



GRAFHAM WATER SAILABILITY

SAFETY AND OPERATING

PROCEDURES

Version 5 dated 21/01/2022

GRAFHAM WATER SAILABILITY LTD

Registered Charity No 1116917
Company Limited by Guarantee, Registered in England & Wales No 5987838

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www.grafhamwatersailability.com

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1. INTRODUCTION

This document is intended to promote an environment within which all members of Grafham Water Sailability (GWS) can enjoy water sports and social interaction in safety. It is the responsibility of all members to read and familiarise themselves with this document and to co-operate in its implementation and improvement. It will be stored in the Clubhouse and on the website and all volunteers will receive a copy. This document is derived from the GWS Risk Management Plan.

The Structure of GWS

GWS is a Registered Charity and is also a Company Limited by Guarantee. It is run by a Committee of Directors, all of whom are also Trustees of the Charity. They are elected at the AGM. Each Director/Trustee is given a specific title and responsibilities. For simplicity in this document, the term "Committee" refers to this Committee.

All Directors/Trustees have joint responsibility for safety, operating policy, fund raising and spending of club funds, in addition to their individual duties.

Each Director/Trustee may appoint assistants to help with their individual duties, but the assistants do not have any of the powers assigned to a Director/Trustee.

Relation to formal training

Sailability sessions are not to be considered as formal training as GWS is not an RYA Recognised Training Centre. Members need to be aware of the Grafham Water Centre (GWC) operational constraints and needs as an RYA training establishment.

Sailing Days

Club sailing days are currently each Thursday afternoon from the beginning of April to the end of October inclusive, from 13.00 hrs to 16.30 hrs approximately.

Our Fleets

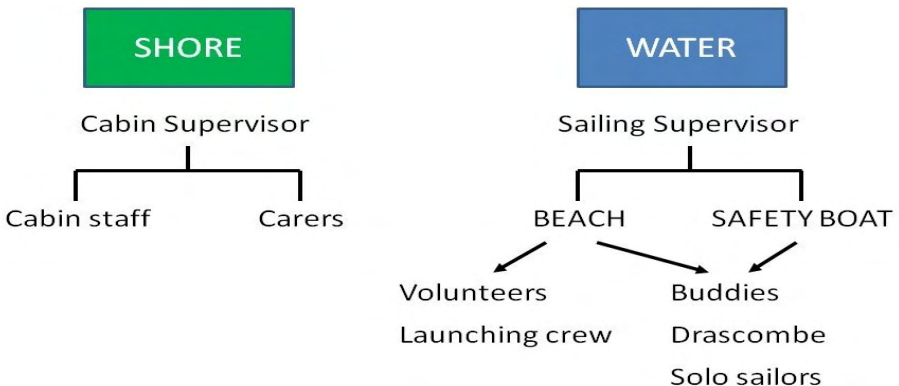
Challenger Trimarans - Suitable for all persons whose skills and experience allow them to safely cope with the prevailing conditions. Maximum 2 persons in boat when sailing; the buddy being seated on a special rig.

Hobie Trimarans - Maximum 2 persons in boat when sailing; the buddy being seated in the rear seat. Performance is less than that of the Challenger and is regarded as a “Fun” boat.

Drascombe Longboat – Maximum of 6 persons (including carers) on board (plus the crew) and is generally used for Groups and those for whom the Challengers or Hobie’s are not suitable.

Roles and Responsibilities

Roles are divided into shore and water. The Beachmaster is seen as having a water-based role. The roles and division of responsibilities can be seen in the figure below:



2. WATER

Sailing Supervisor

A **Sailing Supervisor (SS)** will be in overall charge of proceedings. If possible, they will be an RYA Senior Sailing Instructor (SI), but as GWS is not an RYA recognised training centre, this is not essential, and the role of SS may be performed by a suitably able and experienced sailor. The SS is ultimately responsible for the organisation and safety of the day's activities taking due regard of the weather/water conditions, the competencies of the volunteers available and importantly, with sensitivity to the needs of the disabled members. The SS will take advice from the Safety Boat Skipper regarding conditions on the water and liaise with Grafham Water Centre (GWC) if required. No boats can be launched until the SS is available on site.

On the occasions when the Sailing Supervisor is an RYA Dinghy Instructor (DI) or other suitably qualified and able sailor, it should be agreed with GWC that they will allocate one of their RYA SI's to liaise and advise if required.

All incidents or accidents **MUST** be reported to the Sailing Supervisor and be recorded on the GWS Incident Report Form.

