

Mini -12 Fleet Safety and Bad Weather Procedures 2006 - 2007

Safety Officer Duties

Several members the Mini12 fleet have been designated as Safety Officers. These are people who are willing and able to take charge of rescue operations.

- Find out when you are scheduled to act as Safety Officer from the Race Schedule.
- Listen to the marine weather forecast on the morning of race day.
- If the weather is bad (winds exceeding 18 knots) consult with the Race Officer regarding whether or not racing should be started or continued as it is the Race Officers responsibility to cancel racing or not.
- You may sail as usual but must be ready to perform your role as Safety Officer at any time.
- If conditions deteriorate, even though racing may continue, the Race Officer may ask the Safety Officer to stop racing (by sounding repeated blasts on the horn) and come to the barge, or the Safety Officer may decide stop racing and go to the barge.
- Once on the barge, the Safety Officer will monitor conditions and the fleet, ensure that the safety boat is properly manned, and will take charge of any rescue operations.
- There must also be two people available to man the safety boat. One of these people must be certified to drive the boat and both must be physically able to get a person from a Mini12 into the safety boat.
- **When the wind pipes up, the safety boat should follow the fleet around the course** so as to be on hand if anyone gets into difficulties.

Race Officer Duties (Safety)

- **Listen to the marine weather forecast** on the morning of race day.
- **If the weather is bad in the morning**, do not anchor the barge or set the course.
- **Cancel racing for the day at 1230th if the wind speed is greater than 18 knots** on the anemometer in the bar or if you judge conditions are not safe for racing for any other reason at that time. **Do not reschedule racing for that day.** Do not be influenced or pressured by other members of the Mini 12 fleet (*members of the fleet should not do so*) in going against your better judgment.
- **Once racing is underway, err on the side of safety.** Act as the weather worsens. Don't wait until conditions get too bad for people to handle. If you think conditions are bad, they are.
- **If the weather deteriorates to the extent that some skippers are having difficulty** coping with the conditions abandon racing by sounding several blasts on the horn at 5-second intervals in all directions. Direct all skippers to return to the Mini 12 dock and postpone further racing. Do this at any time, even during a race. Be prepared to start rescuing people.
- *The distress signal for a Mini 12 is repeated blasts on an air horn.*
- **There must be at least two people on the barge** who are able to raise the anchor, retrieve mark floats and get the barge back to shore. If conditions are really bad, leave the barge and mark floats. They can be retrieved when conditions moderate.

Mini 12 Skippers

General

- Skippers are responsible for their own safety.
- Do not go out to race, or continue to race, if conditions are not safe for you.
- If you decide to stop racing, inform the Race Officer of the Day if possible, and return to the Mini 12 dock while you can still handle the boat safely.
- *If you are unable to sail your boat safely, make several blasts on your air horn to signal distress.* Stay with the boat while it floats (it shouldn't sink even if filled with water!). Paddle to shore if you can.

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Preparation

- Listen to the marine weather forecast on the morning of race day.
- If conditions are not safe for you, do not go out.
- Have a knife to cut lines.
- Have a painter that is long enough and strong enough so that your boat can be towed.
- Check the safety of your life jacket in swimming pool.
- Ensure your boat is equipped with a (small size) air powered horn
- Have a whistle attached to your life jacket.
- Check that the access ports of your boat are properly fitted.
- Empty any water in the floatation chambers of your boat.
- Check the floatation of your boat by filling the cockpit with water while attached to the hoist.
- To enable you to drop the mainsail easily, do not tie off the main halyard.
- Stow the jib and main halyards so that you cannot get tangled in them (e.g. in bags).

In Difficulty

- When in difficulty make repeated blasts with your air horn to signal you are in distress. Stay with the boat as long as it is afloat until help arrives.
- If the boat fills with water and you can't pump it out, you may find it better to sit on the stern rather than in a cockpit full of water.
- Paddle to the dock or the shore if you can.

The Hoist

- Plan your approach to hoist.
- Listen for directions from the person in charge of the hoist.
- Pump water from the boat before it is hoisted (the boat are too heavy for the hoist if they are full of water); use the foreshore's gas powered pump if necessary.

Rescuing People in Difficulties

We have to be prepared to rescue people at any time. Even in good conditions, a collision may hole a boat or the rigging or steering may get damaged. Although a boat may not fill with water after a collision, it may be unmanageable or the skipper may be injured.

- The Safety Officer of the Day will direct the rescue operation or delegate the rescue operation to someone else.
- The person in charge of the rescue is to radio the club on VHF Channel 9 and the Coastguard on VHF Channel 16 to inform them of the situation and request more assistance if necessary.
- An individual at each site (i.e. float, the rescue boat, barge, hoist) must take charge.
- Each person on the float is to be assigned a section of the bay to spot for people in difficulties.
- All rescue boats must have a minimum of two people aboard who are physically capable of getting a person out of a Mini 12 into the rescue boat, one of whom is certified to drive the boat.
- The rescue boat should approach from the leeward side as it may not be possible to control the approach from the windward side.
- If the person in the Mini12 is injured or incapacitated, do not transfer the person to the rescue boat. Instead, tow the Mini12 to the docks and get the person out of the Mini12 at the docks.
- If there are more boats in trouble than there are rescue boats, get the people out of the boats and leave the boats. Only retrieve the boats when everyone is safe and then only if it is safe to do so.
- If any of the rescued people are in need of medical attention, they are to be taken to shore before any attempt is made to retrieve any of the boats.
- Make a final check of the bay before stopping rescue operation.