

# **I-LYA SAFETY GUIDELINES FOR COMPETITORS & SAFETY BOATS**

(REVISED 4/3/06)

These Guidelines are to be used as just that, Guidelines. The I-LYA, Host Clubs, their Officers, Directors and their Employees and Volunteers do not assume any responsibility for the implementation of these Guidelines or the lack of specific guidelines that could have been overlooked within this document.

*In addition to this document, all Event Safety Officers shall acquire and implement US Sailing's Basic Powerboating, Safety and Rescue as a guideline for selecting and training safety boat operators and for safety, rescue and support procedures on the water during all I-LYA Jr. Events.*

This document was produced by the I-LYA Safety Committee:

Dan Thomas – Chairman (2005)  
Park McRitchie – Co Chair  
Connie Aguero – Co- Chair  
Dan van Heeckeren – Committee Member  
Ed Skoch – Committee Member  
Karl Vanderhourst – Committee Member

***THIS SAFETY MANUAL IS DEDICATED TO THE MEMORY OF DAN THOMAS  
WHOSE WORK WAS THE FOUNDATION OF THIS DOCUMENT... EVIDENCE  
OF DAN'S COMMITMENT TO THE SAFETY OF ALL I-LYA JUNIOR SAILORS  
BOTH ON WATER AND ASHORE.***

Per US Sailing Regulation 5.03, no contestant shall possess or use, either on or off the water: marijuana or any other controlled substance (as defined in 21 U.S. Code 802) the possessing of which is unlawful under 21 U.S. Code 841, or any alcoholic beverages (distilled spirits, wine and beer, each as defined in chapter 51 of the U.S. Internal Revenue Code and intended for beverage use). The penalty shall be that the contestant after a proper hearing, be immediately removed from the regatta venue and, where practical, sent home. This regulation is in effect during the entire event, from the date and time of arrival through the date and time of the departure from the locale.

## I. SAFETY OFFICER

Each event is required to select a Safety Officer whose job is solely to oversee the activities of the day and make sure that all safety rules and regulations are followed. Whether on shore or on water, the Safety Officer must be available (not assigned any duty to Race Committee) to execute his/her duties at all times. The duties of the safety officer include but are not limited to:

- Know the procedures for towing described in the USSA **Basic Powerboating, Safety and Rescue Manual**
- Coordinate with the PRO
- Keep all Regatta Chairs updated through the months preceding the event
- Maintain a 10:1 ratio of competitors to safety boats. .
- Draft an “Emergency Procedures Policy” which shall include, knowing where the nearest hospital, EMS and police are located, including phone numbers. Setting up a line of sight chain for towing in competitors, and having a bailout point in case of extreme conditions.
- Have duplicate sets of Medical Forms available on shore and on water
- Meet with all safety boat personnel to explain procedures, verify what first-aid training each might have, to assign race courses and safety numbers, demonstrate parts of boats and proper towing/rescue techniques as per USSA
- Appoint and train an Onshore Safety Officer
- Appoint and train Lead Safety Boat to conduct On Water “Gate” Check Point as boats leave shore and return
- Arranging for and train captain of the spectator boats
- Execute a “Daily Safety Officer Check-List”
- Develop a handout that explains and diagrams towing and emergency bailout plans
- Secures a list of competitors from registrar for onshore & offshore safety officer prior to boats leaving shore

## II. SHORE-BASED SAFETY OFFICER

The Safety Officer is required to select a Shore-Based Safety Officer for the event. This officer is responsible for making sure rules and regulations on land are followed during the event. This includes but is not limited to:

- Spot- check each boat and sailor for minimum safety standards. ( see criteria listed below)
- Notify the RC of all non-conforming boats *denied* permission to launch.
- At all times monitor the safety channel and coordinate with the safety officer.
- Perform emergency sail number check-off in the event of a storm or other emergency.
- Immediately communicate to Safety Officer any and all registered boats that will not be going out on the water
- Perform all shore based emergency duties including coordination with EMS, filling in injury forms, and having medical forms on hand for all competitors.

