

Safety boat procedure for capsized dinghies

In the event of a capsized dinghy the safety boat will adopt the following procedure. The overall purpose of the safety boat is to provide security and encouragement to the capsized dinghy. Only as a last resort should the boat become involved in any form of rescue. The safety boat's first purpose is to standby the capsized boat and watch and encourage its recovery solely by the sailing crew.

The best position from which to observe the capsized boat is from directly down wind facing the capsized boat. In this way the safety boat will not drift onto the sailing boat and the outboard motor will be as far away as possible from the sailing boat.

Do not permit the sailing crew to leave their boat. Should an item float away from the sailing boat, the crew should stay with their boat and the safety boat can recover that item but only after it has drifted well away from the sailing boat.

If sailor is in the water, as soon as contact is made with the person in the water, safety boat engine must be turned off.

Keep the other safety boat and the clubhouse informed as to progress.

If it is necessary to come alongside the dinghy this should be done slowly and from directly downwind. Ideally only allow the forward half of the safety boat to come alongside the sailing dinghy. If any person is to transfer from the sailing dinghy to the safety boat, the safety boat driver must ensure that the outboard is in neutral prior to the crew attempting to come on board.

If it is necessary to take the dinghy in tow this can be done by one of two procedures.

- a) come alongside as mentioned above and pass one end of the tow rope to the dinghy; or
- b) position well upwind of the dinghy and throw the tow rope into the water and allowing the rope to drift down to the sailing boat.

Under no circumstances should the stern of the safety boat come close to the sailing boat.

If it is necessary to tow the sailing boat this should be at a very slow speed. Ideally the crew should pull down the sails and wrap them up in the sailing boat prior to any towing and the vessel should be towed upright. **Do not allow the sailing boat to tie off the end of the tow rope. It can be wrapped around the mast of elsewhere but only once or twice. The reason is that if the sailing boat capsizes and the rope is toed off it will cause significant damage to the sail boat. If it is wrapped once or twice around the mast, it will come off when released and avoid damage. If there are two people in the safety boat, the non-driver should hold the end of the tow rope around the towing post and not tie it off so it can be released instantly. He should look at the dinghy the whole time while towing and tell the driver what is happening.**

It is the responsibility of the crew in the safety boat to wear buoyancy vests during this procedure in case one need to jump in the water..