

DATE: June 15, 2016

TO: Permanent Race Committee Members

FR: Jim Blackburn, Commodore
Bruce Kitchen, Permanent Race Committee Chair
Ken Irwin, Vessels Chair
Pete Japikse, Safety Chair

RE: CLSA Club Racing and Safety Guidance

Thank you all for serving your club as a Permanent Race Committee Member this season. We have had a great start to the season, but with firmer wind conditions than we typically experience. This has provided us with a number of opportunities for boat rescues, leading to some careful consideration of our racing practices and equipment. With the support of the CLSA Board, we have considered these, and present guidance and information to you through this communication. In summary, the Race Committee's dual goal is to provide fair and safe races each time they go out. Should you have any questions or suggestions, please feel free to share them with any of us.

Safety While Racing

First and foremost, our responsibility as boaters requires us to observe safety considerations in all that we do. Racers and Race Committee members are required to follow the Racing Rules of Sailing (RRS). Rule 1 in the RRS requires any "boat or competitor to give all possible help to any person or vessel in danger". This rule applies to each of us whether we are in our sailboat or representing CLSA in a designated safety vessel. Additionally, Ohio law also requires a boater to provide assistance to a boat in distress. Further, our letter of approval from ODNR to operate oversized motors on our vessels is conditional on the fact that we are operating as safety vessels for all boaters on the lake (racing or otherwise) when afloat.

Each Race Committee that convenes on a Club racing day needs to determine if conditions are reasonable in which to hold a fair and safe race. There is a great deal of discretion left to the PRO and the committee for this decision. Additional guidance can always be requested from other club administrators. If the Race Committee determines that racing will take place, ultimately, RRS Rule 4 stipulates "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." No sailor is compelled to go afloat and start a race or to continue in a race by any action taken or not taken by the Race Committee.

That decision to race by each boat notwithstanding, once afloat the duty of our Race Committee and support vessels is to watch all boaters and render assistance when needed. It is important that we always stay vigilant to emergencies of any kind around us, and give them

appropriate attention as needed. We are certainly 'tuned in' to capsizes, but we also need to be alert to issues such as medical emergencies, disabled boats of any kind, and even events on other Club vessels that require aid. In each of these cases, Race Committee personnel need to determine the amount of aid that is appropriate for the situation, and render that appropriate aid without consideration of events we may be running, such as races. Simply put, the Race Committee's collective resources of personnel and vessels must be managed effectively, serving safety needs as a priority. The PRO serves as the key manager of such situations, allocating resources where they are needed. If the PRO is unsure about the criticality of a situation, they should seek clarification via the radio or other methods.

In any situation where something appears wrong, a safety vessel should go to the scene to assess the situation. The best practice is to approach and ask if assistance is needed, and when appropriate and possible, to stay in the area and monitor their well-being. Should additional support be required, the responding vessel should clearly state their additional need to the PRO. Should assistance not be required or is declined, and another apparent safety issue arises, it is appropriate to attend to the new issue.

There are times when the Pink Lady or other safety vessels are not in operational condition. The lack of a full compliment of motorized vessels does not preclude us from conducting races on that day. Again, there is a great deal of discretion given to the Race Committee to determine if conditions and other factors are suitable to allow races to be conducted.

Distress Flag Observation

As a reminder, Ohio law requires any vessel to respond to a displayed orange distress flag seen anywhere on the lake. Assistance is required to be provided by any racing boat or safety boat. Racing boats should be able to apply for redress should rendering aid impact their ability to start or complete a race. Please make sure all Race Committee members know of this requirement.

Vessels and Equipment

Each of our vessels and assigned equipment has been reviewed and in some cases upgraded to better serve our needs. Please review the following information and share it with your committee members. Feel free to look over the vessels and equipment as you are able, to familiarize yourself with the equipment and assist other members with its use and storage. If at any time you note a problem, please let the appropriate committee chair know so that it can be addressed.

Each vessel is now equipped with a boat hook and a dedicated tow/righting line. The tow/righting lines are all colored, braided lines with a permanent eye splice in one end. Please do not use these lines for any other purpose.

Pink Lady

All equipment assigned to the Pink Lady is to be stored on the vessel at all times. This boat is our primary rescue boat, and should be ready to leave dock quickly. Do not take any equipment off this vessel at the end of the day. Nothing needs to be placed in the shore locker.

Equipment assigned to the Pink Lady includes:

- Rescue Ladder: We currently use an orange rescue ladder, deployed by hanging from the top side rail. This is being replaced with a deck mounted ladder that can be stored in the equipment box onboard the Pink Lady.
- Boat Hook: Stored in clips on the starboard side of the equipment box.
- Anchor: Always kept on the vessel. It can be left on the deck or stored inside of the equipment box.
- Tow/Righting Line: A colored braided line is stowed on a hook in the equipment box. This line is NOT to be used for lift parties or utility use – it is for towing and righting only.
- Pump: Set up with a key start. **The pump is required to be started and run prior to each race duty.** Remember to check the fuel.

Safety Equipment:

- AED: Stored inside the equipment box
- Backboard: Stored on the port side of the equipment box. The headblocks and straps, and board speed clip straps are in a red backpack inside the equipment box.
- First Aid Kit: Stored inside the equipment box
- Rescue Blankets: 2 are stored inside the equipment box
- PFD's: Stored inside the equipment box including at least 2 throw cushions and 4 life jackets
- Life Ring: May be stored either in the equipment box or hanging from the back safety rail.

Johnboats

Each johnboat is now equipped with a permanently mounted boarding ladder on the transom. Each boat has also been marked 1 and 2 for identification purposes. Each johnboat has been supplied with a designated black plastic storage container for all of their equipment. The containers are marked 1 and 2 to match the vessels. After using a johnboat, please return all the equipment to the appropriate container, and then store the container in the shore locker.

Equipment assigned to each johnboat includes:

- License and Key Pouch: This cloth zipper pouch contains the boat license, the horsepower exemption letter, distress flag, and the ignition key

- Marine Radio: Mounts in the bracket on top of the steering pedestal. Plug the power cord into the 12-volt power outlet and screw the antenna cable into the back of the radio.
- Boat Hook: Stored in the quick clips on the port side of the boat
- Tow/Righting Line: Hangs in a Velcro rope hanger on the port side of the boat, aft of the boat hook
- PFD's: 2 life jackets and 1 throw cushion
- Anchor: leave on the vessel at all times. Do not return the anchor to the shore locker.

Each johnboat that is used for racing purposes will need additional equipment including marks, flags, sound devices, and clipboard with writing utensils.

Committee Boat

The Committee Boat, while primarily serving as our race signal boat, must be equipped for rescue and safety duty should the situation warrant.

Equipment assigned to the Committee Boat includes:

- Boarding Ladder: Mounts on quick release brackets on the port side, forward of the railing. When not in use, the ladder is stored on a hanger bracket on the port side of the steering pedestal.
- Boat Hook: Stored in the rafters
- PFD's: Throw cushions and lifejackets are stored in the port side bench
- Tow/Righting Line: Colored braided tow line is stored inside the starboard bench (aft)
- Anchor: Anchor for this vessel is equipped with extra length of chain to prevent the vessel from dragging under heavy wind. The anchor is to be left on the vessel at all times.
- First Aid Kit: Stored inside the top flag locker