## III. SAFETY BOATS

On-course at all times there should be a ratio of 10:1 of competitors to safety boats. Every person on the safety boat is required to attend the pre-event safety meeting to be educated on proper safety procedures, and to get their assignment to their course. Each boat should have a minimum of 2 people. All safety boats, operators and crew need to be compliant with coast guard rules and regulations. One safety boat per course should be assigned as a Leader. It is stressed that safety boats will have no interference with racing at all. All safety boats should be equipped with:

- First-aid kit
- Additional drinking water for competitors
- Safety only water (Not in lieu of proper hydration for competitors)
- VHF radio and backup VHF radio (if possible) set to designated channels
- All USCG mandated safety equipment
- Line and fittings for towing
- Paddle/oars
- Bailing equipment including several extra bailing buckets
- Compass
- Safety flag onboard and displayed
- Boat hook
- Sharp knife, pliers, screwdrivers, extra ringdings and assortment of pins & nuts and bolts, etc.
- Sufficient gas/oil for day
- Wire/Bolt Cutters

#### **IV. COMPETITORS**

All competitors are required to follow the rules and regulations as set. This includes:

- No use of drugs or alcohol per US Sailing Regulation 5.03
- Competitors boats are to be safe, seaworthy, and in good racing order, including towlines properly rigged
- PFD worn at all times when around or in water, including launching, except for brief periods while adding or removing clothing
- Adequate clothing depending upon weather conditions, i.e. wet or dry suits when water temps determine

Competitors also need to have the following equipment for racing:

- All class specified safety equipment (on check-lists)
- 1 PFD per crew member with an attached whistle.

## DAILY SAFETY OFFICER CHECK-LIST

- \_\_\_ CHECK WEATHER REPORTS AND REPORT DAILY AT COMPETITORS MEETING REGARDING ANY SAFETY ISSUES AND PROCEDURES TO BE IMPLEMENTED IF NECESSARY
  
- \_\_\_ COMMUNICATE PLAN WITH PRO
  
- \_\_\_ SAFETY BOAT MEETING
  - \_\_\_ Assign/reassign safety boat numbers
  
  - \_\_\_ Assign "Gate Keeper" to check boats in and out as they leave and return to shore
  
  - \_\_\_ Communicate weather forecasts
  
  - \_\_\_ Communicate potential safety problems
  
  - \_\_\_ Assign daily duty- zone, escort, mother ship, or other
  
  - \_\_\_ Positive Attitude
  
  - \_\_\_ Hand signals with a smile
  
  - \_\_\_ Radio channels and protocol
  
  - \_\_\_ Other issues
  
  - \_\_\_ Confirm that each boat has:
    - \_\_\_ Gas and oil for a full day.
    - \_\_\_ Patrol flag
    - \_\_\_ Radio and back-up, Channel \_\_\_ Alternate \_\_\_
    - \_\_\_ First-aid kit
    - \_\_\_ Water for competitors
    - \_\_\_ Safety Water
    - \_\_\_ Daily assignment
  
  - \_\_\_ Spectator boat briefing
    - \_\_\_ Outline spectator fleet rules and enforcement
    - \_\_\_ Review the above safety boat information
    - \_\_\_ Stress no interference with racing or safety boat functions including potential penalties to competitors
  
- \_\_\_ DISPATCH SAFETY BOATS BEFORE SAILORS LEAVE THE DOCK

- \_\_\_ MEET WITH SHORE-BASED SAFETY OFFICER
- \_\_\_ MONITOR LAUNCHING, CHECK-IN, AND RADIO
- \_\_\_ STAY IN TOUCH WITH SHORE, PRO, AND SAFETY BOATS
- \_\_\_ SURVEY THE RACING AREA BEFORE, DURING AND AFTER RACING
- \_\_\_ COMMUNICATE WITH “GATE KEEPER”
- \_\_\_ SET UP “CHAIN OF SIGHT” STRING OF ESCORT BOATS WITH  
ASSIGNED POSITIONS ON THE WATER TO GUIDE BOATS BACK TO SHORE
- \_\_\_ MAINTAIN SAFETY RATIO AS BOATS GO IN
- \_\_\_ VERIFY TAG BOARD OR OTHER CHECK-IN IS COMPLETE.

