

NTSC Safety and Sailing Rules

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RULES FOR THE ENTERTAINMENT OF GUESTS

1. The Club operates for the benefit of its members. Excessive numbers of guests reduce the availability of boats for members, increase maintenance costs and reduces income where entitled personnel, sailing as guests would otherwise join as members. There are also safety implications as guests are often less well acquainted with safety rules and procedures. That said, members' enjoyment can be enhanced greatly by the opportunity to extend an occasional invitation to friends and acquaintances from home or the local community. To control guests without being unduly prescriptive the following rules should be observed:
 - a. The invitation of guests will be an exceptional event. AFNORTH or other NATO ID card holders can be admitted no more than twice per year before being required to join as members.
 - b. The host is responsible for all damage or loss incurred by the guest to Club property.
 - c. Members must clear their intention to invite a guest with an Officer of the Club Committee prior to the event.
 - d. Guests must obey all club rules.
 - e. Guests are to be advised by their host that the club cannot be responsible for their safety or for any third party liability incurred by them whilst a guest of a club member. They must be advised to have suitable personal insurance.
2. For insurance purposes guests may not be "in charge" of a dinghy but must be accompanied by a member authorised and competent to helm that boat in the prevailing conditions.
3. Each guest must be accompanied by a full member at all times, including in the clubhouse and whilst on the water

ASC HEALTH AND SAFETY POLICY

1. RESPONSIBILITIES

- a. It is the responsibility of all ACS members, their guests, family and friends to be aware of the risks inherent in sailing and to ensure they conduct their activities in the safest possible manner, paying strict attention to the rules and regulations of the Club, all the local marinas, clubs and local laws etc. If you see anything at all that is wrong and/or dangerous, then do something about it immediately.
- b. If you witness an accident or incident help to deal with it. If no one is taking charge you should.

2. ACCIDENTS

- a. If there is an accident, then the Harbour master must be informed immediately. His office is immediately below the Maas and Roer Club Restaurant. If the Harbour Master is not immediately available then inform the restaurant staff, who should find the Harbour Master or a Mass and Roer Committee member. If the accident involves club members, inform an ASC committee member as soon as possible. Their contact numbers are on your membership card. Complete the Accident/Incident book as soon as possible even if the accident is minor. A proper record must be kept.

3. FIRST AID

- a. In the advent of injury carry out the following procedures:
 - (1) A serious injury. (Requiring Medical Assistance). Contact the emergency services on 112 via the telephone next to the Harbour Masters office.
 - (2) A minor injury. (Not requiring medical assistance). Administer first aid if applicable. The first aid box is in the ASC cage and in the white safety boat. Members are to be familiar with its contents. If you use its contents inform the Commodore or Vice-Commodore.

4. SAILING AND POWERBOAT SAFETY

- a. Only people qualified as RYA to Basic Skills level or above are allowed to take boats out under their own authority. It is an individuals responsibility to ensure that they only launch when the weather forecast and conditions are suitable for their intended activity.
- b. The safety boat is to be available (standby or on the water as applicable) with a fully qualified helm (minimum Power Boat Level 2) and a properly briefed crew whenever sail training is taking place. No more than 12 dinghies should be under training unless an additional safety boat is available and briefed. If there is a lot of sailing activity in the area, with the presence of the Rijk Politie or Water Patrol, then

the supervising instructor may judge whether to increase the number of boats sailing. All other factors such as the experience of the trainees, number of instructors and weather conditions must be taken into account.

- c. Only qualified and authorised Level 2 Powerboat helms may use the club powerboat. The powerboat is principally for use as a safety boat but may be used for training or other purposes if authorised by the Principal. Passengers may be carried in the safety boat when it is on station but this should only be under controlled conditions. In rough weather or during busy training periods passengers who cannot contribute to safety should not be carried.
- d. Wearing of Life Jackets/Buoyancy Aids. All members are *advised* to wear buoyancy aids (CE 50 standard as per the Clubs issue) at all times when afloat or on the pier and *must* wear buoyancy aids in the sailing conditions set out at Annex A. Young children and poor swimmers *must* wear life jackets (CE 150 standard as per the Clubs issue jackets) at all times when near or on the water. Parents are responsible for ensuring that their children are appropriately dressed and equipped. Children under 13 must always be accompanied by a responsible adult member at the Club.
- e. When sailing with an inexperienced sailor as crew all helms are to brief their crew carefully on the dangers, prior to setting sail. Special care is to be paid to the danger from the boom and an outline procedure for dealing with inadvertent capsizes.

