a frightened man with a bucket! But for the last few inches, if you have raised floorboards a bilge pump may well be the most effective; if you don't have raised floorboards a scoop bailer may well be best.
- (d) Possibly, depending upon the characteristics of the boat, a suitable masthead float to reduce or prevent the risk of inversion when capsized.

All loose gear should be tied securely into the boat. One very convenient system is to have each item of kit on its own lanyard, which terminates in a stainless steel carbine hook, and then have a number of strategically placed strap eyes onto which these hooks can be clipped; that saves having to tie or untie knots in a hurry, and it largely removes the risk of loosely tied knots coming undone.

C 3 - Wind Over Tide Phenomena

Helmsmen are advised that the prevailing wind on the river has a component in the direction of the flood tide, and the wind is sometimes straight up the river, so that on the flood the wind can appear deceptively light; once the tide turns, and one has wind against tide, this can increase the effective wind strength by up to 3 levels of the Beaufort scale. An actual wind of 11 knots (Force 4) may appear on a 6 knot flood tide to be only 5 knots, so one perceives it as Force 2 and goes out for a gentle balmy sail upriver. When the tide turns, and we have a 6 knot ebb, with no change in the actual wind we now have Force 5 over the water (17 knots), which is verging on a “dinghy sailor’s gale”, together with very steep and lumpy seas and almost vertical walls of water.

Helmsmen are therefore advised to assess the conditions in line with the characteristics of the boat and with their own experience and the strength of their crew, and taking account of the relative direction of wind and tide and the effect of wind-against-tide once the tide turns.

Be prepared to reef if necessary.

If in doubt, seek the advice of more experienced members.

C4 - Collision Avoidance, and Being Seen

It is accepted good practice to carry a radar reflector, and under SOLAS V/19 **it is now a legal requirement** to do so if practicable. Although sailing dinghies rarely do so, now that suitable slimline tubular radar reflectors have appeared on the market (amongst others) it clearly is now practicable, and we strongly recommend that one be carried, at least if sailing downriver.

2. Safety recommendations specific to particular types of vessel

D Yachts

(Dated 20th February 2007)

D 1 - Safety Equipment:

Every yacht should carry, or be fitted with, the following equipment. This is intended as a basic checklist rather than a detailed specification, and in all cases the inventory should be appropriate to the yacht. If in doubt, seek advice.

- (a) A suitable anchor and at least 30 m of suitable cable. A combination of chain and nylon warp, both in suitable sizes, probably gives the best holding of all in surge conditions, but for day to day use many yachtsmen will prefer all chain. Our recommendation is however that all warp is not suitable except for very temporary anchoring (e.g. the “lunch hook”).
- (b) A sea anchor and warp, appropriate to the size of yacht
- (c) An effective manual means of expelling bilge water. This will normally be a bilge pump, of suitable capacity for the yacht (E.g. at least 10 gpm capacity on a 20 ft yacht, and perhaps 25 gpm on a 35 ft yacht). An engine-driven or electric bilge pump is a great asset, but should not be relied upon as the only bilge pump on board; engines can fail, and if that happens you also lose the means of recharging your battery, and you cannot afford to have that situation leave you with no useable pump.
- (d) An effective means of reefing the main, and an effective means of reducing headsail area; the latter may be accomplished either by reefing, or by a cutter-headed rig, or by having the facility to change down to a smaller headsail.
- (e) Steering compass
- (f) A depth sounder (preferably) or hand lead or other means of sounding.
- (f) The current weather forecast; if the forecast includes any changes in the wind it should be written down.
- (h) Appropriate fire extinguishers for the size and type of boat. An exception may be made only for boats which have no engine and no means of cooking or heating. For boats with an inboard engine, there should be either an automatic extinguisher fitted to discharge into the engine compartment, or there should be a hole in the engine casing through which a hand held extinguisher can be aimed. A fire blanket convenient to the cooker is also recommended, so placed that it will be still accessible in the event of a cooker fire (i.e. NOT behind the cooker!!)

- (j) A means of alternative emergency propulsion. This will normally be an engine, but for boats without engines sweep/s and/or a stern sculling oar should be carried. Towing from the tender, either ahead (normally on a short tow) or lashed alongside, is not the best solution and should never be relied upon as the normal means of propulsion if the wind drops, but *in extremis* it does work and it may be useful to be aware of the possibility.
- (k) A suitable radar reflector, preferably a modern encapsulated type (e.g. Echomax), but be aware that a lot of the earlier encapsulated ones performed notoriously badly. **Note that this is now a legal requirement, under SOLAS V/19.**
- (l) The IRPCS-specified day shapes, i.e. a cone (for motor sailing) and an anchor ball; these may if desired be either inflatable or made from hinged or slotted cut-outs of plywood
- (m) Selection of spare warps, and some spare blocks etc.
- (n) Toolkit/s (rigging, engineering, electrical)
- (o) A full ISO approved 150N (or higher) lifejacket and a safety harness and lifeline for each person on board.
- (p) At least one lifebuoy, equipped with a drogue, and preferably also equipped with a light and a dan buoy, kept ready for instant release in the event of a Man Overboard emergency.
- (q) At least one floating rescue line, with a suitable small soft weight at the end (a monkey's fist made in the rope is ideal), kept permanently available and able to be thrown in the event of a Man Overboard emergency.
- (r) A set of foul weather gear for each person on board
- (s) Non-slip footwear for each person on board, and decks should have a suitable non-slip surface.
- (t) A set of in-date distress flares to current MCA recommendations
- (u) VHF radio, preferably with DSC, and preferably interfaced with GPS
- (v) First Aid kit

D 2 - Safety Equipment Offshore:

In addition to the equipment listed in para. D1, every yacht venturing out of the river should carry, or be fitted with, the following equipment. This is intended as a basic checklist rather than a detailed specification, and in all cases the inventory should be appropriate to the yacht. If in doubt, seek advice.

- (a) Handbearing compass, patent log
- (b) Adequate paper charts, nautical almanack (or equivalent discrete publications), logbook, chart instruments, chart table or other suitable surface on which to work. The log should be kept up on a regular basis. Members are advised that although GPS has now become accepted as the primary means of navigation (since about 2002), dead reckoning and estimated positions must still be kept up and logged, paper charts **are still a legal requirement** as well as good practice, and yachtsmen should always be able to carry out manual navigation to an acceptable accuracy - even if only as a backup to the GPS.
- (c) The current weather forecast, and a means of receiving further forecasts.
- (d) GPS, preferably interfaced with the DSC radio.
- (e) Electronic charts and plotter option, but paper charts should still be carried.
- (f) Full correct navigation lamps and anchor light. Suitable illumination for the steering compass.
- (g) A passage plan for the proposed passage. **Members are advised that this is now a legal requirement** (under SOLAS V-34), and although there is a dispensation for small craft that the plan need not be written down it may often be helpful to do so.

D 3 - Public Hygiene

Marine toilets discharging untreated sewage should not be used anywhere within the Mersey, or within 3 miles of the coast, or anywhere where it is prohibited by law.

The recommendation is either holding tanks, or a Porta Potti (or equivalent), or a treatment system, or other arrangements. "Bucket and chuck it" is not nowadays acceptable.

While this paragraph is recommendation only, be aware that the law has a certain amount to say on the subject, and that the law has teeth!

E Yacht Tenders

(Dated 20th February 2007)

E 1 - Personal Buoyancy

The requirement for personal buoyancy under para. 1A-1 remains mandatory.

NOTE: The revisers thought long and hard about whether this should be mandatory or optional; it is commonplace for yachtsmen not to wear personal buoyancy in the tender in fair conditions, but one of the most frequent causes of yachting fatalities is nonetheless the trip in the tender between yacht and shore. If the tender is overloaded, or if conditions are otherwise only moderate but a lowflying aircraft then disturbs the water (and our water is right on the landing approach ...), or if someone in the tender slips, or if engine failure results in your being swept upriver on a spring flood and with a strong northerly or north-westerly wind (and you probably won't be able to row fast enough to beat that combination), an apparently routine trip in initially benign conditions can very easily turn into a potentially life-threatening emergency with little or no warning. We therefore decided that in the interests of safety, and of harmonising the regulations, this should remain mandatory, and we felt that this is a comparatively small imposition on members.

E 2 - Equipment

All tenders should carry:

- (a) Serviceable oars and either crutches or rowlocks (or alternative attachment points). This is essential even if your primary means of propulsion is an outboard.
- (b) A painter, strong enough to double as a tow rope, and not long enough to risk fouling the propeller if it goes overboard.

