

EAST ANGLIAN OFFSHORE RACING ASSOCIATION

MEMORANDUM ON SAFETY

SAFETY HARNESS AND LIFEJACKET

Any crewmember wearing a foul-weather suit while taking part in an offshore race shall also wear a harness and lifejacket when the wind speed is above 25 knots. It is strongly recommended that owners and crew should wear a harness and life jacket as a regular practice and in particular when reefed, at night, in poor visibility or when alone on deck.

MAN OVERBOARD AND SAFETY EQUIPMENT

Regular practice by skippers and crews of man overboard recovery and strict use of safety equipment, jackstays, harnesses and life jackets as conditions indicate is essential for the safety of your boat and life.

MANOEUVRABILITY OF SHIPS

There is now greatly increased commercial traffic in waters around the United Kingdom. Some large single-screw ships cannot manoeuvre easily and skippers are urged to bear this in mind at all times.

LOOKOUT

Particular attention is drawn to the importance of keeping a full and proper lookout, especially when low cut sails are set.

USE OF ENGINE TO PREVENT COLLISION

If a yacht has to take urgent avoiding action to prevent a collision, the engine may be used and the circumstances reported on the Declaration (see E.A.O.R.A. Sailing Instruction 10.2). Auxiliary engines should be kept in a condition in which they will start readily.

WHITE FLARES

White flares may be used at any time to draw attention to the presence of the yacht. Flares carried for this purpose should be kept in readiness for instant use, be clearly marked and separate from red flares. Red flares or orange smoke may be used in man overboard recovery. White parachute flares provide excellent general illumination.

LAMPS

High powered lamps are required to be carried on board but caution should be observed in their use especially if aimed at ships' bridges for long periods as this can obscure the pilots' vision.

RADAR REFLECTORS

Care should be taken to display these correctly in a position at least 13ft above the water-line in accordance with ORC instruction.

SEARCH AND RESCUE PROCEDURES

Attention is drawn to the "Annual Summary of Admiralty Notices to Mariners" available from Mercantile Marine Offices in the UK and from Admiralty Chart Agents. Also available from the Hydrographic Office web site www.Hydro.gov.uk/notices_to_mariners.html

ADEQUATE CHARTS

Attention is drawn to the importance of adequate charts for likely harbours of refuge. (ORC Special Regulation 4.11).

WATERTIGHT INTEGRITY

Strong well-fitting hatches and lockers which can be, and are kept, clamped shut are fundamental to the watertight integrity and seaworthiness of any vessel. (ORC Special Regulation 3.08.).

VHF RADIO

Attention is drawn to E.A.O.R.A. Sailing Instructions Part 1 - 13.2 Severe weather reporting. Competitors are reminded of the importance of continually monitoring VHF during severe weather conditions and may consider the fitting of cockpit speakers to make monitoring easier.