



Plymouth Sponsors:



With the support of: **Plym Yacht Club**

SAFETY TEAM GUIDANCE

INFORMATION AND GUIDANCE FOR SAFETY BOAT VOLUNTEERS

This document is compliant with:

The Dockyard Port of Plymouth Order 2020.

Cattewater Harbour Code of Conduct 2019

RYA Race Management Guide 2021-2024

RYA Race Training And Event Management (2018) - Legal Aspects

RYA British Youth Sailing Safety Policy.

RYA Racing Rules guidance for 'Support craft'.

INTRODUCTION

THANK YOU for volunteering to support the HPSC Dinghy Regatta, organised in support of the Port of Plymouth Sailing Association.

A very different event from what you are perhaps used to, but we hope you enjoy it.

Kevin Bentley Safety Control

SAFETY TEAM GUIDELINES

All water-based activities are governed by the Port of Plymouth Dockyard Order 2020, with overall authority vested in the King's Harbour Master. He has overall control of all afloat activities within the Port and can have significant bearing on our operational activity. All support craft and competitors must operate within the requirements of the Port of Plymouth Dock yard Order 2020 and Cattewater Harbour Code of Conduct.

It is important that the following guidelines are adhered to by all SB crew:-

- Buoyancy aids or life jackets are to be worn and correctly fastened at all times whilst afloat.
- Dry suits alone are not considered adequate personal buoyancy.
- **A member of the safety boat crew should be prepared to enter the water if necessary.**
- Safety boat crews must comply with the tally system for all on-water volunteers. This will be by attending the safety briefing with the Safety Leader.
- Alcohol is not to be consumed during safety boat operation and crews should be in a fit state to carry out their duties at all times.
- Smoking is not permitted on safety boats.
- It is essential that all safety crew are appropriately dressed for the conditions.
- **Engine kill cords must be worn at all times when engines are switched on.**

ORGANISATIONAL STRUCTURE

Basic Plan

This year, due to the difficulties created by the building programme at Mount Batten Centre, it is a 1 day event with a single fleet. Consequently, numbers will be lower than usual, but the support and skills set of the Safety Boat team are just as relevant and important as ever. There is an expectation that some of the young sailors will have a lower skill level than the majority of the fleet so please keep an close eye on them.

The event will use the HPSC start line with a pin end (please read the SIs, which can be found on the PPSA website) with the windward mark being either a laid mark or navigation mark, depending on the wind direction, before then sailing a course using the navigation buoys; see Appendix 1 for marks in the Sound. The course letter boards are displayed on the rail to the north of the Plym box. There will be 3 races back-to-back.

A briefing for Safety Boat (SB) crews will take place on the MBC pontoon, or a mooring close by

if the pontoon is not accessible, at **1000**. This briefing will cover traffic information, course (if known), additional relevant safety information, and location/operation of boats during the launch and pre-start phase; your location and role during racing will be communicated to you once the RO has confirmed the course.

First warning signal is at 1055 with THREE back-to-back races.

HW: 0826 5.16 LW: 1538 0.94

If you are going to be late arriving or are not able to participate through illness etc. it would be most helpful if you could contact Safety Control, Kevin Bentley, on 07982 631365

RADIOS

VHF channels: 72

Call signs are:

Safety Control: (Kevin Bentley)

Support Ribs & Call signs: the ribs usual club call sign will be used e.g. Safety 2 (HSPC) .

The same VHF channel is used for mark laying or the RO communicating with SC. For this reason, radio traffic should be kept to a minimum. Listen to all communications, even if not directed to you, to keep you informed of what is going on.

Be especially alert during the pre-start to the RO organising the Pin End and Windward mark layer so that any communication with Safety Control (SC) does not interrupt the process. If you are transmitting no one else can do so.

All SB communications should be through the SC, NOT to other SBs, unless SC has specifically asked you to do so.

If you want to contact SC:

Listen, to ensure there is not already traffic on that channel

Press the 'send' button and pause briefly – this ensures the receiving radios have 'woken up'.

THEN speak.

(Many people press the button at the same time as they start to speak so the first few words are often not heard by the receiving station).