All loose gear should be tied securely into the boat. One very convenient system is to have each item of kit on its own lanyard, which terminates in a stainless steel carbine hook, and then have a number of strategically placed strap eyes onto which these hooks can be clipped; that saves having to tie or untie knots in a hurry, and it largely removes the risk of loosely tied knots coming undone.

E 3 - Exemptions

If the tender is being used ONLY for the short trip between moorings and the shore, IN SETTLED FAIR WEATHER, it may be reasonable to forgo the usual anchor and the bailer on the grounds that one can very quickly get back into shallow water inshore. In all other circumstances it is recommended that these be carried.

E 4 - Loading

Never overload your tender, especially at night, and even more especially if you have just had a convivial sail (or party ashore) when the alcohol has been flowing. It is far better to make one or more extra trips than to have an accident. Members are reminded that one of the principal causes of loss of life of yachtsmen is the short trip in the tender, in harbour, between yacht and shore.

E 5 - Identification

Tenders (and their loose equipment) should be clearly marked with the name of the parent yacht.

2. Safety recommendations specific to particular types of vessel

F Power Vessels, other than PWC, including Sea Angling Vessels

(Updated 20th February 2007)

F 1 - Mandatory Requirements

Members are reminded of the requirement to wear appropriate personal buoyancy (para. 1A-1), including when launching and retrieving boats, of the inshore speed limit (para. 1A-2), and of the requirements for registration with the Sailing Committee and for third party insurance (para. 1A-8).

F 2 - Familiarisation

New or prospective members are recommended to spend one Sunday helping to launch and recover the other members' boats to familiarise themselves with the procedure. They should also remain in company with the other club members until both powerboating experience and knowledge of the local waters has been gained.

F 3 - Personal Equipment

Always wear suitable clothing. With larger powerboats which require deep wading to launch them, outside the months July through to October the minimum recommendation is that at least those involved in launching should wear either wet suit trousers or dry suit trousers or waders.

At least one person aboard should always carry a sharp efficient knife, on a lanyard. Depending upon the nature of the boat, consider whether everyone aboard needs to carry one.

It can be a lot colder at sea than on shore, and weather can change while you are out, so carry spare clothing, with plenty of sweaters and adequate waterproofs

Always carry sufficient food and drink for the length of time you expect to be out, and always carry adequate emergency rations in addition to what you expect to use.

F 4 - Launching and Recovery

Powerboaters assist each other. Therefore punctuality at launching times is important, both for this reason and to avoid impeding other classes of boats.

Boats should be prepared for immediate launching before being driven down the slipway.

Please keep the slip clear except when launching and retrieving, and please avoid launching and recovering when dinghy racing or organised dinghy cruising is starting.

Early arrivals back at the Club after a cruise should remain dressed for boatwork and stand by to assist later arrivals retrieve their boats.

Ensure that your trailer winch cable or rope is in good condition.

You may need a long rope for trailer (if current strong).

In the event of a trailer becoming submerged near slip this must be reported to O.O.D as soon as possible.

Bearing savers are well worth fitting to your trailer.

F 5 - Kill Cords

The term “powerboat” covers such a vast range of boats that recommendations on this must be tailored to the particular boat. The range covers the heavy displacement motor launch (and even the steam yacht!), the planing cruiser, the motor yacht, the racing craft, the powerful RIB, the fishing boat, and the small dinghy with a low-powered outboard, all of which have vastly different characteristics.

Depending upon the nature of your boat, and in some instances depending also on where you are going, consider whether a kill cord for the helmsman is necessary. If it is needed it should be securely attached to the person or to the clothing. If the manufacturer has provided one it is reasonable to assume that it is thought to be necessary, and so should normally be used.

F 6 - Boat Fittings etc.

Your boat should be fitted with positive buoyancy. Inflatables should have multiple chambers.

You should have a suitable strong point at bows for anchor and painter, accessible from on deck (i.e. a winching point on the stem at the waterline is not suitable for this), and preferably fairleads for the warp or chain; note that anchor must always be from bows

Battery needs to be fastened securely

Linkages and cables need to be in good condition and lubricated

F 7 - Boat Equipment

All boats should normally carry

Manual bilge pump and/or bailer. Note that an electric or engine-driven bilge pump is a great boon, but it becomes useless in the event of engine failure and flat battery, so there always needs to be a manual backup.

Horn

Distress signals

VHF radio

Navigation lights if operating at night (including dusk)

Torch

Radar reflector. Note that it is now a legal requirement under SOLAS V/19 to fit one if practicable, and with the advent of a choice of reflectors specifically designed for small powerboats there is no doubt that it is now practicable.

Paper charts if going beyond local waters (NB. this classes as part of your passage planning, which is now a legal requirement under SOLAS V/34)

Compass

Depth sounder or other means of ascertaining depth of water

Fire extinguisher

Alternative means of propulsion, either oars and crutches or paddles or a reserve engine

Strong painter

Suitable anchor with at least 30 metres suitable rode

Spare fuel tank with fuel

Engine tools and (for petrol engines) spare plugs

Towing rope

F 8 - Wind Over Tide Phenomena

Helmsmen are advised that the prevailing wind on the river has a component in the direction of the flood tide, and the wind is sometimes straight up the river, so that on the flood the wind can appear deceptively light; once the tide turns, and one has wind against tide, this can increase the effective wind strength by up to 3 levels of the Beaufort scale. An actual wind of 11 knots (Force 4) may appear on a 6 knot flood tide to be only 5 knots, so one perceives it as Force 2 and goes out in gentle balmy conditions. When the tide turns, and we have a 6 knot ebb, with no change in the actual wind we now have Force 5 over the water (17 knots), which produces quite a severe chop, with very steep and lumpy seas and almost vertical walls of water; helmsmen of smaller powerboats need to take particular care in such conditions.

Helmsmen are therefore advised to assess the conditions in line with the characteristics of the boat and with their own experience and endurance, and the endurance of their crew, and taking account of the relative direction of wind and tide and the effect of wind-against-tide once the tide turns.

If in doubt, seek the advice of more experienced members.

F 9 - Organised Cruises

All cruises depend on weather conditions. If conditions are too severe, cruises outside the estuary will be replaced by river cruises, or cancelled.

There will be set waiting points where the slower boats can catch up. Examples:

In the River

Eastham Ferry, Pier head, , New Ferry, New Brighton

Outside the River

Hilbre, Moreton, Mostyn,

F 10 - Important Procedures

Sign on/off at the Club

Always do a passage plan before setting off. This is now a legal requirement (under SOLAS V/34), and although there is no requirement for it to be written down it may well be helpful to do so.

Always be on watch at sea; you might hit a floating object, or someone may be in distress

Do not travel at speed near racing dinghies

Do not 'buzz' sailing boats or in fact any other users of the river

Remember that you are a member of, and represent, a responsible sailing club.

2. Safety recommendations specific to particular types of vessel

G Personal Watercraft (Jetskis)

(Dated 20th February 2007)

G 1 - Applicability

For the avoidance of doubt, all references to vessel/s under Sections 1 and 3 and this part of Section 2 apply also to personal watercraft, even though they are not regarded as vessels under the Merchant Shipping Act.

The whole of Section 1 therefore applies equally to personal watercraft, **including the absolute requirement for compulsory third party insurance**, and the recommendation to carry an anchor and suitable rode, and a paddle or other alternative means of emergency propulsion.

Although it is very unlikely that an owner would wish to lay a mooring, Section 3 would apply were he to do so.

G 2 - Mandatory Requirements - Conditions for Access to the Water

- (a) Every personal watercraft must prominently display its hull number, and although there is no mandatory requirement for members to hold RYA PWC certificate of competence the General Committee strongly recommend that such training is undertaken. The non-requirement for members to hold relevant certification is something that will be reviewed by the General Committee as often as they see fit.
- (b) All visitors wishing to launch their PWC at LSC for any reason, except pre-arranged training courses approved by the General Committee, must hold the RYA PWC Certificate of competence. Proof of certification must be shown to the LSC OOD. on every visit before any permit to launch will be granted. A mandatory condition for any Crew or guests of visitors or members to take control of the PWC is that
 - (1) They must hold the RYA PWC Certificate of Competence, or
 - (2) The LSC member or the certified visitor must be aboard and in charge of the PWC.

