



Sligo Yacht Club

“Organised Sailing Activities”

Safety Procedures

Definitions (for purposes of this Procedure):

Organised Sailing Activities – are “on the water” activities that have been notified to and sanctioned by the Committee. These activities will usually, but not always, be listed on the club calendar (ie Club Racing, Club “In company Cruises”, Club coaching or training, etc). Activities organised by individual Members or groups of Members without notification to and approval by the Committee are NOT considered an “Organised Sailing Activity”

PRO – Principal Race Officer – The Official in charge of running the “Organised Sailing Activity”

Classes and Fleet(s) - Sailing in Sligo Yacht Club is organised on the basis of boat class. The current active classes in the club are, Adult Dinghy (GP14), Cruisers (J24) and Junior Dinghy (Mirror), these Classes maybe sub-divided into Fleets (eg Gold, Silver, Bronze, etc). Other classes maybe added to this list with the agreement of the Committee.

Junior Member(s) – is any Member that, is partaking in the "Junior Class" of the *Organised Sailing Activity*, has paid a Junior Membership, or is under 19 and is part of a family that has paid a Family Membership, in the current year.

Adult Member(s) or Member – is any Member that, is partaking in the "Adult Class" of the *Organised Sailing Activity*, has paid an Individual or Senior Membership fee, or is over 18, and is part of a family that has paid a Family Membership, in the current year.

First Gun - This is the time at which the “Warning Signal” of an “Organised Sailing Activity” will take place. For club racing, this is usually three or five minutes prior to the start of the First Race. For other “on the water” club activities it can mean the start of the Activity or time of launch.

Notice Board – The club notice board is on the upper level of the clubhouse at the west end of the building outside the “Committee Room / Race Office”.

Safety Officials – Prior to each sailing season, each Class will nominate three *Safety Officials* . These Officials will be chosen by their Class prior to the start of each Sailing season. The names of the *Safety Officials* for each Class will be clearly displayed on the Club Notice Board and will be numbered 1, 2 & 3.



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Prior to each Club "Organised Sailing Activity", the highest ranking "Safety Official" for each Class that is available will become the "On Duty Official"

Example;

If Official #1 for the Adult Dinghy Class is available, then they will become the "On Duty" Adult Dinghy Official.

If Official #1 for the Adult Dinghy Class is not available, but Official #2 is, then they will become the "On Duty" Adult Dinghy Official.

If Official #1 & Official 2 for the Adult Dinghy Class are not available, but Official #3 is, then they will become the "On Duty" Adult Dinghy Official.

In the case where none of the Nominated Officials for a Class are available, the PRO for this "Organised Sailing Activity" will become the "On Duty" Official for this Class.

The PRO, along with the *On Duty Official* for each Class will review the current and future Weather and Tidal Conditions. The Officials may take this review alone or in consultation with others.

Following this review, the PRO and *On Duty Official(s)* will make the following decisions;

1. Are the conditions suitable to carry out the "Organised Sailing Activity" ?

The decision for this will be the responsibility of the PRO and their decision will be final.

2. Are the conditions suitable for "ALL" members of each Class to partake in the "Organised Sailing Activity" ? (eg: May only be suitable for Gold Fleet Sailors in a Class)

The decision for this will be the responsibility of the "On Duty" Official for their Class and their decision will be final.

The *PRO & On Duty Official(s)* will make their decisions known to all persons within their Class intending to sail.

NOTE

For "Organised Sailing Activities", the "DECISION TO SAIL" for a Junior Member may be taken by the PRO & Junior Class On Duty Official (as an *Assigned Guardian*), only if the Parent of the child has signed the *Assigned Guardian Parental Consent Form*. These forms are available from the Junior Organiser.



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Race Management and Rescue Equipment

The Club equipment (RIB's, engines, Flags, Radio's) is available for the Members to use in their activities.

During “Organised Sailing Activities” this equipment is under the control of the PRO.

At all other times, the use of this equipment must have the permission of the Committee.

Safety Cover

1. During “Organised Sailing Activities” the PRO will endeavour to ensure that there are sufficient support boat(s).
2. The Safety Boat may also act as the Race Committee Boat, however its primary purpose will be that of Safety Boat.
3. At times, the PRO may request the assistance of Members in order to adhere to guideline set out above.
4. Should the PRO be unable to meet the ISA Safety Standards, this will influence the PRO's decision to carry out the “Organised Sailing Activity”.



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Safety Cover – Zones and Time Periods



For "Organised Sailing Activities" involving Dinghies.

All dinghy sailors intending to sail should be ready to go afloat at least 30 minutes prior to the **First Gun**.

Approx 30 Minutes prior to the **First Gun**, a Safety boat will be on station in *Zone 1*.

Approx 20 Minutes prior to the **First Gun**, the Safety cover will move to Zone 2 (Racing Area).

Sailors going afloat after the Safety cover has moved to Zone 2, must do so in the knowledge that there is no Rescue Cover being provided in Zone 1 at this time and launch at their own risk.

All sailors taking part in the "Organised Sailing Activity" are to, where possible, adhere to instructions given by the PRO or Safety Crew but at a minimum stay within the Racing Area or, if not racing, sail close to Safety boat cover.

Members sailing outside of the Racing Area during an "Organised Sailing Activity", must be aware that there is no Safety Cover and do so at their own risk.

At the end of the "Organised Sailing Activity" the PRO / Safety Crew will inform the sailors to return to club and recover their boats without undue delay. The Safety boat will shepherd the sailors back to Zone 1 and stand by until all sailors are recovered.

Sailors that decide not to return to the club and recover in a timely manner, do so at their own risk and Safety Cover may end prior to them returning the slipway.