Under **NO** circumstances should communication be made with any outside agency on any other marine frequency, or mobile phone, by members of the safety fleet. **All outside communication** will be initiated by the SC or RO as appropriate. This instruction applies particularly to communication with VTS, the Coastguard or other emergency services.

SAFETY COVER OPERATION

The use of the Plym start line and navigation marks creates potential areas of conflict for the Race Management Team that ALL SBs need to be aware of.

- 1) The navigation marks are for Naval and commercial shipping and indicate the deep-water channels. These channels must be kept clear when vessels are transiting through them. The RO is advised of Naval/commercial traffic and the shipping channel to be

used via Plymouth VTS (formerly Longroom). **Appendix 2** shows the possible routes that the Naval and commercial vessels may use.

The pilot boat Stamford always leads commercial vessels both in and out of port (Cattewater/western entrance); the route used is at their discretion. Under no circumstances are competitors, or yourselves, allowed to pass between Stamford and the ship it is piloting. This means on occasions SBs will have to stop racers from crossing the track; often, directing them around the back of the vessel will minimise the impact, but do not be afraid to insist on the dinghy(s) stopping. SC will monitor all movements and advise SBs accordingly. We **must** respond to instructions from the pilots or VTS.

The Pont Aven/Amorique do not need pilotage as their captain has the required qualification, but their usual route through Asia Pass, sometimes crossing the anchorages and going close to Melampus, must nevertheless be kept clear

If competitors are abusive, report their sail number to the SC who will pass it to the RO who will take appropriate action.

- 2) Naval movements may operate a Moving Exclusion Zone. This must be complied with (see **Appendix 4**). Safety craft will be deployed, along with any from the MOD, to ensure fleet compliance when the need arises.
- 3) The start line lies across the possible route fishing vessels heading or leaving from Sutton Marina like to take, cruising boats from the marinas and River Plym entering the Sound, and Border Force and other commercial vessels transitting the Cattewater. Note 1 above applies again here with the pilot boat giving NO leeway in requesting the channel is kept clear; often, we move the dinghies to the area north of MBBW to enable ships to pass safely. This works very well on a Monday evening, but extreme vigilance must still be taken to ensure we work with everyone to maintain that harmony. Be alert to boats moving in and out and try to intercept them early and deflect them around the start area. A smile, cheery welcome and a thank you often works.

On the course area SBs will be allocated specific operational tasks. A dynamic approach to safety will be implemented, deploying resources into areas where the risk is greatest. Dynamic means moving to where the boats are. If there is no-one in your allocated zone move towards where the next boats will come from and track back with them.

There are four phases -

Launch and pre-start.

During the race.

Finish and regrouping for the next race.

The finish and return to shore

That means SC will move you around as is necessary to provide cover throughout all the phases

All SBs are reminded that during racing, including the start sequence, they must keep clear of all competing dinghies, unless engaged in a safety task or observing from the pin end for the RO.

Competitors are required to wear personal buoyancy, correctly fastened at all times whilst afloat, except briefly while adjusting clothing or personal equipment.

If a competitor informs a SB that they are retiring from a race, the SB should record the sail number and then inform SC who will pass the information to the RO. Don't forget to ask if they are doing the next race or retiring from any remaining races.

If people are lifted from boats and removed to shore, the boats must be marked by attaching marker tape to the transom area or rudder fittings of the particular boats. This should be in your safety pack and indicates the crew have been recovered. If this course of action is necessary the the craft could be recovered by another SB or if this is not possible anchor it. Recovery of the craft

will then be organised by SC.

Only lift people from boats to shore if instructed by the SC or in the event of a serious casualty situation. This will be expanded on under the section headed First Aid.

Please be aware that a K1 will continue to sail without anyone on board. This is because it has a 60 kg keel and mainsail jammers.

A Moth is extremely fast if and it is better for you to remain static and him avoid you if there is a chance of collision.

All SB operators are reminded of local hazards. It should be noted that the harbour can have a significant number of other traffic movements, including fishing boats and tourist trip boats. There is often little warning of the approach of these vessels. All commercial vessels have right of way over sailing craft at all times.

