

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