**SAFETY CHECK-LIST FOR SAFETY BOATS**

- \_\_\_ ALL USCG REQUIRED SAFETY EQUIPMENT
- \_\_\_ RADIO
- \_\_\_ RADIO CHANNEL & FLEET ASSIGNMENT
- \_\_\_ BACK-UP RADIO (IF POSSIBLE)
- \_\_\_ ALTERNATE CHANNEL (IF POSSIBLE)
- \_\_\_ CURRENT ENTRANT LIST WITH ANY SPECIAL NEEDS
- \_\_\_ NUMBERED SAFETY FLAG DISPLAYED CLEARLY
- \_\_\_ TOOLS- INCLUDING SHARP KNIFE, PLIERS, SCREWDRIVERS AND WIRE/BOLT CUTTERS
- \_\_\_ SPARE PARTS- INCLUDING EXTRA RINGDINGS, ASSORTED PINS, NUTS AND BOLTS AND DUCK TAPE
- \_\_\_ BOAT HOOK
- \_\_\_ PADDLE OR OARS
- \_\_\_ FIRST-AID KIT
- \_\_\_ DRINKING WATER FOR COMPETITORS
- \_\_\_ SAFETY DRINKING WATER
- \_\_\_ SUFFICIENT GAS/OIL FOR FULL DAY
- \_\_\_ ANCHOR WITH SUFFICIENT RODE
- \_\_\_ EXTRA BAILING BUCKETS

Assigned Safety Boat Number \_\_\_\_\_ Date \_\_\_\_\_

Inspector Signature \_\_\_\_\_ Print \_\_\_\_\_

Skipper Signature \_\_\_\_\_ Print \_\_\_\_\_

Printed Crew Names \_\_\_\_\_

\_\_\_\_\_

**SAFETY CHECK-LIST FOR CFJ/420**

- \_\_\_\_\_ 30 FT. TOW LINE RIGGED AND READY
  
- \_\_\_\_\_ BAILER SECURED TO VESSEL WITH SUFFICIENT LINE TO ALLOW USE
  
- \_\_\_\_\_ PFD PROPERLY SIZED AND CORRECTLY WORN
  
- \_\_\_\_\_ WHISTLE. FUNCTIONING AND ATTACHED TO PFD
  
- \_\_\_\_\_ ADEQUATE CLOTHING FOR CONDITIONS
  
- \_\_\_\_\_ WATER BOTTLE FILLED WITH WATER (STRONGLY RECOMMENDED)
  
- \_\_\_\_\_ SAIL NUMBER MARKED ON BLADES, LIFE VEST, BAILERS, & PADDLE

Sail Number \_\_\_\_\_ Date \_\_\_\_\_

Inspector Signature \_\_\_\_\_ Print \_\_\_\_\_

Crew Signature \_\_\_\_\_ Print \_\_\_\_\_

Crew Signature \_\_\_\_\_ Print \_\_\_\_\_

**SAFETY CHECK-LIST FOR LASER/LASER RADIAL**

- \_\_\_ 30 FT. TOW LINE RIGGED AND READY- NO MAINSHEETS
- \_\_\_ PFD PROPER SIZE AND CORRECTLY WORN
- \_\_\_ WHISTLE. FUNCTIONING AND ATTACHED TO PFD
- \_\_\_ ADEQUATE CLOTHING FOR CONDITIONS
- \_\_\_ WATER BOTTLE FILLED WITH WATER (STRONGLY RECOMMENDED)
- \_\_\_ CENTER BOARD ATTACHED TO VESSEL
- \_\_\_ SAIL NUMBER MARKED ON BLADES, LIFE VEST