SB drivers are also reminded of the Dockyard Port of Plymouth Order that imposes speed limits on particular parts of the Sound. This is particularly important within the Cattewater and Sutton Channel where speed limits of 8 and 4 knots respectively are enforced. SBs are not exempt from these speed limits except under exceptional circumstances.

If competitors wish to put items in your boat it is their responsibility to recover it from you.

If observing an incident which compromises the safety of a competitor or leads to injury please note the details and inform SC who will pass them to the RO for logging.

The Sound is a busy place and your priority is the event. **Do not be distracted** by any incident you observe which is external to the event. If assistance is necessary this will be co-ordinated through SC.

Emergency Action Plans

DETERIORATING WEATHER

If weather conditions deteriorate rapidly and cause mass fleet capsize, the following system will be invoked:

- SC invokes abandon procedure in consultation with the RO.
- SBs endeavour to attend all capsizes to ascertain the condition of individual sailors.
- No time is spent helping individuals recover boats. Those able to right their own craft are instructed to sail with reduced sail back to the launching area.
- If sailors are recovered from the water, the boats are to be marked and left for recovery later. Under no circumstances should long discussions be had about the recovery of boats.
- Details of competitors recovered from the water should be passed to SC as soon as possible.

FOG

The international definition of Fog is when visibility is less than 1000 metres or 0.539Nm.

If fog arrives prior to the start of a race – SC/RO cancel racing and SBs instructed to cover return to MBC.

If fog arrives during a race – SC/RO shorten or abandon racing. SBs instruct competitors to return to home; a sweep will be made from seaward. The competitors should be kept close together but if they are unable to sail directly towards the Cattewater entrance the SC will instruct that competitors should be taken in tow to avoid them beating and spreading across the area. If the decision is made to tow boats are to be instructed to drop their sails if possible. If a boat capsizes, all the group stop whilst the boat is righted. A count will be made of all boats returned to shore. If this does not match the number on the course area at the time of abandonment all SBs will be instructed to sweep the area.

NB. Under no circumstances are boats to proceed ashore unescorted.

STRONG WIND

The Race Management Policy may provide guideline maximum wind strengths for racing and the actions to be taken if strong wind arrives during a race.

Should SC/RO feel that the environmental conditions existing at the time (wind, wave, temperature etc.) are becoming challenging then the strong wind guidelines should be implemented.

On the Water Casualties

FIRST AID

Participants requiring first aid should receive immediate attention from the SB crew who should request further assistance as necessary from SC.

If the casualty requires evacuation to shore, SC should authorise this.

If the situation is not urgent, please attempt to recover the boat to shore at the same time as the casualty.

If the boat has to be abandoned, remember to mark with tape on the transom.

External Emergency Services

Calls to external Emergency Services are only to be made by SC/RO

Casualties will be landed at one of the Emergency Landing Points indicated on the map (see Appendix 4). This will normally be decided by the emergency services, based on the several factors which will determine the most suitable evacuation point.

Code Red

This is a situation that is declared over the VHF radio if a significant injury or accident occurs on the water.

If a **first aid emergency or entrapment situation** arises, where outside professional medical assistance is likely to be required, the attending safety boat must contact the SO using the designated code words –

- I. **"Priority Code RED", "Priority Code RED" and location, ie at the windward mark.**

- II. **The next nearest safety boat should immediately proceed to support the incident and inform the SC of the situation.**
- III. The SC will immediately inform the RO, who will then take over co-ordination, receiving details of the incident and alerting the appropriate support services.
- IV. **All** other craft are to maintain **radio silence** until the situation has been resolved. SC will confirm when radio silence has been lifted. Once again it must be stressed that outside assistance should not be called except by SC/RO.
- V. If outside assistance is later required for a previously non-code red incident, the procedure outlined above would be implemented.