It is the responsibility of the PWC owner to satisfy himself that any person he/she allows to take the helm of the PWC will be adequately covered by his/her relevant insurance policy. This particularly applies to juniors as most major PWC insurers have strict rules regarding age and experience

- (c) Where a member introduces a PWC owner as a visitor under Rule 23, on an occasion where there is no OOD on duty, the host member takes upon himself the duty of the OOD, and is personally responsible for ensuring that the requirements of (b) (1) or (2) are met.
- (d) No person under the age of 16 shall operate a PWC on his or her own; however a person over the age of 12 may operate one if a person over the age of 18 and qualified under the terms of sub paragraphs (a) or (b) is also aboard the craft.
- (e) Buoyancy aids as per para. 1A-1 or impact jacket must be worn at all times, including launch and recovery.
- (f) No person may operate a PWC equipped by the manufacturer with a link-type engine cut off (kill chord) without attaching such link to the driver/helmsman's person, clothing or personal floatation device as appropriate.

G 3 - Mandatory Requirements - Behaviour on the Water

Every personal watercraft shall at all times be operated in a reasonable and prudent manner.

No person shall operate a personal watercraft in an unsafe or reckless manner. Unsafe personal watercraft operation shall include, but not be limited to the following:

- (1) Becoming airborne or completely leaving the water while crossing the wake of another vessel within 50 m of the vessel creating the wake.
- (2) Weaving through congested traffic.
- (3) Operating a vessel at a speed greater than slow/no wake speed within 50 m of an anchored or moored vessel, shoreline, vessel underway, dock, pier, boat ramp, marina, swim float, marked swim area, person in the water, person(s) engaged in angling, or any manually-propelled or sailing vessel. In particular, this regulation forms an absolute prohibition on “buzzing” any other vessels.
- (4) Sub-paragraph (3) is however modified in an emergency situation where the PWC is proceeding to the assistance of a person in distress in the water; the final approach needs to be slow, but subject to that requirement the 50 m restriction may be dispensed with on such occasions.
- (5) Operating contrary to the “Rules of the Road” or following too close to another vessel, including another personal watercraft. For the purposes of this section, following too close shall be construed as proceeding in the same direction and operating at a speed in excess of 10 mph when approaching within 50 m to the rear or 25 m to the side of another motorboat or sailboat which is underway unless such vessel is operating in a narrow channel, in which case a personal watercraft may operate at the same speed and in the same direction as other vessel traffic. This means that if you wish to overtake you must keep well clear, in accordance with the “Rules of the Road” (Rule 13(a)).
- (6) High speed approaches to any other vessel at any time; the “Rules of the Road” require appropriate avoiding action to be taken immediately a risk of collision is seen to exist (Rule 8).
- (7) Use of power when any person is in the immediate vicinity of the jet outlet or slipstream, or in the immediate vicinity of the intake grating.
- (8) Operating at a speed greater than slow/no wake speed within 50 m of any vessel displaying Code Flag “A” (“I have a diver down; keep well clear and proceed at low speed.”). Operating unnecessarily close to such a vessel at any speed.

G 4 - Wind Over Tide Phenomena

Helmsmen are advised that the prevailing wind on the river has a component in the direction of the flood tide, and the wind is sometimes straight up the river, so that on the flood the wind can appear deceptively light; once the tide turns, and one has wind against tide, this can increase the effective wind strength by up to 3 levels of the Beaufort scale. An actual wind of 11 knots (Force 4) may appear on a 6 knot flood tide to be only 5 knots, so one perceives it as Force 2 and goes out in gentle balmy conditions. When the tide turns, and we have a 6 knot ebb, with no change in the actual wind we now have Force 5 over the water (17 knots), which produces quite a severe chop, with very steep and lumpy seas and almost vertical walls of water; helmsmen will often need to take particular care in such conditions.

Helmsmen are therefore advised to assess the conditions in line with the characteristics of their PWC and with their own experience and endurance, and the endurance of any passenger/s, and taking account of the relative direction of wind and tide and the effect of wind-against-tide once the tide turns.

If in doubt, seek the advice of more experienced members.

G 5 - Recommended equipment etc. for PWC Users

The following is recommended for all PWC users.

PERSONAL GEAR

Wetsuit/Drysuit
Buoyancy Aid as per para. 1A-1
Kill cord (and spare)
Goggles
Sun-block
Foot protection
Gloves
Whistle

PWC SAFETY GEAR

Full tanks petrol and oil
Fire Extinguisher
Flare pack; minimum two orange smoke and two red handheld (pinpoint)
Marine VHF radio (preferably); mobile phone not as good, but better than nothing
Knife - as per para. 1A-3(d)
Rope
Anchor - as per para. 1A-3(a)
Torch
Tool kit
First Aid Kit.
Alternative means of propulsion. Note that there is a paddle with telescopic handle available, that is specifically aimed at PWC users.

Note that it is very strongly recommended that on any tidal waters, and particularly on the Mersey, PWC users should “buddy up”. Because of the severe limitations of the craft with regard to both anchoring and paddling in emergency, **“buddying up” is the only safe way to operate.**

OFFSHORE CRUISING

Compass

Marine VHF radio (strongly recommended as the preferred option);
mobile phone not as good, but better than nothing

Charts

Cruise in company

Make a passage plan.

NB. This is a legal requirement for all vessels under SOLAS V/34, so even though PWCs are not regarded as vessels they should still do so, and although there is no formal need for the plan to be written down it may in fact be helpful to do so.

Inform someone of route and ETA and tell them when you are back.

LEGAL MATTERS

Insurance Certificate, showing third party cover of at least £2,000,000,
and we recommend preferably £3,000,000 -
Covered under Reg. 1A-6(c)

Registration Certificate

Hull Number Displayed

PWC Allowed in the area.

FINALLY

Remember that you are a member of, and represent, a responsible sailing club.

2. Safety recommendations specific to particular types of vessel

H Windsurfers

Because we have not yet been able to source expertise on these craft in sufficient time for publication this part is still under review. It will be published as a Supplement both in the Clubhouse and electronically once it is finalised. It will then have exactly the same status as the remainder of Section 2.

In the meantime the following recommendations are provisional; they should be regarded as the best we can do pending more expert advice, and in the normal course of events members should adhere to them. If any member feels that he or she has the experience and expertise to improve upon these, the Sailing Committee would welcome their contribution to improving them; please make contact.

H 1 - Exemptions from Section 1

- (a) Because of the nature of these craft, the ability to swim the windsurfer may be considered an acceptable alternative means of propulsion.
- (b) It is accepted that in most cases it is not viable to carry an anchor. However if no anchor is carried it is most strongly recommended that under no circumstances should the windsurfer be sailed downriver of the Club slipway, unless this direction is both upwind and uptide and there is at least another hour of flood tide still to run.

H 2 - Skills required

Because these are exposed tidal waters windsurfers should be adequately competent to manage their craft, and as a minimum they should be able to waterstart as well as uphaul before venturing out on the Mersey.

2. Safety recommendations specific to particular types of vessel

J Canoes and Kayaks

Because we have not yet been able to source expertise on these craft in sufficient time for publication this part is still under review. It will be published as a Supplement both in the Clubhouse and electronically once it is finalised. It will then have exactly the same status as the remainder of Section 2.

In the meantime the following recommendations are provisional; they should be regarded as the best we can do pending more expert advice, and in the normal course of events members should adhere to them. If any member feels that he or she has the experience and expertise to improve upon these, the Sailing Committee would welcome their contribution to improving them; please make contact.

J 1 - Equipment

The following equipment should be carried:

- (a) An alternative means of propulsion; for a non-sailing canoe this will normally be at least one spare paddle. In the case of a sailing canoe, the sailing rig (when fitted and fully operational) may be regarded as the primary propulsion, and the normal complement of paddle/s will meet the requirement for auxiliary propulsion.

J 2 - Wind Over Tide Phenomena

Canoeists and kayakers are advised that the prevailing wind on the river is broadly in the direction of the flood tide, so that on the flood the wind can appear deceptively light; once the tide turns, and one has wind against tide, this can increase the effective wind strength by up to 3 levels of the Beaufort scale. An actual wind of 11 knots (Force 4) may appear on a 6 knot flood tide to be only 5 knots, so one perceives it as Force 2 and goes out for a gentle balmy paddle upriver. When the tide turns, and we have a 6 knot ebb, with no change in the actual wind we now have Force 5 over the water (17 knots), which for many paddlers is getting near to (or possibly even exceeding) the limits of the capabilities of themselves and their craft, together with very steep and lumpy seas and almost vertical walls of water.

