

BYC Safety Plan

Updated February 2021

The decision to hold a race or to postpone or abandon is the decision of the Race Officer (see RRS 27.3, 32.1).

The decision to participate in a race or to withdraw is the decision of each boat captain (see RRS 3).

Go / No Go

Approximately 90 minutes before first warning signal¹, the Race Officer will review the weather forecast with attention to approaching squalls, thunder storms, wind, waves, and fog. Where inclement weather exists or is forecast, the Race Officer will consult with Fleet entrants, Commodore's driver and other experienced racers to gather information and interest for racing under forecast conditions. Consider postponement at the dock or on the water to allow weather to improve or further assess situation. (AP can be flown any time before the starting signal with two sounds).

- Weather postponement or abandonment decision should factor in the median skill level and seaworthiness of the racing fleet on a Class-by-Class basis.
- When weather deteriorates after a start, consider a shortened course (S flag with two sounds) before outright abandonment (N flag over A flag with three sounds). In extreme situations, a race may have to be abandoned even after one or more boats (but not all boats) have finished. (See RRS 32.1).
- Communicate with the racing fleets on VHF CH 72 so that each captain has access to all significant weather and safety information.
- Postponement, shortened course and abandonment should be signaled and announced on VHF CH 72.

On-the-Water Emergency Response

The obligation to assist a person or boat in danger is the first obligation of all boats and competitors (see RRS 1.1). The safety of participants is the priority; boats and property are secondary.

- In the event of an emergency on the water, call Commodores immediately on VHF CH 72.
- Participants should be aware that immediate assistance may not be available to them and, therefore, should be prepared to be self-reliant to the maximum possible extent for incidents such as Man Overboard, injuries, medical emergencies, equipment failures, etc.
- Although the Harbormaster is the most highly trained and capable first responder in an emergency, life sustaining measures may be needed prior to the Harbormaster's arrival. **All available means from participants and on-the-water Race Committee must be deployed.**
- The Commodores driver will coordinate the response to a person or boat in danger until the Harbormaster has responded or the situation has been resolved. In the absence of life-threatening or serious injury, the Commodores driver will stand by as needed and make sure not to make the situation worse by possibly endangering other participants, volunteers, or staff.
- Commodores' driver will report every incident where a person or boat is in danger to the Harbormaster and BYC Base on VHF CH 16, or cell phone if radio hails do not establish communications.
- **In emergencies, if the Harbormaster cannot be reached on VHF CH 16, use 911.**
- Where Commodores is unable to assist immediately, another Race Committee boat

or other boat on-scene can provide immediate assistance at the direction of the, Commodore's driver.

- Where a person needs emergency medical assistance, the Commodore's driver will consult with the Harbormaster for direction on transfer of the person to Marion Fire / EMS.
- In the event of an on-the-water safety incident, the Commodore's driver shall have responsibility for the safety of Commodores.

General On-the-Water Safety

- The Race Officer should designate an onboard assistant who will keep track of racing yachts visible from Commodore's or visible from a Race Committee mark/safety boat if used.
- With the exception of Lasers, Optimists and 420's (dinghies), every competing boat is required to carry a VHF radio tuned to CH 72.
- In accordance with RRS 40.1, all participants in all BYC managed races shall wear properly fastened, USCG-approved personal flotation devices while racing, except for brief periods while changing clothing.
- If a boat retires from racing, it shall inform the Race Committee as soon as possible on CH 72 or by hailing the Race Committee alongside.

¹We discourage mid-afternoon calls on races. Although a Race Officer can make an early call when conditions and/or future weather predictions note a high likelihood of dangerous weather. However, the Race Officer is not obligated to make earlier decisions.