AT THE END

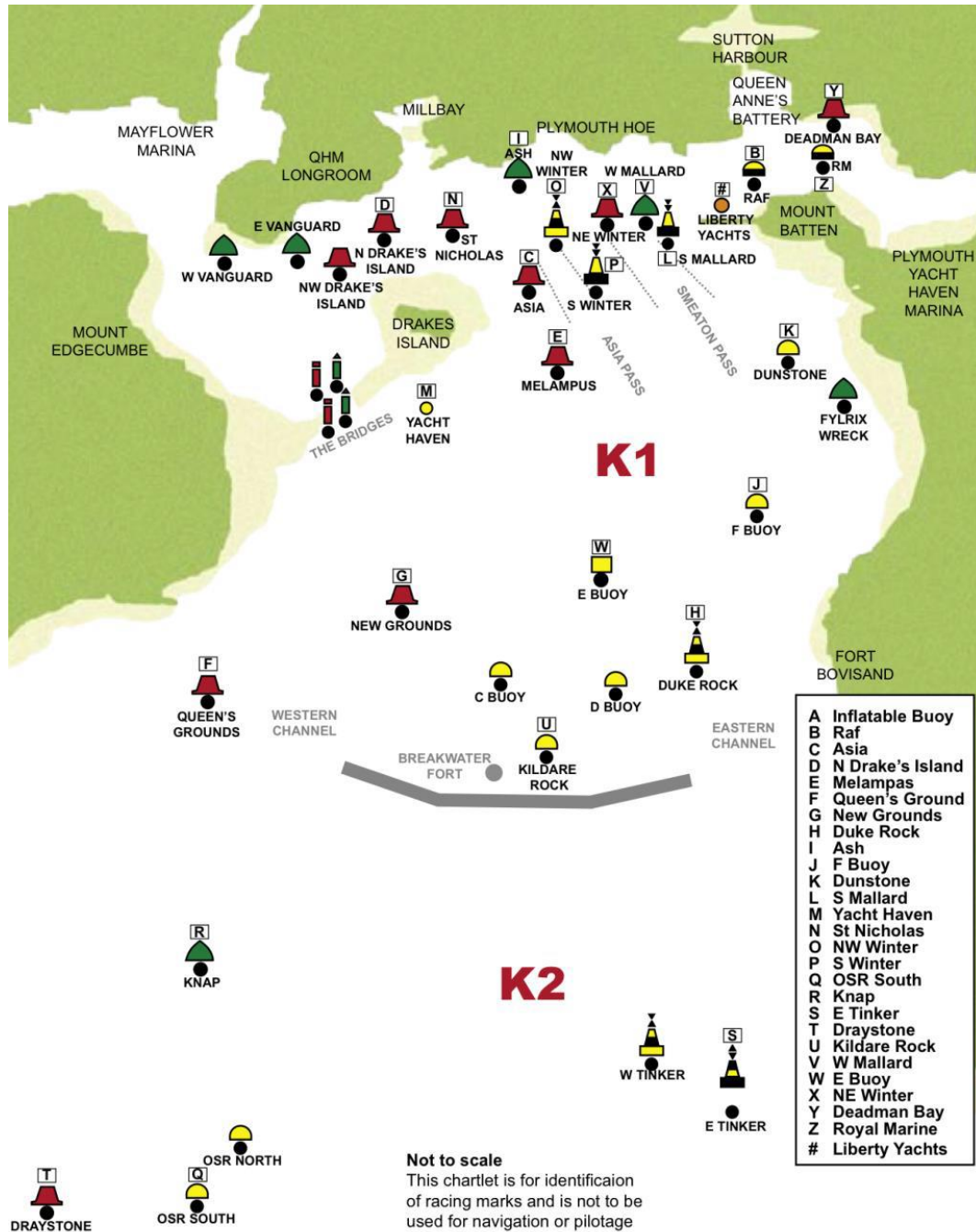
SBs are requested **NOT** to stand down until instructed by **SC**. This decision will normally only be made after confirmation that **all** competitors have returned to shore.

A final sweep of the Sound and its associated waters will have been made from seaward to home, in order to provide a visual confirmation that no dinghies remain on the water.

and finally..... THANK YOU

for taking the time to read this document, I hope it helps you better understand the SB operation for this event. Should you have any particular observations to make, please voice them at the safety briefings or privately to your SO.