Under these conditions it is not easy to know where the smoothest water is to be found. In the main channel there is more depth, so less shortening of wavelength (and thus accentuation of height and less risk of waves breaking) because of the shallow water, but the current will be stronger and thus increase the wind-over-tide effect.

Even in the very shallow water close to the beach the wave action can be surprisingly strong.

There is thus no easy answer, and kayakers are cautioned about the potential dangers of the ebb tide when there is any significant wind from the north or west. But for the more experienced kayakers this may add a very welcome degree of spice to their paddling.

3. Moorings

(Updated to 12th December 2008)

The whole of this section is mandatory for those who wish to lay moorings

3-1 - Authority

Under the powers delegated by H. M. Conservator on 27th March 1975, Liverpool Sailing Club is the mooring authority for a defined area in the Club's home waters.

NOTE: This delegation of powers gives the Club the legal authority to regulate moorings in our area.

3-2 - Moorings Sub-Committee

The Sailing Committee may appoint a moorings subcommittee to oversee moorings in our home waters. Wherever possible, where such subcommittee exists, all subsequent references in this Section to the Sailing Committee shall be taken to apply in the first instance to this subcommittee.

3-3 – Location, and Buoyage

(a) All moorings are to be laid within the area defined by the straight lines joining the points

53 20' 06" N 02 54' 00" W.

53 20' 06" N 02 52' 30" W.

53 19' 30" N 02 54' 00" W.

53 19' 30" N 02 52' 30" W.

and no mooring shall be laid without the prior consent of the sailing committee.

(b) No mooring shall be laid in any part of this area which may be declared a fairway by the sailing committee.

(c) No vessel shall use any mooring, anchor or other buoy which is coloured red, orange or yellow or any colour which in the opinion of the sailing committee may be mistaken for red, orange or yellow, the use of these colours being reserved for the club's racing marks. No mooring buoy may be of a shape or type which may be confused with any navigation mark, including the small navigation marks laid and maintained by Liverpool Sailing Club.

3-4 - Application Procedure

Any holder of a mooring must be a current Member of Liverpool Sailing Club.

Any owner wishing to lay a mooring shall apply in writing to the Sailing Committee, using the proforma which they may specify from time to time, and which will require details of the owner and of the boat. Provided they are satisfied with the application the Sailing Committee shall allocate a specific location for each mooring.

In allocating a mooring location the Sailing Committee shall take into account any special requirements imposed by the characteristics of the particular boat or other factors, as notified to them by the applicant, and will use their best endeavours to satisfy these but without any guarantee that they will succeed in doing so. The final decision whether the allocated place is suitable rests with the applicant, and the act of laying a mooring signifies acceptance that he considers the location to be suitable.

Subject to availability of space, upon request a moored vessel will be allocated a winter berth, and provision for bringing ashore for short term reasons. Either the Sailing Committee or the General Committee shall be entitled to set a limit upon the size of vessel for which a winter berth can be provided.

Fees for moorings and for winter berths shall be charged at rates set by the General Committee from time to time.

All mooring fees will be paid by the 21 March. Non payment will be interpreted as relinquishment, and the mooring will be re allocated.

3-5 - Engineering Standards

All moorings shall be laid to approved standards so as to minimise the risk of yachts dragging or breaking adrift and thus causing damage.

The Sailing Committee shall determine from time to time the club's minimum approved standards, which shall so far as possible be in line with generally accepted good practice and/or with any national guidelines which may exist.

3-6 - Responsibilities

Each owner is responsible for supplying and laying his own mooring tackle, but with the prior approval of the Sailing Committee owners may club together for greater convenience and economy in laying the moorings. Such approval will not be unreasonably withheld, but each owner will remain individually liable for his own mooring.

If owners clubbing together wish to lay a trot of moorings, consisting of risers from a single ground chain or network of ground chains, they shall first liaise with the Sailing Committee. Again the Sailing Committee will co-operate with such a scheme, provided it is satisfied that it is reasonable and is to be adequately engineered, and again each owner will remain individually liable for his own mooring.

The ground tackle, riser and float remain the property of the vessel owner.

3-7 - Insurance and Responsibilities

Liverpool Sailing Club shall not be held responsible for any vessel, moored or ashore.

Every owner of a yacht lying to a mooring must ensure that his third party insurance covers lying to that mooring, and that it includes cover for any damage that may be done if the yacht either drags or breaks free.

3-8 - Servicing

All moorings are to be serviced annually, and this is to include a full inspection of the ground tackle. The owner is to confirm in writing to the Sailing Committee each year, before his mooring is used for the first time that year, that his mooring has been serviced that year in accordance with this regulation.

3-9 - Larger Yachts, and Winter Use

No mooring shall be used for, or lent for use of, a yacht longer or heavier than that for which it was designed, without the prior consent of the Sailing Committee.

No yacht may be left on unattended a mooring over the winter months (1st October to 31st March) without the prior consent of the Sailing Committee, who will need to be satisfied that the mooring is adequate to securely hold the vessel concerned in all weather conditions to be expected in winter.

3-10 - Sale of a Mooring

A vessel owner's ground tackle can be sold in the event of him or her relinquishing the mooring, but if it is to be left in situ the new owner will need to make a fresh application to the Sailing Committee and their approval obtained before it is used.

If a yacht and mooring are to be sold together, the vendor may seek prior approval in principle, and if such approval in principle is given full approval shall not be unreasonably withheld when the new owner makes his formal application. If the vendor does not make prior application, the Sailing Committee shall be under no special obligation to grant approval after the event, and if they decline to do so the purchaser's remedy shall lie with the vendor and not with Liverpool Sailing Club.

If there is a waiting list for moorings, if the Sailing Committee have not given prior approval they shall be entitled at their discretion to grant the space to a member on the waiting list in preference to the purchaser.

If a mooring is to be used for a different boat than that for which it was laid it may be necessary to survey the tackle first.

The club moorings area is exclusively for the use of Members and bona fide Visitors. Where a yacht and mooring are sold to a non-member, the yacht and mooring shall be promptly removed unless the purchaser joins the Club. It is accepted that if a yacht is to be sold out of the area it may not always be possible to arrange early collection; under those circumstances, upon prior application to the Sailing Committee, that committee may consider granting a mutually agreeable extension of time for her removal.

4. RACING

(Dated 20th February 2007)

This Section is temporarily withdrawn, and will be revised once we have a racing fleet. It will then be published as a Supplement both in the Clubhouse and electronically once it is finalised.

Appendix 1

Club Signals

(Dated 20th February 2007)

This Appendix is temporarily withdrawn, and will be revised once we have a racing fleet. It will then be published as a Supplement both in the Clubhouse and electronically once it is finalised.

Appendix 2

Cups and Trophies

(Dated 20th February 2007)

The contents of this Appendix are temporarily withdrawn.

This is to enable us to start afresh, in our new situation, and as our first full season since the relaunch of the Club evolves and we see what fleet emerges it will enable us to decide what competitions we wish to mount, and to decide the allocation of the cups and trophies.

However it is intended that there will be trophies for racing, and one or more cruising trophies, and that the latter will include a Cruising Log Trophy. The Cruising Log Trophy is equally open to all members irrespective of the type of boat; we will consider logs recording cruising in yachts, dinghies, powerboats, PWCs, canoes, windsurfers.

Appendix 3

Sailing on the Mersey

(Dated 20th February 2007)

*Dear God Be good to me
The river is so wide and my boat is so small.
(Old fisherman's prayer)*

'A man who is not afraid of the sea will soon be drowned, for he'll be going out on a day when he shouldn't. But we do be afraid of the sea, and we do only be drowned now and again.'

from 'The Aran Islands' by J M Synge.

These notes apply primarily to sailing dinghies, and are primarily intended for beginners, but although you may have sailed before in Singapore, Salcombe, on the Southport Lake or elsewhere, do please read them as there are such things as "local conditions".

The Waters

The club is situated on the foreshore which lies in a N.W./S.E. direction. This means that the prevailing westerly winds make it a lee shore for most of the time.

A good idea of the strength of the wind can be obtained by looking at the smoke emerging from the two tall chimneys across the river. In no wind (i.e. Force 0) the smoke will be vertical. As the strength of the wind increases the smoke is deflected downwards until in very strong winds it is even slightly below the horizontal.