Safety Boat Skipper

The **Safety Boat Skipper (SBS)** is ideally a Powerboat Instructor with an RYA Safety Boat endorsement but otherwise an experienced powerboat driver holding RYA Powerboat Level 2 and with an RYA Safety Boat endorsement. He or she is responsible for the safety of sailors and boats on the water, and all instructions or requests by the Safety Boat Skipper must be complied with by sailing helms and crews.

Safety Boat Crew

The **Safety boat crew** will be selected by the SS or Safety Boat Skipper at the start of each session and must be a fit, healthy person, a proficient swimmer who is able and competent to recover a sailor from the water when necessary. The SS or Safety Boat Skipper may ask for a demonstration of such ability at any time.

Beachmaster

The **Beachmaster (BM)** must be a competent and capable sailor who can demonstrate strong wind and weather awareness and full familiarity with all craft to be launched by GWS as part of their regular activities.

Buddy Sailor

A **Buddy sailor** is a sailor examined by a suitably qualified and experienced Sailing Supervisor approved by the Committee, and found to be able to demonstrate the correct level of sailing competence required for buddy sailing according to set procedure. The set procedure for examining Buddy sailors is stipulated in Appendix A.

Drascombe Helm

A **Drascombe helm** is a sailor examined by suitably qualified and experienced Sailing Supervisor approved by the Committee and found to be able to demonstrate the correct level of sailing competence required for helming the Drascombe under both sail and power according to set procedure. The set procedure for examining sailors is stipulated in Appendix B

3. SHORE

The **Clubhouse volunteers**, with advice from SS/BM/SBS, should be conversant with the operation and aims of GWS, be familiar with the equipment within the Clubhouse, and try to be aware of the needs of all members.

It is the responsibility of ALL members to sign in using the pre-prepared book.

Clubhouse volunteers should direct sailors and carers to the Clubhouse where clothing is stored, and may advise sailors on the suitability of clothing required for the day according to advice given by the SS/BM.

Clubhouse volunteers must ensure a comprehensive and in date First Aid kit is available at all times within the cabin. A First Aider should be available at the start of each session. Where possible the appropriate carer must assist in the administration of First Aid. A list of identified members with relevant RYA First Aid qualifications is maintained in the Clubhouse for reference.

The **Buggy Driver** is part of the launch and recovery crew and is specifically trained and approved to drive the buggy to help launch and recover boats as well as to transport members to and from the main Car Park on request. Only volunteers whose name appears on the list of approved buggy drivers are permitted to drive the buggy.

4. MEMBERS

All members are required to sign in at the GWS Clubhouse due to GWC being an educational establishment. **No smoking** is permitted anywhere on the GWC site.

Full Members –persons with a disability, who have paid their annual membership fee.

Junior Members –persons with a disability, aged less than 18 years of age or at the discretion of the Committee, and who have paid their annual Junior Members fee.

Associate Members – helpers, with or without RYA qualifications, who have paid their annual Associate Member fee.

Group Members – parties from schools, day centres, residential homes, disabled clubs etc.' whose group has paid their annual Group Members fee.

Day Members –persons with a disability who have previously arranged with GWS for the use of a GWS Challenger on a daily basis (e.g. to participate in a regatta or similar event on Grafham Water) and has paid the appropriate Day Member fee.

Prospective members and associate members are be required to complete an application form, and prospective members interested in joining GWS may try sailing free of charge up to twice ("tasters")

before becoming a full member. The application form includes information on disabilities affecting sailing abilities and other relevant information, and will be available in a summary form to the SS. The Membership Application Form can be downloaded at www.grafhamwatersailability.com.

Group Members

A Group must book ahead of the sailing day by contacting the nominated Point of Contact. A Group must be accompanied by supervising adults/carers, who always remain responsible for their charges non-sailing needs, whether ashore or afloat.

A group must at all times follow the orders of the Sailing Supervisor, the Beach Master, the helm of their boat or their instructor.

Carers should register immediately on arrival. Carers continue to have responsibility for those under their care and are encouraged to assist in the activities. Carers whose clients go out in the Drascombe are expected to accompany them. The Carer must remain in sight of the Clubhouse at all times, even when the sailor is afloat. The carer must dress their sailor appropriately for the day's conditions following advice from the Clubhouse staff and SS/BM.

Visitors

GWS welcomes visitors on condition that they abide by its rules, follow the instruction of its Officers and do not endanger members. All visitors must first sign in at the GWS Clubhouse.

