

OOD Guidelines during Covid-19 conditions, July & August 2020

Objectives of Revised Racing Arrangements:

- Maintain social distancing
- Reduce number of 'contact points' (different people touching the same thing)
- Enjoy competitive racing

The first two points above are obviously to minimise the chance of spreading the covid-19 virus. FOSSC is not aiming or claiming that all risk will be zero – that is not feasible. We are trying to reduce it as far as practically possible, while still allowing racing to go ahead.

Differences to normal, noting that these will change over time as we gain experience of different arrangements, and as government and RYA guidance changes

1. **No access to committee boat**
2. **No access to club house** for
 - a. course blackboard
 - b. signing on
 - c. getting masking tape and pen to write the course on
 - d. the OOD to input the results to Sailwave (except for Sue and Rhonwen)
3. **Trying to avoid congestion during launching and landing boats** to avoid social distancing problems or boats banging into each other/floating away (when helms will have to move their own launching trolleys out of the way and recover the trolleys themselves when coming ashore)

Arrangements to overcome issues listed above

- a) **No access to committee boat**
 - i) **The OOD will be shore based** and start the Wednesday Evening and Sunday afternoon races from the main jetty.
 - ii) **The start line options:**
 - (1) Red and white pole on trolley on shore plus normal pin end buoy with striped pole (OOD polices the start to ensure no-one is over early)
 - (2) Red and white pole on trolley on shore plus yellow buoy (OOD polices the start to ensure no-one is over early)
 - (3) Two buoys on the lake, one of which would be the buoy with the striped pole, the other can be a mark of the course or another small mark (rescue crew take a red and white pole and police the start to ensure no-one is over early). You need to ensure it is close to the OOD and trolley so that the sound signals can be heard.

Whichever option is selected, ensure it is marked on the course blackboard.
 - iii) The flag frame will be positioned on the jetty and used as per normal for both starting and finishing races. (Think about which flags to hoist in which positions or you will need long arms to lower flags at the same time as checking for boats over the start line.)
 - iv) Sunday's second race is a class event. It has been advertised as starting at 5 minute intervals between classes to avoid congestion on the slipway when launching. The OOD has the authority to revert back to 2 minute start intervals if it is appropriate, i.e. not too many boats. Please ensure the competitors know which sequence you will use.
- b) On the back of the pursuit box, the left hand side shows you the flag sequence for class and handicap racing, but not pursuit racing. The sequence is:
 - (1) 4 minutes before the first start, hoist the handicap flag

- (2) 2 minutes before the first start, hoist the preparatory flag
 - (3) When the race starts, lower the handicap flag
 - (4) When the last boat has started, lower the preparatory flag
 - (5) When the race finishes, raise the preparatory flag.
- c) No access to clubhouse for course board or signing on
- i) There is **no requirement to sign on**. However, if the helm (or crew) is unknown to the OOD, it is their responsibility to ensure they tell the OOD who they are, otherwise results cannot be awarded to them (and they will be awarded to an 'unknown' competitor). (*Let's hope 'Unknown Competitor doesn't win too many trophies!*)
 - ii) The **course board** will be stored in the boat shed and displayed on the outside of the boat shed – between the roller shutter door and the right hand door.
- d) No access to clubhouse for the OOD to enter results into Sailwave
- i) OODs need to ensure the results sheet is completely legible or typed.
 - ii) **OOD will send either a photo of the completed results sheet, or preferably type the results into a results sheet electronically** (to be sent by Rhonwen to the OOD) **and email it to Sue and Rhonwen**
susan.beynon@blueyonder.co.uk and rhonwenbryce@yahoo.co.uk
 - iii) It may take a few days for the results to appear on the website

Dory Safety Boat Operating Procedures

In developing the guidelines below, FOSSC have taken into consideration current advice from the Government and RYA. The most difficult aspect is how to balance the low, but possible, likelihood of someone getting into trouble on the water and requiring assistance from the rescue crew which increases the risk of transmission of covid, against the enjoyment which we all get from participating in social sailing and/or racing which for the vast majority of the time will not pose any risk of transmission of covid. While for several months, the risk of transmission of covid has been dominant, that risk has decreased significantly such that we now feel able to resume providing rescue cover for sailing activities, subject to the requirements detailed below.

At FOSSC, it is unusual to have to recover someone into the rescue boat – but it does happen from time to time. More often, the rescue crew will provide assistance by lifting the mast tip out of the water to help the helm right a boat; or pull the boat around to help righting, or pull the boat to get the mast out of the mud; or tow the boat back to the launching area due to equipment failure. (Just knowing the rescue craft is on hand can give someone the strength and confidence to get back in their boat on their own.) We believe that these types of ‘rescue’ can be done while maintaining suitable distance between rescuers and rescuees. If in a more serious event, someone needs to be taken into the rescue boat, we consider the risk of not allowing them to do so being more significant than the risk of transfer of covid. The ladder which has been fitted to the dory will greatly help someone getting into the rescue boat and reduce both contact between rescuer and rescuee and the heavy breathing which clambering into the rescue craft usually instigates in both parties.

Requirements for operation of rescue craft at FOSSC

1. Boat Storage. Boat to be stored in Boat Shed in following state to reduce physical handling:

- Unlocked
- Fuel can fitted and connected to engine.
- Key and kill cords fitted.
- Long blue two line fitted to bow cleats.
- Safety equipment to remain onboard.
- Designated committee member to check fuel status and refill if necessary.

2. Launching:

- Operating crew to agree whether or not to wear face masks and protective gloves.
- Crew to use their own buoyancy aids.
- Operating services (see section 5 below) to be cleaned using sanitizing wipes.
- Launching by designated crew.

3. Operation on the water:

- Boat to only approach another craft if required to affect a righting or to assist a person at risk.
- Recovery of a person from the water should be where possible, unaided using the ladder.
- Boats being recovered must be towed astern by at least a 2-meter tow rope.

4. Recovery of the safety boat.

- Social distancing to be maintained.
- Dory trolley to be put in water by member of the designated crew.

- Drag rope fitted to bow cleat to be laid up the slip way.
- Member of the designated crew to secure boat to its trolley.
- Other club members to assist by using the drag rope to pull boat (or attach to a car tow-bar).
- Designated crew to complete recovery to boat shed.

5. Cleaning.

- All operating surface to be cleaned using provided sanitizing wipes as:
 - Steering wheel
 - Gear Lever
 - Engine key
 - Fuel pressuring bulb.
 - Motor cover
 - Motor locking leaver
 - Seats
 - Trolley handles