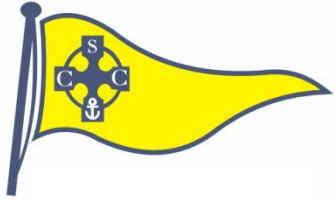
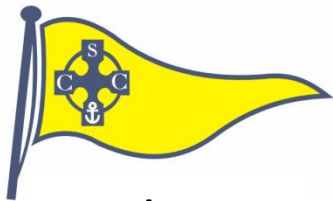


Rescue and Safety Responsibilities



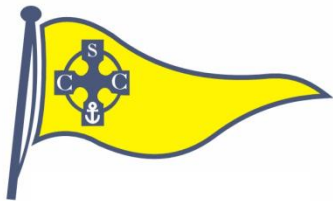
Rescue and Safety Responsibilities

- Overall goal is the **avoidance of incidents** that can lead to injury or loss of life and/or damage to property
- On the water the OOD and rescue must work together to assess all factors that may contribute to an incident
 - Weather
 - Condition of boats
 - Experience of sailors
 - Number of boats on the water
 - Ability of rescue facilities to cope in the event of a crisis.



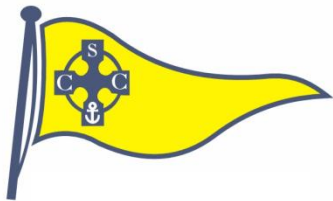
Weather

- What is safe/unsafe? - when to sail?
 - Is very dependant on experience of sailors.
 - Ability to sail in demanding weather conditions
 - Ability to look after themselves in the event of capsize.
 - To right their boat and continue sailing unassisted
- Recommendation for Cullaun Lake – dinghy sailing
 - F1 1 -3 knots light air OK
 - F2 4 -6 knots light breeze OK
 - F3 7 – 10knots gentle breeze Ideal sailing conditions
 - F4 11 – 16 knots moderate Demanding for beginners
 - F5 17 – 21 knots fresh Challenging conditions even for experienced sailors
 - F6 22 – 27knots strong only for the most experienced sailor
 - F6+ – not sailable.



Weather – Beaufort Scale

Force	Wind (Knots)	WMO Classification	Appearance of Wind Effects	
			On the Water	On Land
0	Less than 1	Calm	Sea surface smooth and mirror-like	Calm, smoke rises vertically
1	1 - 3	Light Air	Scaly ripples, no foam crests	Smoke drift indicates wind direction, still wind vanes
2	4 - 6	Light Breeze	Small wavelets, crests glassy, no breaking	Wind felt on face, leaves rustle, vanes begin to move
3	7 - 10	Gentle Breeze	Large wavelets, crests begin to break, scattered whitecaps	Leaves and small twigs constantly moving, light flags extended
4	11 - 16	Moderate Breeze	Small waves 1-4 ft. becoming longer, numerous whitecaps	Dust, leaves, and loose paper lifted, small tree branches move
5	17-21	Fresh Breeze	Moderate waves 4-8 ft taking longer form, many whitecaps, some spray	Small trees in leaf begin to sway
6	22-27	Strong Breeze	Larger waves 8-13 ft, whitecaps common, more spray	Larger tree branches moving, whistling in wires
7	28-33	Near Gale	Sea heaps up, waves 13-19 ft, white foam streaks off breakers	Whole trees moving, resistance felt walking against wind
8	34-40	Gale	Moderately high (18-25 ft) waves of greater length, edges of crests begin to break into spindrift, foam blown in streaks	Twigs breaking off trees, generally impedes progress
9	41-47	Strong Gale	High waves (23-32 ft), sea begins to roll, dense streaks of foam, spray may reduce visibility	Slight structural damage occurs, slate blows off roofs
10	48-55	Storm	Very high waves (29-41 ft) with overhanging crests, sea white with densely blown foam, heavy rolling, lowered visibility	Seldom experienced on land, trees broken or uprooted, "considerable structural damage"
11	56-63	Violent Storm	Exceptionally high (37-52 ft) waves, foam patches cover sea, visibility more reduced	
12	64+	Hurricane	Air filled with foam, waves over 45 ft, sea completely white with driving spray, visibility greatly reduced	



Conditions of Boats

- Rescue boat
 - Prior to launching check the rescue boat has the necessary equipment
 - The number of rescue boats on the water should be appropriate to the number of boats sailing and the weather conditions
 - Recommend 10 -1 for the Cullaun Lake
- Rescue boat operators
 - Have a minimum of ISA level 2 powerboat certificate or be competent/experienced;
 - Have a sense of responsibility;
 - Wear a suitable buoyancy aid at all times when on the water;
 - Have the ability to recognise developing situations;
 - Always use a kill-cord when operating the rescue boat;
 - Speed should be minimised when close to other water users; and
 - Ensure required safety equipment is on the rescue boat prior to launching (paddles, first aid kit, kill switch cord, towing ropes, anchor, safety knife).



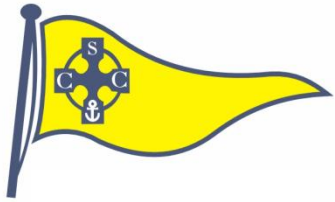
Conditions of Boats

- Sailing boats
 - Owners must ensure their boats are in good state of repair and capable of sailing in the expected weather conditions
 - Hull and fittings, shrouds/stays, mast/boom, sails.
 - An annual check of your boat and equipment is recommended
 - All sailing boats must have adequate buoyancy so that it will float when fully inverted or fully swamped.
 - It is recommended boat owners perform an annual buoyancy test on their boats.
 - Must have 3rd party insurance for €3000000 cover



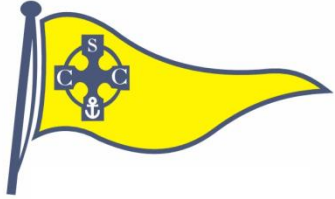
Operation of Rescue Boat

- Regularly count boats on the water
 - Keep aware of the fleet as the race progresses
 - Be aware of boats not racing, juniors etc.
- Keep in close proximity to the sailing fleet
 - But don't obstruct boats while racing.
- In the event of a capsize get to the location without delay
 - Assess if helm and crew are OK
 - Be aware of the changing weather conditions – wind, water temperature
 - Determine if anybody has been injured/hurt – cuts, hit on head etc.
 - Be aware of how long they are in the water
 - Hypothermia – loss strength/stamina
 - Ensure people in the water are not in the vicinity of the engine propeller
 - Engine in neutral or OFF
 - Make decision – are they in need of help



Operation of Rescue Boat

- Preservation of life is the primary responsibility
 - Ignore the capsized boat if necessary.
- The rescue boat is not a towing service.
 - Towing a boat to shore removes the rescue cover
 - When deciding to tow, take account of weather conditions and the rest of the boats on the water.
- Changing conditions – OOD and Rescue
 - Be aware of changing weather conditions
 - Is the weather deteriorating?
 - Is the fleet capable of sailing – are more boats capsizing
 - Don't hesitate to abandon sailing.



Rescue and Safety Responsibilities

- End of sailing
 - Rescue boat should remain afloat until all other boats are ashore
 - Ensure all sailing boats and sailors are accounted for
 - Inspect/check rescue boat and equipment and report any issues to the Bosun/Property manager.