SAFETY BOAT OPERATION

(REGULATIONS FOR A BOAT CAPABLE OF EXCEEDING 20 KILOMETRES PER HOUR)

1. GENERAL. The Helmsman must be trained and qualified and be in current practice. The crew must be able to enter the water to render assistance wearing a wetsuit. In calm or moderate wind the boat is to be moored at the swimming platform and should be backed out. In windy or rough conditions the boat should be moored at the L-shaped jetty, bow facing the harbour entrance. The boat is properly insured.
2. REGISTRATION. The safety boat is registered. Registration certificate can be obtained from a committee member. Numbers are on the outside of the hull in the correct size lettering.
3. NL REQUIREMENTS:
 - a. Helmsman – minimum age: 18.
 - b. Helmsman must be seated.
 - c. Buoyancy aid for each person on board.
 - d. Life belt and throwing line.
 - e. Fire extinguisher fitted – In console.
 - f. Engine must be fitted with a “dead man’s knob” which must be connected to be helmsman.
4. ASC REQUIREMENTS. The Safety Boat must be equipped as follows:
 - a. 3 Paddles – in lieu of reserve engine.
 - b. Boat hook.
 - c. CQR anchor and line.
 - d. Bow and stern mooring lines – Bow locker.
 - e. Engine clamp tight.
 - f. Engine securely locked to boat.
 - g. 2 Buckets.
 - h. First aid kit.

- i. Horn – In console.
- j. Anchor ball – must be shown when anchored – In console.
- k. Racing/training boys (4) lines and weights (6) In console.
- l. Maximum Capacity: 13 adults.
- m. Speed Limits:
 - (1) In harbour = 5 kilometres = 3 knots = slow walk = no bow/stern wave!
 - (2) On lake = 9 kilometres = 4.5 knots.
 - (3) On Maas left of entrance = 16 kilometres = 8 knots.
 - (4) On Maas right of entrance = unlimited.

AUTHORISED SAILING CONDITIONS

Wind Strength Competence Level	Light Winds (Flags only fluttering, leaves on trees rustle: Helm sits boat up comfortably on his own)	Moderate Winds (Flags flying extended, small branches in motion: Helm and crew sit boat up comfortably without trapeze)	Strong Winds (Halyards slapping, small trees in constant motion: Helm and crew have difficulty in sitting boat up without trapeze)
Start Sailing	Sails authorised dinghy under direct supervision. Safety Boat is manned and in visual contact	Sails authorised dinghy under direct supervision. Safety Boat is manned and in visual contact	Sails authorised dinghy accompanied by an experienced sailor of appropriate competency for conditions
Basic Skills	Sails authorised dinghy at any time at own discretion	Sails authorised dinghy provided at least 2 other ASC boats are sailing at the same time in the same area	Sails authorised dinghy provided that Safety Boat is manned and in visual contact
Seamanship Skills/ Sailing with spinnakers	Sails authorised dinghy at any time at own discretion	Sails authorised dinghy at any time at own discretion	Sails authorised dinghy provided at least 2 other ASC boats are sailing at the same time in the same area
Advanced boat handling	Sails authorised dinghy at any time at own discretion	Sails authorised dinghy at any time at own discretion	Sails authorised dinghy at any time at own discretion

ASC RACING RULES

1. Club racing at our level is relatively relaxed and informal. The main intention is to win whilst enjoying the racing and avoiding collision. To enable us to race fairly, minimise disagreement, and most importantly, prepare to race against other clubs the ASC races in accordance with:

- a. IYRU Racing Rules.
- b. Sailing instructions applicable and issued prior to the racing.
- c. Relevant class rules.

The Club has produced a convenient guide to the most common rules which is available upon request

2. The course will be as specified in the racing instruction or racing brief. Generally an Olympic type course will be set.

3. Class racing start procedures will adopt the following time signals:

- a. 6 min Warning – Class flag.
- b. 3 min Warning – Preparatory signal code flag ‘P’.
- c. Class start – Flags lowered.
- d. Other signals as detailed in IYRU Rules or by the Race Officer on the day.
- e. The start line will be as indicated during the race brief. Normally the finish line will be set to enable finishing on a beat. A shortened course will be indicated by flying the international Code Flag ‘S’ in accordance with IYRU rules and/or verbal/signal notification during the race.

4. When racing a Handicap race or series, scoring will be in accordance with the Portsmouth Yardstick method.

- a. The result of each series will be calculated by awarding the winner 0.75 pts, second 2 pts, third 3 pts, and so on. Boats retiring will be awarded points equal to the number of entries. Disqualified boats and non-starters will be awarded points equal to the number of entries plus 2. In series races, the number of races which may be discarded will be published prior to the start of the first race. If for any reason the total number of races cannot be completed due to weather, abandonment etc., then the Racing Committee can count the total number without discard. The winner will be the competitor with the least number of points. Ties will be resolved by taking the winner of the last races sailed by competitors involved until a result is obtained.

5. Details of the racing schedule are published, in the annual Club Membership Card and in the monthly Newsletters.
6. All competitors are reminded of the fundamental rules:
 - a. Avoid Collision.
 - b. Render Assistance. Every yacht shall render all possible assistance to any vessel or person in peril, when in a position to do so.
 - c. Responsibility of the helmsman. It shall be the sole responsibility of each helmsman to decide whether or not to start or to continue to race.
 - d. Fair Sailing. A dinghy shall participate in a race or a series of races in an event only by fair sailing, superior speed and skill, and, except in team races, by individual effort. However, a dinghy may be penalised under this rule only in the case of clear-cut violation of the above principals and only when no other rule (except rule 75, Gross Infringement of Rules or Misconduct) applies.