The tidal streams run up to 6 knots at springs, so remember if you are going for a sail that you should consult the Tide Tables before you go out. It is dangerous to be caught downstream of the club slipway on an ebb tide especially on springs – you may not get sufficient wind to be able to get back. Once you get below the Coastal Reserve, there is no landing on the Liverpool side until you get to Seaforth, and that is some 12 miles away. Therefore, remember that while the sun may be shining when you set out, the sun may later be obscured, the wind may freshen and the wind may fall away, but one thing that is certain is that the tide will turn within a few minutes of the time given in the club handbook.

As sailing usually takes place on a rising tide it is, therefore, safer to sail upstream (towards Widnes) with the tide, knowing that you will have a tide beneath you to bring you home when it

turns. **Beware wind-against-tide effects when the tide turns; a gentle barmy wind on the flood can appear to be a mini-gale on the ebb.**

If you have to fight a tide you will find that it does not run so strongly “at the edges” as in the middle of the channel so keep well inshore. It will also turn at the edges before it turns in the main channel.

Be aware that if you are trying to get past the Airport gantry against the tide, the end of it is getting well out towards the channel and so it is in a fairly strong part of the tide.

If for any reason you have to anchor do try to avoid anchoring in the fairway (the channel).

Come down to the club one day at low water and you will get a very good idea of where the main channel lies when the tide is in.

Never go out on the river, whether racing or just cruising, without first “signing on” at the Club. Likewise, when you return, it is imperative that you “sign off” as soon as possible. When racing or other Club sailing events are in progress it is the responsibility of the O.O.D. to account for all boats before closing for the day.

Should you be going out sailing on a day when there is no O.O.D. on duty then do leave word with someone ashore of your intention and your expected time of return. Report your return, as if you do not a search may be mounted for you.

It is not recommended that boats should go off sailing alone. If there is no club event arranged for that day then try to arrange to sail in company with another boat for mutual safety.

Ensure that you have either your boat’s name or class registration number painted clearly on your launching trolley. Not only does this help to identify your trolley from amongst the others, many of which are no doubt similar, but should it be found on the slipway, it makes it very easy to identify any boat which is still out on the river. More especially if you have omitted to sign on.

Look after your boat, it will stand for a hell of a lot of knocking about but it will not stand for neglect.

Arrange for a major overhaul at least once a year; do not try to economise in your rigging or gear. This could prove to be false economy and could cost you your mast, boat or perhaps your life. The sea is a cruel and exacting mistress.

When hoisting sails afloat it should be the main first, then the jib. When taking sails off, jib first, then your main. The taking off of the jib first will cause the boat to “feather” into the wind and enable you to deal with the main in safety. If it is blowing hard and you wish to sail home under “short sail” then you can rehoist the jib in relative safety.

Always make a point of making the jib and mainsail halyards fast each on their own and separate cleat. It is an accepted practice in many sailing craft that the jib halyard goes on the port side and the mainsail halyard on the starboard side; make this a firm rule unless there are good reasons for departing from it for your particular boat. A person strange to your boat would naturally go to port to look for the jib halyards so please conform with custom and practice. This could prove to be very important in an emergency when things have to happen smartly and correctly with no time for mistakes.

It is often common practice to put a hitch over a cleat after belaying a halyard. This is a most dangerous practice due to rope, even the modern synthetics to a lesser degree, swelling in diameter and shrinking in length on becoming wet. This may cause you some difficulty if you wish to let go in a hurry. If your boat is fitted with horn cleats the correct and seamanlike method of belaying a halyard is to first take a round turn around the cleat then follow with two or three figures of eight and finish off with a complete round turn. This will not slip or jam and can always be let go at a moment's notice. The round turn applies the main load to the strongest part of the cleat, the central boss, while the figures of eight turns then build up the friction which prevents the rope slipping. Do NOT rely on the strength of one horn to hold the main load, by putting the first round turn around a horn; if the cleat is the right size the horns are not strong enough to take the main load. Stow the tail of the halyard in such a manner that will not snarl or tangle and will run free when required.

However a considerable number of boats, especially some modern sailing dinghies, lead main halliards to various forms of jamcleat or stopper (or to winches and thence to a jamcleat or stopper); and the primary headsail halliard is often made in wire which terminates in an eye which is hooked onto some tensioning device on the mast track, and it may then be led to rig tension control lines adjustable from either side of the boat.

The slipway

At the time of last editing (March 2008) the club slipway extends 300 metres below the high-water mark. The seaward end of the newly refurbished part of the slipway covers at 5.1 m height of tide; this corresponds to very approximately 3 hours before high water, and it will dry out at approximately 3 hours after high water. There is a small variation dependent on the height of tide, but the 3 hours each way may be taken as a rough guide.

We plan further refurbishments this current year (2009), but this is still at the planning stage and we cannot yet give any information on heights or on tidal windows.

When taking your boat down the slipway with any sails up, always proceed down the leeward side of the slipway. This is so that the boom or flapping head sheets will blow to leeward across the mud and not obstruct other boats passing you on the slipway.

It may be found that the easiest way to launch is to turn the boat head into the tide, i.e. at right angles to the slipway, and launch off that way as opposed to beam into the tide.

On tides of 7.9m or more there is a very strong run across the slipway during the period from 4 hours to 1 hour before high water and from 1 hour to 4 hours after. Great care must be taken when launching or recovering during these periods as there have been cases of persons not being able to hold their boats, especially when not end to the tide, and both boat and person being washed off the slipway.

When launching in light winds on a flood tide make every effort to make a good offing to avoid being swept under the airport gantry. The holding ground in this area is very poor and requires the full 30m of your rode. If in any doubt, row or paddle furiously in plenty of time. If you do have to anchor, the holding ground near the inshore end of the gantry is better than the seaward end.

General Remarks

That the sea has its dangers does not mean that people of spirit should not venture on it, but merely that they should be aware of the risks and should take care to equip themselves with the knowledge and skill to surmount them. A good seaman in a well-found vessel has no need to be scared of the sea but he should always treat it with the respect it deserves and never for one moment relax his vigilance.

Do not take unnecessary risks and remember that good seamanship is based on caution and common sense.

As a beginner do not be misled by the action of experienced racing helmsmen when racing, as expert racing helmsmen do take - and in fact in order to win must take - risks which they would most certainly not take when not racing.

Clothing

It is essential that you keep yourself warm and dry and your clothing is not cumbersome. The ideal rig is, of course, the modern neoprene wetsuit, or even better a drysuit, but the cost is not always within everyone's reach - although ex-military drysuits and immersion suits are often to be found on eBay at very modest prices..

There are numerous types of waterproof overall suits and jacket/trouser suits now available at various prices, in materials from P.V.C. upwards, many of them specifically designed for sailing, ranging from simple waterproofs up to a number of high-tech multi-layer systems. It is therefore a matter of choice. One advantage of the jacket/trouser suit is that you can always shed

the jacket on the odd, warm and fine day. Shorts are all very well on a fine and warm day, but at the beginning and end of the season long trousers worn over the shorts will keep you warm. When purchasing waterproof “longs”, those with built-in braces are less likely to slip off when you are moving around the boat a lot, in a predominantly sitting position but moving with a fair degree of athleticism.

Hoods, whether on anoraks or jackets, should be avoided. If there is any real spray about they have a tendency to scoop it in right down your neck. The old fashioned southwester is a much better buy. It gives you freedom of movement and is much drier. With a good towel around your neck and your jacket zipped or buttoned right up to the neck, capped by a good southwester, you will keep dry inside even in a catamaran.

Waterproofs in fluorescent colours are available. Of these, the pink/red is most conspicuous and will be readily seen if you were floating in the water. Failing this, yellow is recommended.

Finally, always have a complete dry change of clothes awaiting you to change in on coming home. If cruising you may wish to take your dry change of clothes with you in a drybag.

Equipment

As the water off Speke can be very rough at times, especially with the wind against the tide, the club's safety recommendations and regulations (Sections 1 and 2 of this Handbook) should be adhered to at ALL times when afloat. Read these very carefully, they are important.

Life Saving Equipment

Obtain and always wear an ISO approved buoyancy aid or lifejacket. Attach a whistle on a lanyard. It is often easier to blow a whistle for assistance than to try to shout, especially when exhausted. Also, a whistle attracts more attention than a shout. If the life jacket is of the type which requires inflation then always wear it outside your waterproof jacket. There is a lot to be said for the type of life jacket that does not require manual inflation in the water, whether by mouth or by manual triggering of a gas bottle. Should you get a crack over the head with the boom and fall into the water in a dazed or unconscious condition, you will not have the time or the ability to inflate your life jacket.

