

# ENTRAPMENT RESCUE FOLLOWING INVERSION OR CAPSIZE

Entrapment is a hazard in ALL dinghies inverting or capsizing but especially in modern asymmetrics. Do not assume that masthead buoyancy will prevent inversion.

- always check crew number after every capsize or inversion
- Safety crews must be prepared to enter the water to help free crew
- All OSC safety craft and instructors **MUST** carry sharp knives which can cut through wire, webbing and thick/strong rope and rigging so as to free those who become entangled

Safety crews should **IMMEDIATELY right the boat** by one or more of the following methods:

## **CAPSIZE** *Check all crew are accounted for.*

- Generally Crew can then use the centre/daggerboard (if accessible) to right boat themselves. If not sometimes it is possible to stand on the upturned windward side gunwhale or the safety boat sponson to gain leverage
- If the dinghy crew are having difficulty in righting the boat go to the mast head and slowly raise it.

**INVERSION** *Check all crew are accounted for.* If the crew are trapped inside lift stern to allow them to escape. *If under sail lift sail if possible and show the way out.*

***Be prepared to enter the water with a knife to help anyone who might be trapped by a rope.***

Manoeuvre safety boat parallel to the windward side of the upturned boat

- The best way to recover an inverted boat is to grab a part of the mainsheet or bridle, if **accessible**, and haul on this to the boom end, and then use this to right the boat, moving up the sail if necessary
- Lift a corner of the transom to allow air in and to break suction
- If you can't find the mainsheet you or the dinghy crew will need to find the leeward (formerly windward) jib sheet or other loose rope and pull it up over the hull. Lean back on this to exert leverage and raise the boat slowly until the centreboard can be used for righting in the normal way.
- The SB should have a line with a spring clip which can be easily attached to a shroud (where present) to assist with righting instead of finding a jib sheet and power SB backwards.

In an emergency keep the bridge informed so that onshore emergency help can be arranged or if necessary use Channel 16 to call Coastguard. Follow OSC emergency procedure.