

The purpose of this policy is to ensure that sufficient safety boats are always available for Club sailing events and that the boats are used appropriately.

BURNHAM SAILING CLUB SAFETY BOATS

DESCRIPTION OF BSC BOATS (Changed to include all safety boats).

1. A 5 metre long orange coloured XS500 RIB with a 50 horse power Yamaha engine on a road trailer with bars above for carrying dinghies. Radio call sign BSC1.
2. A 4.0 metre long orange coloured Vanguard RIB with a 25hp Mariner engine on a road trailer/launching trolley. Radio call sign BSC2
3. A 3.5 metre red coloured Valiant RIB with a 15hp engine sitting on a non-road legal launching trolley. Radio call sign BSC3
4. 3 of "Pioneer" 13' launches "Green Flame", "Red Flame" and "Protector" fitted with a 5HP outboard, an 8HP outboard and a 9.9HP outboard.
5. A 18" GRP launch "Volunteer" with inboard diesel engine

Safety boat rules.

1. The BSC safety boats are only for the use of members of the BSC who hold a suitable qualification - RYA PB2 or better or have approval by the Committee. There must be a minimum of 2 people in the boat at all times when being used for training or as a safety boat and a kill cord must be used at all times. Young persons between the ages of 16 & 18 may drive the boats but only when supervised and accompanied by a qualified adult member. BSC 1 (50HP engine) must only be driven by members holding a PB2 qualification or higher.
2. The safety boats are primarily to be used as training and safety boats for club training and race events. Informal use for support of members is permitted but if instruction of individuals is to be carried out reasonable steps should be taken to ensure the wider club membership is aware that this opportunity of safety cover is also available to all boats on this occasion, by use of social media, emails or verbal advice at prior club training sessions etc, and on BSC website. Priority of safety boat useage will be given to formal or informal club group activities.
3. The use of the BSC's safety boats by individuals for private/personal financial gain is not permitted.
4. The boats may on agreement by the Committee be used at neighbouring clubs on the River Crouch at no cost as cover for events but a contribution to fuel used or being returned with full tanks will be expected from the club organising the event. When at such an event

they must be the responsibility of and driven by a Burnham Sailing Club member with appropriate qualification.

5. Damage or faults to any safety boat must be reported to the Bosun (or Committee member) so that it can be repaired at the earliest opportunity. Damage that the club considers was caused through recklessness, inappropriate use or neglect may be charged for. It is the user's responsibility to ensure that there is sufficient oil in the engine and that there is sufficient cooling water passing through the engine (visible tell tale should be checked regularly). Failure to do so will be considered as negligence.

6. Club members may apply to the Committee to use the largest RIB, BSC1, at external training or race events which require the RIB to be taken away from the club to support BSC dinghies on the payment of the appropriate fee. The Committee will consider and give approval to such applications on a case by case basis (considering the event, location, number of BSC participants, and if there are any conflicting requirements for the RIB etc). The charge will be set by the committee and will start on the day the boat leaves the club and will accrue daily until the day on which the boat returns to the club. It must leave the club for the shortest period possible and be returned in good order, washed and tidy, used fuel replaced, ready for use at the club's next event. The club's insurance policy will cover the RIB for use in "UK Inland and Coastal Waters", including whilst in transit. However, it is the responsibility of the member who has applied to the committee to use the RIB at an external event to ensure that the RIB is trailed by a suitable vehicle driven by a competent person, that the rib is securely tied to the trailer, to check that the trailer is in a suitable condition for use on public roads before departing, and that all legal requirements are met so as not to invalidate the club's insurance policy.

7. No RIBs must be kept on a mooring for longer than 48 hours.

This policy is subject to periodical review and revision by the BSC Committee.

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