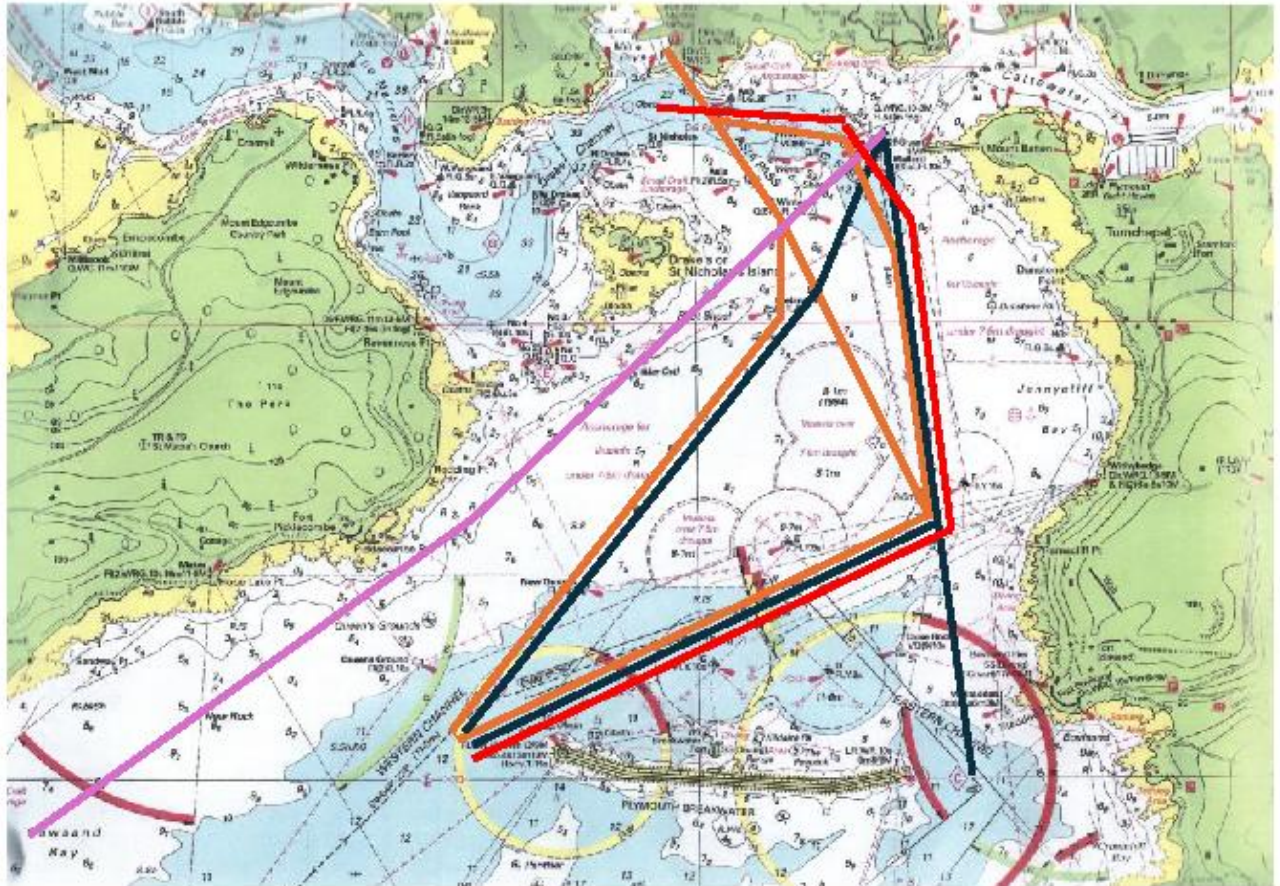
Appendix 1



PLYMOUTH RACE MARKS

Appendix 2

Possible transit routes across the Sound for Naval and commercial traffic



Possible traffic routes:

