

# 7. Safety

## 7.1. Daily Risk Assessment

**A daily risk assessment is carried out by the sessions lead instructor, this is then reviewed by the senior instructor**

## 7.2. Communication

VHF radios are essential for safe session management. All staff must be trained in proper use and etiquette during instructor induction.

- Operating channel: P4 (may appear as M2 on some radios)
- Use designated call signs — avoid personal names
- Transmit only essential information, no idle chatter
- Start each call with the station you're calling, then your own. End with "Over"
- Radio checks with the SI must be completed before going afloat

### Call Signs

- Bridge – Dabchick
- Slipway / Foreshore – Base
- Grey Zodiac RIB – Oscar
- Orange Humber RIB – Andren
- Orange XS RIB – Roberts
- Instructor in dinghy – Use boat type (e.g. "Feva")

**Example:** "Andren Andren, this is Oscar Oscar, over."

### Radio Allocation Priority

1. Safety boats
2. Instructors out of sight of a safety boat
3. Instructors teaching private lessons

**The Senior Instructor must carry a radio on their person at all times.**

### Radio Care & Storage

- Radios are kept on the bridge
- After use, radios must be:
  - Rinsed with fresh water (not submerged)
  - Dried thoroughly
  - Returned to the charging station
- Report any faults or damage to the SI or CI
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## 7.3. Safety Boats

### Authorisation & Qualifications

- Safety boats must only be helmed by individuals who:
  - Aged over 16
  - Hold RYA Powerboat Level 2
  - Have been approved by the CI

### Provision of Safety Cover

- A safety boat must be afloat and manned before students are permitted to launch and remain afloat until all students have landed.
- If dinghies are operating with an instructor on board who is carrying a VHF radio, a safety boat may remain at the pontoon, ready to deploy immediately if required.
- Safety boat ratios
  - Up to 6 dinghies – 1 safety boat
  - 6 to 15 dinghies – 2 safety boats
  - More than 15 dinghies – 3 safety boats

### Command & Redeployment

- Safety boats operate under the direction of the SI at all times.
- They may be reassigned to assist with other incidents, including those outside their designated area

### Manning & Passengers

- Boats should be manned by a helm and crew where possible.
- Avoid carrying additional passengers unless operationally required

### Kill Cord Use

- The kill cord must be worn around the helm's leg at all times while the engine is running.
- One formal warning will be given for non-compliance. Further breaches may result in termination.

### Rescue Protocol & Conduct

- People come first. The safety of individuals takes priority over boats and equipment.
- Approaches to people in the water must be made bow-first, with the engine in neutral. The engine must be fully stopped before contact.
- In complex rescues (e.g. mass capsizes, entrapments), the safety boat must contact the SI to coordinate additional support.
- When unsure, safety boat crews should communicate early with the SI or other safety boats.

## 7.4. Masthead Floatation

- All double handed dinghies or boats with shrouds must carry a mast head float.
- In the case of advanced race coaching mast head floats may not be used at the discretion of the SI considering weather conditions and student ability.

- The large double handers: 2000s, Wayfarer and H15 must use the larger 40L mast head floats.

## 7.5. Personal Clothing and Equipment

All instructors and students must wear clothing appropriate for weather, activity, and safety.

- Instructors must model appropriate dress — unsafe, impractical, or unprofessional clothing is not acceptable
- Instructors must have a safety knife, whistle, watch and spare piece of rope on their person whilst afloat.

### **Buoyancy Aids**

- Buoyancy aids must always be worn by students and instructors when on the water, launching or on the pontoon.
- Students with unsuitable buoyancy aids will be required to use a club-approved one or remain ashore
- Instructors must ensure all buoyancy aids are fastened and fitted correctly.