Water-sensing automatic lifejackets inflate automatically as soon as the sensor gets wet; these will inflate automatically even if you are unconscious, but there have been cases of them inflating themselves unexpectedly as a result of rain or heavy spray.

Hydrostatic lifejackets inflate automatically when they are immersed to a shallow depth; again these will protect you even if you are unconscious, but because they are triggered by the water pressure they are not triggered unexpectedly by rain or spray.

It is most important that all inflatable lifejackets be serviced annually, and for most of us that means professional servicing.

Life jackets fitted with a collar to support your head in the water are recommended.

Full lifejackets (150N or more - 275N are available) will give you more protection than a buoyancy aid (50N) while you are in the water, but they may make it more difficult to work on the boat and to get back aboard the boat once you have righted her. For that reason, whilst yachtsmen generally go for full lifejackets, many dinghy sailors choose 50N buoyancy aids for inshore sailing in normal conditions, but full 150N lifejackets (or higher rated) when sailing in extreme conditions or offshore.

Positive Reserve Buoyancy

Ensure that the buoyancy in the boat is up to the minimum requirements of your class rules and if you use buoyancy bags or separate tanks or flotation blocks make certain that it is securely lashed into the boat and will not float away should your boat by any chance capsize. Just tucking under the thwart is not sufficient.

Other Equipment

The equipment specified should be carried at all times. The knife, which should be kept sharp and incorporate a spike and a shackle spanner, should be worn on a lanyard outside your waterproof clothing, either around your neck or around your waist where it can be got at quickly, especially if you are in the water. Keep it oiled to prevent it seizing up.

The anchor should be lashed and so stowed that it is always readily accessible. To ensure that the warp (of minimum length 30m) is always clear and not snarled up, either keep it on a small reel, wrapped around a piece of wood 'V'd' at the ends or neatly coiled and stowed in a nylon net bag and hung forwards. Often anchors are required in a hurry and they must be readily available with the warp clear for running. This is most important.

Preferred anchor type is a good Danforth, such as the old Meon Mk 7 or the new Fortress, but **beware inferior copies** of the Danforth which have been proved to be nothing like so reliable and to have much less holding power; these may well not hold when you need them to do so. If you are using warp (as nearly all dinghies do) it is very well worth having a couple of metres of chain linking the warp to the anchor, since this greatly improves the angle of pull on the anchor, and this in turn improves the holding power. See Appendix 5.

All other loose gear such as oars, paddles, crutches (often erroneously called rowlocks) buckets etc, should all be secured by a lanyard to avoid loss when capsized. You may find it convenient to install some stainless steel strap eyes at strategic locations, and have all securing lanyards terminating in stainless steel carbine hooks, so that they can be quickly and easily clipped into place and unclipped when required. If you buy carbine hooks from a yacht chandler you will find this is quite expensive, because of the number that you need, but they are often available in bulk on eBay at half the price at a chandler.

Capsizing

You should NOT, repeat NOT take your boat out until you have mastered the art of, and are fully capable of, righting a capsized boat. You should have a practise capsize in a nice, quiet stretch of water and work things out for when you will have to do it in perhaps rough water. However, there is always a first time for everyone and if you do capsize, do not panic. First ensure that the jib and main sheets are quite free and not cleated. The reasons for this are twofold; first, the sails may capsize you immediately after you have righted and second, the boat may sail off whilst you are still in the water.

If you are both in the water, one should remain in the vicinity of the mast whilst the other climbs onto the centreboard. It is important that you always maintain a hold on the boat to avoid drifting away but always let your life jacket support you because if you use the boat for support, you may turn her completely over. The person on the centreboard pulls the boat upright by the uppermost gunwale. The boat will right herself very slowly at first until the sails start to lift clear of the water. As the boat comes up, the person on the centreboard climbs aboard whilst the one in the water holds on to the mast or thwart and is pulled aboard as the boat rights herself. The boat may then be bailed dry.

Should it be blowing hard and it is necessary to lower the sails before righting, always ensure that they are stowed in the boat before righting. Be aware that if you do lower the sails this removes the resistance they offer to being driven downwards through the water, and if the boat has any tendency to invert this is then more likely to happen. It is therefore recommended that you have one person on the centreboard, ready to lean out to right the boat but not yet actually doing so, before you drop the sails.

If you do invert, provided you are in water deep enough for the masthead to clear the bottom, pass a jib sheet (or any convenient rope) over the hull, get onto the opposite gunwale and lean back pulling on this rope. That should pull the boat up to horizontal, although it may put you back into the water in the process, and you can then get onto the centreboard and right her as normal.

In some boats it may be necessary to plug the top of the centreboard casing to enable you to get on top of the bailing.

If, for any reason, you are unable to right your boat STAY with her and do not attempt to swim ashore, as distances on water are very deceptive. Also, a capsized boat is much more easily seen in the water than a head bobbing about, especially if the water is rough. Expert swimmers can rarely swim more than 1½ mph and tidal streams far exceed this.

If you are at all nervous, secure a float to the head of your mainsail. Should you capsize this will keep the end of the mast in top of the water and will help to prevent her from turning right over to 180 degrees. Crewsaver do a purpose-designed 9-litre mast float which is intended to assist in preventing inversion, and a 40-litre one (intended for training establishments) which meets the RYA recommendation as likely to prevent inversion. Echomax do an inflatable radar reflector, which will double as a large masthead float and which kills two birds with one stone.

Collision Avoidance, Being “Seen”, Collision Regulations and SOLAS V/19

At sea it can be remarkably difficult to see a sailing dinghy at a distance of more than the stopping distance or turning circle radius of a large ship travelling at full sea speed, and even in the Mersey it can be difficult under some conditions to see a sailing dinghy at a distance of more than the stopping distance or turning circle radius of a ship travelling at river speeds. Even though you have the obligation to give way, the master of the ship needs to know that you are there, and to know whether you are in fact going to keep clear.

It is therefore good practice to carry a radar reflector, even though few dinghies actually do so. **It is now a legal requirement** (under SOLAS V/19) to carry a radar reflector provided this is practicable on the boat in question, and with the advent of slimline tubular reflectors that can be clipped to a shroud there is no doubt that it is now practicable to carry one. Both Plastimo and Trem Marine make these. Alternatively one can carry an inflatable one at the masthead, which will double as buoyancy; Echomax make one of these.

We therefore recommend that one or other be used, at least when going downriver on your own or in a small group, although there is arguably less need when in a large fleet.

Survival

Man is a warm blooded animal and the maintenance of body temperature is an important and delicate process. When in cold water he soon begins to lose the ability to help himself. The following information gives some ideas of the dangers when immersed in water of varying temperatures as one would be when clinging to an upturned boat;

| <u>Water temp.</u> <u>Degrees C</u> | <u>Approx time to exhaustion</u> <u>or unconsciousness (hours)</u> | <u>Death</u> <u>(hours)</u> |
|--|---|--------------------------------|
| 0 | 1/4 | 1/4 - 1 |
| 10 | 1/2 - 1 | 1 - 2 |
| 15 | 2 - 4 | 6 - 8 |
| 20 | 3 - 7 | |
| 25 | 12 | relatively safe |

Average water temperature – river Mersey

| | | | | | |
|----------|------------------|-------|-----------|------------------|------|
| January | 1 st | 5.6°C | July | 1 st | 15.6 |
| | 15 th | 5.6 | | 15 th | 15.6 |
| February | 1 st | 6.1 | August | 1 st | 17.2 |
| | 15 th | 5.0 | | 15 th | 16.1 |
| March | 1 st | 3.9 | September | 1 st | 16.7 |
| | 15 th | 5.6 | | 15 th | 15.6 |
| April | 1 st | 7.2 | October | 1 st | 13.9 |
| | 15 th | 8.9 | | 15 th | 13.9 |
| May | 1 st | 8.9 | November | 1 st | 12.2 |
| | 15 th | 10.0 | | 15 th | 12.2 |
| June | 1 st | 13.9 | December | 1 st | 8.9 |
| | 15 th | 16.7 | | 15 th | 7.8 |

Average air temperature (1968)

| | | | | | | | |
|----------|-------|-------|------|-----------|------|----------|------|
| January | 3.9°C | April | 7.2 | July | 15.6 | October | 11.1 |
| February | 4.4 | May | 10.6 | August | 15.0 | November | 7.2 |
| March | 3.9 | June | 13.3 | September | 12.2 | December | 5.0 |

Be aware that although temperatures overall have risen since 1968 (due to global warming) the average rise to date is still only a fraction of 1 degree. Water temperature from December through to May is still cold.

