

SAFETY RECOMMENDATIONS

29er

PERSONAL RECOMMENDATIONS

These recommendations should be read in conjunction with the Class Race Management Guidelines and the Class Support Boat Regulations. These recommendations are important for Organising Authorities, Safety Officers and coaches to understand the possible problems in 29er championships.

- Ratio of sailing boats to safety boats is very much dependent on the experience of the sailors taking part in the 29er championship so the ratio can vary from ONE safety boat with SIX 29ers up to ONE safety boat with TEN 29ers
- The boat is designed to turn turtle quite easily and when inverted there is not an air pocket underneath the boat unlike a 420 which can have an air pocket underneath the boat when it is inverted. So the two heads principle of the safety boat immediately checking whether he can see the two crew members in a capsize is very important.
- In a capsize, unlike a 420 the 29er has only a small amount of buoyance around the gunwhale, so in the event of a capsize it is important that a crew member is on the centreboard quickly to prevent the boat turning turtle.
- The crew weight is important in that a very light crew will have little effect on preventing the boat turning turtle, this is why as a result of the review into the incident at the Worlds in Long Beach sailors of age 12 years and under are not permitted in World and Continental championships.
- In the event of a capsize it is important for the crew to disconnect from the trapeze wire as quickly as possible to avoid the possibility of being trapped underneath the boat.
- It is important to make sure that there is no loop in the elastic where the elastic joins with the trapeze hook where the trapeze hook can become entangled in the loop. Using a bobble to attach the elastic to the hook is a much safer option.
- Masthead floats can be used in National events but not in World or Continental championships, there is no standard recommended float but these can be useful in preventing a boat turning turtle particularly in windier conditions.

EVENT SAFETY RECOMMENDATIONS

The Organising Authority, in conjunction with the Event Principal Race Officer, shall appoint a qualified Chief Safety Officer and if there is more than one race course a Deputy Safety Officer on each race course.

The Safety team should operate on a dedicated VHF channel separate from the Race Management channels

All Safety boats should be fully equipped with

- Life jackets / buoyance aids for the driver and all passengers,
- Engine kill cord (also known as a safety lanyard or automatic engine immobiliser)
- VHF radio capable of receiving instruction from Safety or Race Committee
- First-aid kit
- Device for making a sound signal
- Compass
- Adequate anchor and tackle for conditions and depth
- Tow rope (minimum 15m long and 10mm thick)
- Knife

An Emergency meeting point should be set up to bring any casualties ashore in such a place that an ambulance can have very close access.

The Deputy Safety Officer on each course should have with him or very close by a person with full knowledge of CPR with the ability to render immediate assistance in case of emergency

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