

INTERCOLLEGIATE OFFSHORE REGATTA

SAFETY GUIDELINES

Storm Trysail and Larchmont Yacht Clubs are pleased to host college sailors for this great regatta. Generous owners are loaning their boats and scores of volunteers will assist with coaching as needed. Safety is paramount so please review these guidelines with all crew.

Role of Owner/Reps/Coaches: Every boat will have an owner or their representative aboard who is responsible to provide safety advice and take over steering only if necessary. Larger boats will also have one or possibly two coaches to advise the crew on seamanship, sail handling, and boat speed to the extent that crew needs advice. Tactics should be left to the college sailors.

Safety Briefing: Before departing the mooring, the Owner/Rep shall review the boats safety equipment, including the Lifesling, the VHF radio, fire extinguishers, and how to start/stop the engine.

Safe Navigation: The entrance of Larchmont Harbor has a safe zone on its eastern side (near the Breakwater) and danger zone (Hen and Chickens & other rocks) on its Western side. Also avoid Hen & Chickens while practicing; do not go west of the Green Gong "1" just outside the Harbor entrance. See the attached chart and pay attention.

Personal Safety Gear: A PFD and appropriate boat shoes must be worn at all times. Foul weather gear is essential even if rain is not forecast. Sunscreen recommended.

Emergency Communications: For any emergency communications, use the Race Committee VHF channel so the Committee can coordinate assistance, and all racing boats will be alerted to help.

Maintain a Lookout: Big boat collisions are dangerous. At all times there should be a lookout, particularly ahead and to leeward. Prestart is high risk as 25 boats (in each circle) maneuver randomly for starts. Once your jib is up you must have a lookout on the bow, identifying boats and in close calls telling the helmsman which way to go. After the start, the mainsheet trimmer, tactician, or jib trimmer must keep a watch to leeward for crossing situations. Before any tack a quick look to the weather quarter will determine if you are clear to tack. Even if you are on starboard tack, you must keep a lee lookout. Downwind, a midships or bow crew should keep a watch under the foot of the chute for boats coming upwind.

Big Boat Sailing is Not a Contact Sport! For purposes of protests, the judges will consider 5-10 feet separation to be contact. Never make contact with another boat. For crossing situations, the tactician and helmsman must plan in advance to either tack or duck. The jib trimmer must be in the cockpit to either ease or release. If a tack, the crew must be inside the lifelines ready to shift sides. Most important, the main sheet trimmer must have the mainsheet **out of the cam cleat** ready to ease. Ducking at the last moment is bad tactics! The best duck requires an early bear off, then trim sheets as you round the stern of the starboard tacker, taking advantage of the lift off their mainsail.

Leeward Mark Roundings: With short courses and crew new to the boat, late douses risk big losses. It is better to drop early and have a tight rounding ready to sail fast on the wind.

The Boom: Accidental or planned gybes can cause very serious head injuries. On big boats, stay low and seated unless you need to be up, in which case be aware of the boom.

The Forward Hatch: Avoid falling down an open hatch. Only leave it open when used for spinnaker hoists and douses.

Man Overboard- “MOB”: Since everyone wears PFDs, there should be no problem staying afloat waiting for rescue by your boat, another racing boat, or

a RIB. Nearby boats **must** stop to assist as needed; there will be redress. If there is a MOB, one crew should announce on VHF: “Mayday, Mayday, this is (yacht name), we have a man overboard! Our sail number is (XXX).” A nearby boat can also make the VHF call.

For daylight in moderate conditions, if sailing under jib, immediately stop the boat, drop the jib, turn on the engine, and motor head to wind alongside the MOB. Avoid running over the MOB. If under chute in light/moderate wind, luff up into the wind, stretch the foot of the chute and douse it quickly. If breezy, sail low and stretch and drop. In a spinnaker situation a nearby boat might be better positioned to recover the MOB.

There are three ways to get the MOB aboard:

- 1) muscle them on deck midships,
- 2) help them up onto the open transom or ladder (if so equipped),
- 3) toss them the Lifesling and hoist them up on a spinnaker halyard.

IOR Larchmont Harbor Chart