Water temperature lags considerably behind air temperature, so from December through to mid-May the survival time if immersed until one became exhausted or unconscious could be between $\frac{1}{4}$ and $\frac{1}{2}$ hour, and the time to death could be less than an hour.

Therefore, particularly in the winter months, you either need to sail in such a way as to remove all risk of being immersed, or (safer) you need to wear suitable survival clothing (wetsuit, drysuit, survival suit) in order to ensure that if you go in you survive the experience.

In April and May the situation is becoming less acute, but still requires awareness and respect for the water temperature.

Appendix 4

Notes for the operation of the club safety boat

(Updated 9th June 2008)

General

The coxswain, who is defined to be the person in charge of the vessel, must hold the RYA Powerboat Level 2 certificate as a minimum plus experience on tidal waters, and should preferably hold the RYA Safety Boat Certificate, unless the Sailing Committee is satisfied that he has sufficient experience to have at least that level of competence.

Any person onboard a safety boat, whether qualified or not, may take the helm at any time at the discretion of the coxswain, for the purpose of instruction or otherwise. This is a valuable part of the training of members, and is to be encouraged.

You are afloat for rescue purposes and the primary duty of the safety boat is to save life. The saving of property must take second place to the saving of life.

You are not in charge of a race and should not interfere with the yachts racing unless:

- (a) requested to do so by the Officer Of the Day
- (b) in cases of emergency

The sailing committee is responsible for the provision of a crew for the safety boat for the period of a club organised event only. You should, therefore, be afloat well before the start and not return to beach until the last yacht which has taken part in the event has, after the close of the event, returned to beach.

Do not leave the safety boat unattended on the foreshore at any time. There is much valuable equipment aboard, including an outboard engine, which could easily be removed by person(s) other than club members.

You should report your departure and return to beach to the O.O.D. whose duty under the sailing regulations requires him/her to account for yachts taking part in the event before closing proceedings for the day.

Children under the age of 14 are not permitted in the safety boat when she is engaged on operational duties. Do not go afloat without a copy of the course, or courses, the sailing instructions and the time of high water. Normally you can land up to about 4 hours after high water. QUERY 4 hours; update for present extent of slipway.

The maximum numbers on persons normally permitted aboard RB1 is 10 persons in all and in RB2 4 persons all told.

Never exceed this amount or you may find yourself and your passengers requiring the services of a safety boat.

Should you find your boat coming near to the maximum laid down, and there are still yachts in distress then endeavour to tranship to another boat or make for the nearest land and land them. In a situation where there are several casualties the two safety boats may well work together very effectively as a team, using the superior speed of RB2 to get to casualties, and then if necessary tranship casualties to RB1 which has a much greater carrying capacity. Use your radios to liaise between the two boats, and between the boats and the Club.

Launching Methods

When launching on an incoming tide, the preferred method is to use the tilt-back facility on the trailer to offload the boat onto the slipway at the water's edge, and wait for the tide to float her off. This removes the need to wade either towing vehicle or trailer, and avoids any complications arising from the tidal stream setting across the trailer as one is launching.

When recovering the boat on a falling tide the preferred method is similarly to dry her out on the slip and then use the tilt-back facility and the winch to recover her onto the trailer. This is surprisingly easy.

Since the Safety boat should normally be the first boat afloat and the last one ashore this should not cause any obstruction. Nonetheless please endeavour to do this to one side of the slip, leaving space alongside for other boats to pass if possible.

Launching or recovering at other states of the tide will involve wading the trailer and possibly also the towing vehicle, in order to float the boat onto and/or off the trailer. If this is necessary the trailer must be thoroughly hosed down afterwards, including the brake drums and suspension, and you may well wish to similarly hose down the underside of your vehicle.

Cases of emergency

Do not go alongside if it can be avoided as damage will be done to either or both craft.

As the safety boat is reasonably stable, persons may with reasonable safety be embarked over the side. Nevertheless care should be taken that too many persons do not get on one side at any one time, especially when in rough water, for very obvious reasons.

When close enough to the casualty, the procedure depends on the type of engine controls fitted:

1. If the gear lever has a trigger action safety device that prevents accidental movement of the gear lever out of neutral, put it in neutral before throwing the line but leave the engine running. This ensures that you have the engine instantly available if you need to steer, and it also removes the (very small) risk of being unable to restart the engine after the rescue. The controls on the current RIB are of this type.
2. If the gear lever has no such trigger action safety device, STOP your engine before throwing your line. The stopping of the engine, despite the neutral gear, is a safety measure to prevent you fouling your propeller or, more important, cutting up a person in the water; if the engine is left running and merely put into neutral it is all too easy to inadvertently knock it back into gear, especially when assisting casualties into the boat.

Capsized sailing dinghies

If the yacht's crew are having difficulty in getting the initial start in righting their craft, often a lift on the end of the mast will get her moving. Do this by approaching the end of the mast, stop your engine and use the boat hook or an oar.

If this fails, advise the crew to lower the sails and try again; centreboard dinghies should right quite easily when the sails are down, but beware of the greater risk of inversion when the sails no longer offer any impediment to downward movement through the water.

If the yacht's crew are unable themselves to right the craft, either from exhaustion or other reasons, then endeavour to bring the top of the mast over the gunwale (engine stopped of course) then either unshackle or cut the main or jib halyards which will generally allow the sails to fall as she rises. Be aware that modern rig tensions on some racing dinghies can be massive; in such cases you will not be able to unshackle the halliard, and if it is wire you will need wire cutters in order to cut it. If the crew are able to assist it will be very much easier for one of them to release it by letting go at the appropriate point in the boat. Endeavour to right by lifting the mast.

Inversions

Many sailing dinghies are liable to invert when capsized. Although this is a comparatively rare occurrence it is a well-known risk.

If no-one is trapped underneath, advise the crew to pass a rope over the upturned hull; a jib sheet will do nicely. Then one or both of them can climb onto the far gunwale and lean back pulling on this rope, which will normally pull her to the horizontal position.

Once the boat is horizontal, if the centreboard is retracted one of the crew should swim round to the inside of the hull in order to lower the centreboard.

If the inversion is only partial, with the head of the mast stuck in the river bed, it will probably be necessary to tow the boat in a direction directly away from the masthead. Secure a tow rope to the shroud on the higher side, pass this over the hull, and then tow on this rope; start gently, and if necessary gradually increase engine power until the masthead comes free and the boat comes up to horizontal. If the boat starts to pirouette when you try this, STOP immediately. Try rigging a bridle, again passing over the upturned hull, with one part of it as far forward of the mast as it can conveniently be secured, and the other part about the same distance abaft the mast; then either lead to two parts separately to the safety boat, one to each quarter, or join the two parts and then lead a single rope from the join to the stern of the safety boat.

Entrapments

If anyone is trapped underneath an inverted boat this is an immediately life-threatening situation, and speed is of the essence. Fortunately such occasions are very rare indeed, but worldwide they have occasionally occurred. The RYA recommendation is that the fastest way to free the casualty in this situation is to put two strong men onto the inverted boat to right her. **Don't try alternatives, which research has shown to generally take longer; if she is fully inverted (i.e. not stopped part way with the mast stuck in the river bed) do this immediately. If you have only one crew, both of you go aboard, but be sure first to tie the safety boat onto the casualty (DO NOT anchor her independently, or leave her to drift).** See <http://www.rya.org.uk/NR/rdonlyres/3E59E4CB-5DEA-4781-97A6-54E91C4E8631/0/Entrapmentsreport.pdf>.

If anyone is trapped underneath a partially inverted boat where the mast is stuck in the river bed, the RYA has not made any recommendations to our knowledge, but it is probably best to immediately implement the drill for righting a boat in this situation; secure a rope to the shroud on the highest side, pass it over the hull, and tow away from the mast. Don't worry about towing gently this time; saving the life of the trapped casualty is far more important than preventing damage to the mast.