Sail Number \_\_\_\_\_ Date \_\_\_\_\_

Inspector Signature \_\_\_\_\_ Print \_\_\_\_\_

Crew Signature \_\_\_\_\_ Print \_\_\_\_\_

**SAFETY CHECK-LIST FOR THISTLE**

- \_\_\_ 35 FT. X 3/8 "TOW LINE 3 STRAND NYLON BRAID RIGGED AND READY
- \_\_\_ BAILER ATTACHED TO VESSEL WITH SUFFICIENT LINE TO ALLOW USE
- \_\_\_ PADDLE ATTACHED TO VESSEL WITH SUFFICIENT LINE TO ALLOW USE
- \_\_\_ PFD PROPER SIZE AND CORRECTLY WORN
- \_\_\_ U.S. COAST GUARD APPROVED TYPE 1 THROWABLE FLOATION DEVICE
- \_\_\_ WHISTLE. FUNCTIONING AND ATTACHED TO PFD
- \_\_\_ ADEQUATE CLOTHING FOR CONDITIONS
- \_\_\_ WATER BOTTLE FILLED WITH WATER (STRONGLY RECOMMENDED)
- \_\_\_ SAIL NUMBER MARKED ON BLADES, LIFE VEST, BAILERS, PADDLE & TYPE I THROWABLE

Sail Number \_\_\_\_\_ Date \_\_\_\_\_

Inspector Signature \_\_\_\_\_ Print \_\_\_\_\_

Crew Signature \_\_\_\_\_ Print \_\_\_\_\_

Crew Signature \_\_\_\_\_ Print \_\_\_\_\_

Crew Signature \_\_\_\_\_ Print \_\_\_\_\_

**SAFETY CHECK-LIST FOR OPTIMIST**

- \_\_\_\_\_ 8 METER (30') PAINTER, SECURELY AND PROPERLY FASTENED TO BOAT- NO KNOTS
- \_\_\_\_\_ LARGE LOOP TIED AT END OF PAINTER WITH BOWLINE KNOT
- \_\_\_\_\_ PAINTER DOES NOT FEED THROUGH DRAIN HOLE –MUST BE RUN THROUGH A LEADER AT BOW AND ATTACHED AT MAST STEP
- \_\_\_\_\_ BAILER SECURED TO BOAT WITH SUFFICIENT LINE TO ALLOW USE
- \_\_\_\_\_ AIR BAGS PROPERLY INFLATED AND ATTACHED- NOT LEAKING
- \_\_\_\_\_ MAST TIE-IN LINE SECURE ENOUGH TO LIFT BOAT AND NOT ALLOW MAST TO DISENGAGE FROM MAST STEP
- \_\_\_\_\_ BOOM BRIDLE – NO LOOSER THAN 10cm -NO OPEN HOOK
- \_\_\_\_\_ CENTERBOARD TIED TO BOAT
- \_\_\_\_\_ RUDDER TIED TO BOAT
- \_\_\_\_\_ SAIL NUMBER MARKED ON BLADES, LIFE VEST, BAILERS
- \_\_\_\_\_ PFD PROPER SIZE AND CORRECTLY WORN
- \_\_\_\_\_ WHISTLE. FUNCTIONING AND ATTACHED TO PFD
- \_\_\_\_\_ ADEQUATE CLOTHING FOR CONDITIONS
- \_\_\_\_\_ WATER BOTTLE FILLED WITH WATER (STRONGLY RECOMMENDED)

Sail Number \_\_\_\_\_ Date \_\_\_\_\_

Inspector Signature \_\_\_\_\_ Print \_\_\_\_\_

Crew Signature \_\_\_\_\_ Print \_\_\_\_\_