



Safety Policy

NOTE: This Safety Policy covers only those matters under the direct remit and control of BJSC. Accordingly, non members, families or guests or casual visitors are not considered in this Safety Policy.

IC = Instructor in charge. SI = Senior Instructor

RESPONSIBILITIES

Overall and final responsibility for safety rests with the safety Committee of the BJSC

The SI is responsible for preparing and reviewing a risk assessment of BJSC, drafting this safety policy and ensuring all the helpers are aware of the safety policy.

The SI shall ensure that all teaching sessions are run by a suitably qualified Instructor.

PERSONNEL.

All voluntary staff with first aid responsibilities will have the certificates recorded in their personal files by the management.

Children with difficulties to be assessed by instructors under supervision or the SI - notes made if necessary.

ACCIDENTS

There is a first aid kit in the HUT and in each support boat.

All the qualified RYA Instructors are trained first aiders.

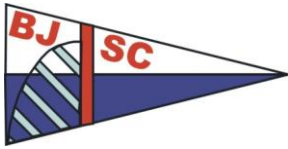
The IC is responsible for ensuring that the first aid kits are checked and replenished as necessary - please report usage to IC

The accident book is maintained. All accidents are to be logged in the accident book. The IC is to be informed of all accidents and new materials required.

REGISTRATION - Tallyman usually takes the register.

All juniors taking part must register to be given a band before joining the session.

Children are required to be registered in each session by a responsible adult*



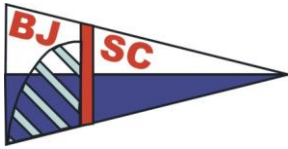
On leaving the water the members will register back on shore to the Tallyman so we can make sure all are safe and hand in the band –a fine of £5, or club expulsion, is imposed if you do not comply.

The IC responsible for the session may not leave the Club until all the bands have been accounted for.

All members **MUST** sign out at the very end of each session

SAILING SAFETY

1. At least one support boat in the charge of suitably trained operators must be available at all times when training on the water is in progress. If between 6 and 15 dinghies are being used there must be at least two support boats and if over 15 dinghies at least three support boats available.
2. There should be sufficient support boats available to ensure that a support boat can reach a capsized boat within 3 minutes and there should be at least one support boat available for each twelve dinghies afloat.
3. All support boats should carry the following equipment: a VHF radio, . paddles or oars, bucket or bailer, bridle secured with towing eyes, towline, bolt crops, thermal protective aid, watertight first aid kit containing large wound dressing and triangular bandages, anchor chain and warp and either 2 orange smoke and pinpoint red or 2 day/night distress flares, throw line (warp).
4. All personnel, whether in dinghies or in support boats, should wear a buoyancy aid complying with the CE 50 Newton standard at all times. Non swimmers 150 Newton. Buoyancy will be checked at the start of the year and recorded on the application form that it complies and is a correct size. Children should be checked before launch.
5. A kill cord must be used at all times when the engine is on. Spare in the canister.
6. Each student should have his/her sailing assessed before being allowed to go out in a dinghy alone



7. All participants should be suitably dressed for the activity they intend to take part in, with long hair tied up.

SAILING AREAS

See training manual....

All instructors and support boat coxswains shall be briefed on these sailing areas. The person in charge of each session shall decide which areas to use and brief the Instructors and support staff accordingly, taking into account such things as the present weather, the weather forecast and the tide.

ABANDON PROCEDURE

All boats must proceed in a safe manner to the BYC slipway and inform the SI or IC that they are safe. Abandonment can be instigated by any qualified volunteer on the water for any reason - debriefing will follow.

The signal is multiple short sound blasts by any means available - all safety boats should copy this signal to reinforce the message.

Please note abandoning may be used at any time but normally for emergencies. Standard de-registration, tally system, will apply during any emergency - **THIS IS IMPORTANT.**

* parent or guardian or someone named on the registration form.