If anyone is trapped underneath the sail of a horizontal capsized boat, this again is an immediately life-threatening situation, and speed is again of the essence. Again such occasions are fortunately very rare indeed, but worldwide they have occasionally occurred. The urgent thing is to get the sail off the water; **either lift the end of the mast or put someone heavy onto the centreboard, and be prepared to use your knife to cut away sail or ropes if necessary.**

| <u>Gear to be carried</u> | <u>RB1</u> | <u>RB2</u> |
|--------------------------------------|-------------------|-------------------|
| 15 lb. anchor and 20 fathoms of warp | 1 | 1 |
| Buckets fitted with lanyards | 2 | 1 |
| Paddles, oars and crutches | 3 oars | 2 paddles |
| Tow ropes – 5 fathoms each | 3 | 2 |
| Boat hook | 1 | 1 |
| Blanket – space type | 1 | 1 |
| Lifebuoy and 10-fathom line | 1 | NIL |
| Sheath knife and marlin spike | 1 | 1 |
| Shackle spanner | 1 | 1 |
| Wire cutters and pliers | 1 | 1 |
| Hammer | 1 | 1 |
| First aid kit | 1 | 1 |
| Box of engine spares and tools | 1 | 1 |
| Radar reflector | 1 | 1 |

Clothing

As yours is a long and usually cold job ensure that you have with you suitable light, warm and waterproof clothing which will keep you warm and dry without being bulky. It may be fine and warm when you set out, but may well get cold and wet before you have seen the last boat home.

Lifejackets must be worn at all times whilst afloat and have a good sharp knife on a lanyard around your waist outside your oilskin where it is readily accessible in an emergency.

Afloat

While no hard and fast rule can be laid down as to where is the best place to place your safety boat whilst the yachts are racing, generally for the first round the yachts will be more or less together. After that they will start to string out with the leaders lengthening their lead. By this time it may well be best to cruise around more or less in the centre of the triangle ready for any emergency, keeping up tide as much as it is possible. The known sailing capabilities of members should be taken into account as they may also affect where you place the boat.

Keep a sharp look out at all times, not only on the fleet but, if in sight of the club flagstaff, for the distress or recall signals displayed thereon.

Cases of emergency

Immediately proceed to any yacht seen in distress and offer your assistance.

Do not force yourself upon anyone. If asked to stand by, do so. The majority of racing dinghies can and should be righted by their own crews; the main danger being becoming exhausted by cold and fatigue, and, if inexperienced, by fright.

You should remember that once you touch a yacht which is racing, that yacht becomes disqualified from the race; therefore the onus must lie with the helmsman to decide whether or not to take assistance.

However, this does not prevent you, if the weather is bad and the crew look exhausted, to strongly advise them to come aboard as there may be other yachts requiring your services and you cannot devote all your time to standing by one yacht.

If there are a number of yachts requiring your assistance at any one time, then pick up the crews and leave the yachts to be dealt with later. Priority must obviously be given to injured or exhausted crew members.

If you have to close a capsized yacht, then approach with due caution and beware of the end of the mast and the various rope ends and bits of gear that may be floating about. You may well foul your propeller. The best approach is usually end on to the bow or stern of the capsized yacht.

Towing

When towing, use the shortest line the sea will permit as this helps to reduce wild sheering about. Once you get underway most of the water in a capsized yacht will run out over the stern.

It is vitally important when towing to ensure that you can, in an emergency, be able to let your end of the towline at a moment's notice. RB1 is fitted with towing posts on each quarter and it will be found convenient to take two/three turns of the towline around the post holding the end in your (or the crews) hand; RB2 is being fitted with a transom bridle, and the dedicated tow rope snaps onto that with a carbine hook.

Yachts which have no cleat or Sampson post forwards can be difficult to tow if there is no one aboard to take the line and steer. In this case it is often good practice to make the towline fast to the mast at deck level and take one single turn round the forestay. This will hold her by the nose and she should follow "father" obediently and quietly. Even better is to tow by a pair of lines from her stemhead, one to each quarter of the towing boat.

Should there be a number of yachts who, after being given assistance, are unable to return to the slipway unaided, then tow what you can to the nearest shore or safe anchorage, going back for the remainder. In cases such as this your main object is to ensure the safety of life, after this has been done then consideration should be given to the safety of property.

NOTE:

Should, at any time, an unconscious person, believed to be drowning, be taken from the water, resuscitation must be started IMMEDIATELY (i.e. to the exclusion of all else and, if possible, even before the person is brought aboard) and should be continued until skilled medical help takes over, or the person responds.

QUERY: Should the advice perhaps be to perform the Heimlich Manoeuvre IMMEDIATELY, and then IMMEDIATELY THEREAFTER commence resuscitation? We need expert medical advice on this point.

APPENDIX 5

CHOICE OF ANCHOR AND RODE

(Dated 20th February 2007)

For all boats the size should be appropriate to the boat (not less than 1.5 kg for dinghies), and anchors of the folding grapnel type are not recommended as they have proved unsuitable in the club waters due to the nature of the holding ground. Admiralty Pattern (fisherman) anchors are also not recommended, as on this holding ground they need to be at least twice the mass of digging types.

Of the traditional designs, the better brands of the Danforth type are particularly suitable for our waters. While we are aware of newer designs such as the Bruce and the Spade and the Flook (the “flying anchor”), and the various designs fitted with rollbars, we have not yet had sufficient opportunity to evaluate these ourselves and so the Club cannot make any recommendation either for or against them.

However we can report that the general consensus in the yachting press seems to be that probably the best of all is the Rocna, which is one of the new designs, and at the 10 kg size it is very comparable in price with both a good Danforth and the genuine CQR (now made by Lewmar). Opinions differ as to the Manson Supreme, which some reviewers have claimed to be an inferior imitation of the Rocna; all agree that it is very good, but some tests have indicated that the Rocna is better.

We can also report that the general consensus is that if one chooses a Bruce it needs to be significantly heavier than either Danforth or CQR.

For more information on anchors, see our Seamanship Course, Module 3, Presentation 3D-2.

Members are referred to the recent extensive comparative tests in California, http://www.rocna.com/press/press_0612_wm_ym_testing.pdf, on a range of anchors, and in particular to the fact that anchor design appears to be a very exact science. These tests included a number of anchors that were copies or imitations or variations of other types. Such copies present a tempting option, since they are usually cheaper than the original article. But when a manufacturer makes a cheaper copy he has two possible routes. One is to copy the original, but take short cuts to save money, which often means that important points of fine detail (such as the sharpness of key points, or weight distribution) are lost. The other route is to “improve” it, but most such modifications are done by people who don’t understand the original design as well as its inventor does. In both cases, such copies often perform nothing like as well as the genuine original.

Slight differences in geometry of basically similar designs were found to result in massive differences in holding power, even to the extent that one of those based on the Danforth design was the best performer of all, holding on all occasions, and on all occasions bar one holding right up to the maximum test pull, while another Danforth-type of a different manufacturer failed to set at all under any conditions.

Marine grade nylon warp is recommended as particularly suitable because of its stretch characteristics, but some non-marine nylon warps are much too loosely laid to be suitable for this application, and polypropylene ropes are regarded as unsuitable.

For larger sizes of anchor warp, Anchorplait or Octoplait is the best choice of all, albeit expensive; very supple and flexible, and with plenty of elasticity.

Ideally there should be a length of chain, at least a couple of metres, between the end of the warp and the anchor. This helps to achieve a horizontal pull on the anchor, which is required for secure holding, and it also takes the chafe of the seabed better than does warp.

APPENDIX 6

BOATS FOR WHICH MAJOR SAFETY ALERTS APPLY

(Dated 20th February 2007)

BEZ 2

Fatal accident (2 deaths) following capsizing off Anglesey. While the initial cause of the capsizing was poor seamanship by an inexperienced owner and crew, the design and construction of the boat herself were very heavily criticised in the Marine Accident Investigation Board report.

This boat appears at first sight to be an attractive small starter cruiser, and looks like a miniature yacht, but is unballasted and has no more stability than a dinghy. The MAIB report raised most serious questions about the basis on which the certificate of conformity had been issued, and referred to both the unusual difficulty of recovering from a capsizing and to the ingress of water into the buoyancy tanks, and the basic instability of the boat at high angles of heel prior to a capsizing and when swamped following a capsizing.

The report, and the results of the RYA tests carried out at the request of MAIB, make frightening reading. If you own one of these boats, or are ever considering acquiring one, you are very strongly recommended to read the report.

http://www.maib.gov.uk/publications/investigation_reports/2006/mollyanna.cfm for the full report, or for the RYA tests alone see http://www.maib.dft.gov.uk/cms_resources/Mollyanna_Annexes.pdf .