

## Club Sailing & Racing – General Rules

### Sailing Area

1. Normal Club sailing will be permitted within the following bounds and **always within sight of the Club**. Special permission must be obtained from a Flag Officer to sail outside the Club limits. See diagram.
  - a. The easterly limit is the power plant, within line of sight of DSSC.
  - b. The westerly limit is Dhekelia jetty.
  - c. The southerly limit is 1 mile offshore.
  - d. Sailing is not permitted in the area of Dhekelia jetty and the jetty pier heads when flag A (white/blue swallow tail) is flying from the jetty mast. Flag A indicates diving activity.
  - e. Sailing is not permitted in marked bathing areas.

### Qualifications to Sail

- 2.a. Club members may sail club boats in certain wind strengths according to their qualifications: (See Sailing Limitations)  
Members are only to sail classes of boats that they have been instructed on.  
The OOD is to check with the Principal or Chief Instructor if there is any doubt about a sailor's ability. Their decision is to be adhered to at all times.
- b. Refer to DSSC Information Leaflet J
3. ***Guest sailors are required to present their qualifications to the Officer of the Day before sailing club boats.  
Guest Sailors are to demonstrate their proficiency with the class of boat before they are allowed to sail.***

### Buoyancy Aids

4. An approved Personal Buoyancy aid is to be worn at all times. It is the responsibility of the user to check this aid for tears, rips or breakages, which may affect its performance. Defects are to be reported to the Boatswain.

## Booking Out and Booking In

5.1. Both club and private boats are to be booked out using the booking out folder and consulting the Officer of the Day.

When returning from sailing, club boats must be fully stowed, washed, put away with cover rigged, then signed back in with any defects reported. Sailing will only be allowed with a Rescue Boat in place.

5.2. During club opening hours all **private** boats are to be booked out and back in.

## Collisions at Sea

6. In the event of a collision at sea, resulting in injury or damage to another craft, the helm who is considered to be in contravention of the RYA rights of way and/or racing rules shall be deemed to be the responsible party. a) Where a club boat is in collision with a private boat and the private helm is deemed responsible then he shall be liable for the full value of the damage to the club boat, either personally, or through his own insurance policy. If the club boat helm is deemed responsible, he shall be liable for the damages to the both boats up to a maximum of €200. In case of damages over €200, the matter will be referred to the club insurer. b) Where 2 club boats are in collision, the responsible helm (as defined above) shall be responsible for damages up to €200. Damages over €200 will be referred to the club insurer. c) Where 2 private boats are involved in a collision, the club shall not accept any liability for damage or injury.

## Club Sailing & Racing – OOD Safety Checklist

### Before Allowing Sailing

- Weather Forecast Checked and displayed
- Wind strength below within DSSC Sailing Limits
- Rescue Boat Helm and 2<sup>nd</sup> Helm in place
- Rescue Boat on the Water
- Communications checked between Rescue Boat and Shore
- Safe to sail flag hoisted (Fly appropriate coloured windstrength flag)
- Ensure all boats booked out correctly
- All helms & crews (club boats) qualified for the conditions and wearing buoyancy aids. Wetsuits as required (winter only)

### During Sailing

- Regularly review Wind Strength and Wave State
- Maintain a watch and ensure boats remain within Sailing Area
- Check Communications regularly between Rescue Boat and Shore
- Watch for boats in difficulty, direct Rescue boat as required
- Ensure enough safety boats for number of craft sailing (See Wind chart)

### After Sailing

- Ensure all crew return!
- Ensure that all boats are booked in and defects reported
- Ensure all boats are washed down and put away
- Ensure all equipment is put away correctly

# Club Sailing & Racing – Risk Assessment

Unit/Formation: Dhekelia Services Sailing Club  
 Activity/Exercise: Club Dinghy Sailing  
 Relevant Publications/Pamphlets/Procedures: AGAI Chap 18, SOP 225a, HQ BFC WSC Minutes  
 Steps relate to the Risk Assessment Process

Assessor: Rear Commodore  
 Date Assessment: 16 Feb 2013  
 Review Date: 16 Feb 2014  
 Generic Risk Assessment: Yes/No

Ser	Activity / Element (Step 1)	Hazards Identified (Step 2)	Existing Controls (Step 3)	Residual Risk (Step 4)	Additional Controls Required (Step 5)	Residual Risk(Step 6)
(a)	(b)	(c)	(d)	(e)	(f)	(g)
1	Dinghy Sailing & Racing	Drowning	1. At least one of the Staff trained in First Aid 2. Safety Boat available 3. Buoyancy Aids worn 4. 50m or Service Swim Test Conducted	No Residual		N/A
2	Dinghy Sailing & Racing	Hypothermia (Winter Sailing)	1. At least one of the Staff trained in First Aid. 2. Wetsuits recommended. 3. Safety Boat available. 4. Wind strength limitations on sailing.	No Residual		N/A
3	Dinghy Sailing & Racing	Head Injury from booms	1. Briefing on the danger (RYA Training) 2. At least one of the Staff trained in First Aid	No Residual		N/A
4	Dinghy Sailing & Racing	Injury from safety boat prop.	1. Kill cords used. 2. Engine stopped when alongside swimmers. 3. RYA Good practices employed.	No Residual		N/A
5	Dinghy Sailing & Racing	Launching and recovery of boats.	1. Supervised by OOD. 2. Trained RYA L2.	No Residual		N/A
6	Dinghy Sailing & Racing	Multi Craft Capsize	1. Safety helms instructed to aid swimmers in distress before recovery of craft. 2. Sailing area and therefore spread of craft limited.	No Residual		N/A
7	Dinghy Sailing & Racing	Cut Feet	1. Footwear recommended.	No Residual		N/A
8	Dinghy Sailing & Racing	Entanglement / Entrapment after capsize.	1. Knives carried on safety boats. 2. Trained RYA L2.	No Residual		N/A

	<b>Name</b>	<b>Post</b>	<b>Date</b>	<b>Signature</b>
<b>Existing and Additional Controls Agreed</b>				
<b>Additional Controls Implemented</b>				