

## I. RACER SAFETY RECOMMENDATIONS

### A. Racers Responsibility to communicate with Race Committee

Every racer should attempt to inform the RC or another racer that she is returning to shore or leaving the racing area. If this attempt further imperils the racer, she should return and upon arrival onshore, racers **MUST** radio the RC that she has returned to shore. There should always be an onshore person with the radio stationed near the pram shed.

#### 1. Visual signals

- a. **Lowering your sail** signals the RC that you have equipment problems and need assistance. Lowering your sail will also keep you from blowing far away from the race area and is highly recommended if your boat is in non-sailable condition.
- b. The universal **Hand signal** is to raise your arms over your head and lower them level with your shoulders, over and over.

2. **Audio signal** is best made with a whistle. The whistle is repeatedly sounded in a pattern of five blasts to signal for assistance. It is recommended that all Windlasses carry a whistle which can be easily accessed, such as tied to the life vest.

### B. Leaving the area after the race.

It is recommended that members not leave the race area without a buddy after a race, particularly if there is strong wind. Race area here is defined as the race course and the normal sailing area between the race course and the shore. If you do leave the race area alone, please advise the race committee (or another racer who will inform the race committee) that you are leaving the area by yourself. If a racer has left the area alone without the RC receiving notification, the RC will deem it necessary to check on the boat before proceeding to shore for the day.

### C. Racers assisting other racers

Racers who assist someone can request, and will most likely be granted, redress. We are obligated to help, regardless of the place we're currently in.

### D. Other

1. Sunfish should have their **name on their trailer** if they do not make it back in so the other sunfish will know who's left out on the water.
2. A video tape is available on what to do when a **pram capsizes**. It is recommended that all pram racers review this video.

3. All Sunfish must have a 15' to 18' painter for towing tied to the front of their boat. In addition, anyone who may have difficulty re-entering a Sunfish from the water should have some type of ladder to help climb back into the boat after capsizing. A simple rope that is long enough to reach a foot or two into the water and that has a large loop in the end is useful. Many Sunfish sailors have homemade ladders to inspect for specific ideas.

## II. RACE COMMITTEE SAFETY

- A. RC boats must not leave the course area until all boats that checked in are accounted for. Visual, radio and word of another racer's observations can all be used to account for all racers.
- B. Count Racers. The RC must count the total number of starts and the total number of finishes. This number must match or the racers not finishing must be accounted for (as per A above) before returning to shore.
- E. Communication. Communication between the RC and Crash boat is critical. Radio's must be used to help keep track of all racers on the water. Personnel on the crash boat must have a basic knowledge of how to use the radios and give attention to communication while on the water.
- F. Binoculars. It is recommended that the RC have binoculars on board in order to observe distant boats to determine if a racer is in distress or an emergency condition exists.

## III RESCUE BOAT SAFETY

- A. How to **rescue and tow** a downed Sunfish.

The first and most important step when rescuing a boat is to accurately assess the situation, including the weather conditions and sailors experience level. The rescue boat should slowly (no wake) approach the downed boat from the **leeward side** to avoid being pushed into the downed boat. The **engine should always be off or in neutral** upon approach. Rescue boat personnel should first ask the downed sailor if assistance is needed. If the sailor is attempting to right the boat the rescue boat should maintain a safe distance while staying in the area to render assistance if needed. The most **simple method in assisting a capsize is to slowly approach the downed mast and sail and lift while the sailor stands on the centerboard**. Sheets should be **uncleated** before lifting. If the boat immediately capsizes again, the painter should be used to slowly rotate the bow of the boat into the wind before attempting to right the boat again.

### **B. Equipment.**

The rescue boat should always have a towing harness, a throwable flotation device and extra lines in addition to other safety equipment. If the boat needs to be towed, the following steps will assist in towing safely:

1. Drop the sail and or wrap the sail around the spars and remove the board.
2. If the sailor is able to stay in the boat to be towed, leave the rudder and tie the painter to the harness and slowly begin towing. The sailor steers the towed boat to stay centered behind the rescue boat. If the towed boat cannot be steered, the tow boat must move slowly to avoid swamping the sailboat.

### **C. Training.**

It is essential that persons operating the rescue boat have adequate training. Rescuing a downed sailboat can be dangerous if not handled properly. It can also be a very physical task and those on the rescue boat must be physically able to help with rescue operations

### **E. Communication**

Communication between the RC and rescue boat is critical. Radio's must be used to help keep track of all racers on the water. Personnel on the rescue boat must have a basic knowledge of how to use the radios. Communication must also be established between the rescue boat and the sailor. **Inform the sailor of actions to be taken and steps in procedures for towing.**