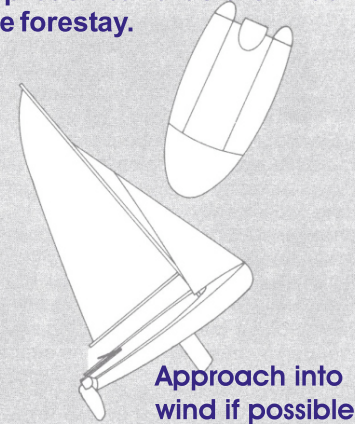


1 THE FIRST PRIORITY IS THE SAFETY AND WELL-BEING OF PEOPLE. Make sure that the dinghy crew are safe, either in the water ready to assist with the righting of their own dinghy, in the water but well clear, or, if necessary, pick them up and deal with them in the Safety Boat. Only when all personnel are suitably catered for according to the situation should your attention move to the dinghy.

2

If the mast is stuck in the mud, refer to the comments overleaf

3 Approach towards the middle of the forestay.



4 Safety Boat crew should take hold of the forestay. By 'walking' hand over hand down the forestay to the bows and lifting, the dinghy is likely to come upright, especially if one of the dinghy crew is putting pressure on the dinghy centreboard. The Safety Boat Helmsman should have the engine in reverse and be **gently** turning the bows of the dinghy to point into wind.

5 Once the S.B. crew has got hold of the bows he should not let go unless there is a good reason. the bows can be controlled by holding the painter, holding the forestay, wrapping a piece of rope around the forestay at the bow shackle etc. The S.B. Helm should still be in reverse, maybe just at tickover, but gently motoring into wind. This will keep the bows of the dinghy into wind and aid stability.

6 The S.B. helm and crew should continue to control the dinghy by holding it into wind until either the dinghy crew are ready to re-assume control or it is necessary to take the dinghy under tow.

If a dinghy is taken under tow the sail(s) should at least be allowed to flap freely or, if possible, the sails should be lowered. Such decisions are all the responsibility of the S.B. helm.

Righting a capsized sailing dinghy (a basic method)

TWO MAIN POINTS TO REMEMBER

Keep the dinghy pointing into wind as much as possible.

Once the dinghy is in your control, don't let go !

As a Safety Boat Crew you should think about how you may best serve the interests of the sailors on the water. The S.B. helm will normally sit facing forwards. The crew should sit at the bows, facing the stern. In this way and with intelligent positioning of the S.B. on the lake, all the sailing dinghies should be easily observed. The S.B. should gently motor along, keeping clear, but within easy reach of the fleet. Only use high speed if really necessary. Try to identify areas where boats may capsize and make a note of inexperienced sailors who might be at greater risk. **ATTEND EVERY CAPSIZE.**

During a race you should ask if a capsized dinghy crew require assistance. You should assist if - a) you are asked to or b) the dinghy crew are incapacitated and unable to help themselves satisfactorily. Once you have been asked to assist, or taken control, the S.B. helm assumes overall charge of, AND responsibility for the situation.

If the capsized dinghy has its mast stuck in the mud, this needs to be freed before the dinghy can be successfully righted. This can be achieved in the following ways :-

If the mast is only lightly stuck into the mud, simply towing the bows round into wind as part of the normal recovery procedure may well allow it to 'screw' free. However great care must be taken as doing this too vigorously could result in a broken mast.

If the mast is well driven into the mud it needs to be pulled out in the opposite direction. This is achieved by fastening a line and pulling in line with the mast. The best place to fasten a line is at the base of the mast. Alternatively a line may be passed around a thwart or even (though not particularly recommended) around the shroud. The line should normally pass over the hull near/behind the shroud and forward of the centreboard. IT IS MOST IMPORTANT TO KEEP THE PULL EVEN, STEADY AND ALONG THE LINE OF THE MAST, or at least parallel with it. Once the mast is free then the capsize recovery can be continued as detailed overleaf.

In strong winds it is always advisable to consider lowering the sails before trying to right the dinghy.

All procedures are similar when righting a dinghy with an unstayed mast, except that actions are performed directly on the mast as there is no forestay.

Always ensure good, clear communication between members of the Safety Boat crew and with the crew of the sailing dinghy you are assisting. Be prepared to ask for additional assistance if it is necessary.

This is only one approach to righting a capsized dinghy. There are other techniques which might be more applicable, depending on the circumstances, but this method will usually work. Please be careful when operating the Safety Boat near to people and their dinghies - propellers can be lethal and even a gentle bump from the boat can cause damage to a person or dinghy hull.

The RYA produce a Safety Boat Handbook (G16/97) and offers Powerboat qualification courses, including one for Safety Boat handling.