Cawsand ferry

Cattewater commercial

Brittany ferry

Naval

Appendix 3

Emergency Landing Points

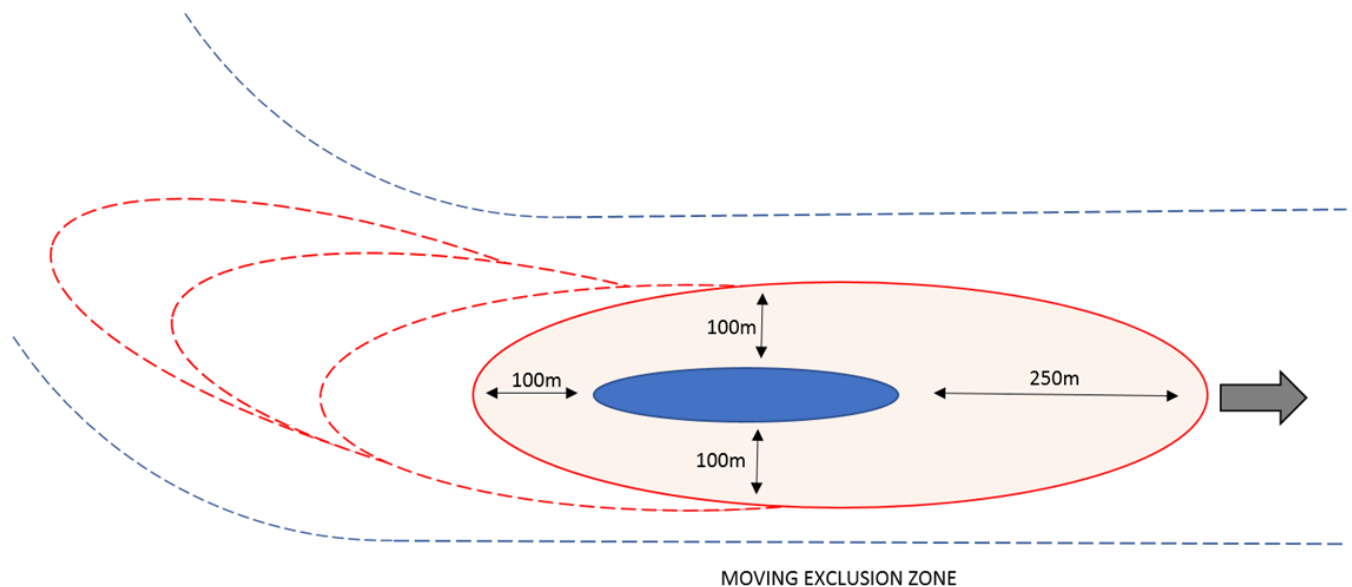


Emergency landing points		Address	Phone number
1	Queen Anne's Battery	Commercial Pl, Plymouth PL4 0LP	01752 671142
2	Mount Batten Centre	70 Lawrence Rd, Mount Batten, Plymouth PL9 9SJ	01752 404567
3	Commercial Wharf	Commercial Road, Plymouth, PL4 0LE	

Appendix 4

Moving Exclusion Zones For Designated Vessels

An MEZ will be established for large tidally constrained warships, auxiliaries and support vessels and all submarine movements within the Dockyard Port. The exclusion zone will extend 250m ahead of and 100m abeam and astern of the vessel.



- With the exception of submarines, a vessel to which an MEZ applies shall display:
 - Between sunrise and sunset, two black diamond shapes vertically disposed.
 - Between sunset and sunrise, in restricted visibility and at other times when deemed necessary, two all-round flashing red lights at the masthead horizontally disposed. If a vessel is not fitted with these lights, 3 all-round red lights vertically disposed may be displayed in their place.
- For a submarine movement the presence of the MEZ will be indicated by the escorting tugs displaying:
 - Black cylinder by day.
 - 3 all-round red lights vertically disposed by night or in restricted visibility.
- When an MEZ is in effect:
 - The zone must not be entered by any vessel underway with the exception of MoD vessels and vessels supporting the move.
 - Any vessel alongside, at anchor, at a buoy or mooring within the MEZ shall not get underway until the entitled vessel/submarine has passed.