Visiting sailors with disabilities may use GWS boats subject to the same rules as members, and on condition that they pay the prescribed day membership fee and accept responsibility for the excess charged by GWS Insurers in the event of an incident for which they are deemed responsible.

Visiting sailors with disabilities should pay particular attention to the map of the reservoir to ensure that they are familiar with the GWS sailing area before going afloat – the chart is displayed in the Clubhouse.

5. ON THE DAY

Safe Sailing

Challenger sailors wishing to go solo must have been assessed by a Senior Instructor, or person delegated by them, as competent to do so. A prescribed test is in place for assessing competence. This can be found in Appendix C

Maximum number of people in the **Drascombe** is 8 including helm and crew in wind strength up to 8 knots. In winds over 8 knots, the maximum numbers will be determined by discussion between the SS/BM/SBS and the Drascombe helm.

Drascombe helm and crew are required to distribute passengers within the boat appropriately, in order to ensure stability at all times. A fuel and engine check must be conducted on every launch. The helm **MUST** ensure the centreboard is kept fully lowered whilst the boat is underway. A radio, knife, First Aid kit, spare fuel container, fire extinguisher and anchor must be carried and safely stowed at all times.

Safety and Coach Boats - a checklist of equipment to be carried at all times can be found in Appendix D

Briefing

Each Sailability session will be under the overall control of the Sailing Supervisor who will plan the activities for the day taking account the weather and the resources available. The Risk Assessment proforma at Appendix F should be completed by the SS at the start of each day to formalise this decision process.

Before any launch the SS will discuss the suitability of the sailing conditions with the Beachmaster and Safety Boat Skipper taking account of the weather forecast and the on the water conditions as found by the Safety Boat Skipper. They will then allocate sailing area, craft permitted to sail, safety boat and Drascombe crew, and will advise all volunteers/sailors accordingly.

The SS will also advise contingency plans should conditions necessitate this, e.g. a change in the weather, and will remind helms to carry out the pre-launch checks. The SS will ensure that a briefing covering the above topics is given to all sailors, Safety crews and shore-based volunteers at **12.45hrs** prior to sailing.

Allocation of boats

Once the overall plan of activities has been agreed, the SS will have the final decision in allocating sailors and buddies to Hobies and /Challengers as appropriate. This allocation should take into account the needs, competence and the preferences of the individual sailors.

Current boat helm and crew composition will be displayed on a magnetic board on the side of the Clubhouse, adjusted by the SS or BM on boat changeover.

Radio procedures

The Beachmaster will ensure that radios are allocated to him/herself, the SS, Safety Boat Skipper, Coach Boat helm and Drascombe helm. Other radios maybe allocated as necessary. Radio Channel: 37A (N1 or M1 on the new radios) shall be used and safety boats must monitor this channel at all times.

Drascombe crew shall radio the Beachmaster 10 minutes before returning to shore so that preparations for recovery and the next group can be made ready. Channel P2 must be used to communicate with GWC (call-sign Safety Base) and/or channel P4 (N2 or M2 on the new radios) with GWSC (call-sign Grafham Shore) in case of emergency.

Radio 'chat' must be avoided as it may interfere with emergency reporting, and with safety generally.

In a **Code Red** situation, an alternate channel, previously agreed between Beachmaster/Sailing Supervisor/Safety Boat Skipper, may be used; use of this channel will be restricted to direct communication between Beachmaster and SBS and its use triggered by the phrase "Go Alternate". GWC must be informed immediately in this situation.

In the event of any incident, the Incident Reporting proforma at Appendix E must be completed by the SS, or other responsible person.

In instances where a sailor is deaf and unable to use a radio, separate procedures will apply and will be arranged between the SS, Beachmaster, SBS and sailor with the disability before sailing. These may include regular checks by the SBS while on the water, use of an electronic light display box. etc.

Boat preparation

Rigging - Boats, which are required for the session, should be rigged by appropriate helms. Sailors should be encouraged to help with as much of the rigging as they are able, but it is important that sailors with disabilities do not exceed their physical capabilities or tire themselves by attempting to rig a boat before they commence sailing. Volunteers may be requested to assist if required.

Pre-Launch

A pre-launch check must be done by the sailor (together with their buddy if appropriate) before any boat is launched. *It is the sailor's responsibility* to ensure they are satisfied, and that the boat is ready before launch.

For **Challengers** this specifically includes:

- all bungs and hatches are closed tight,
- all control lines are accessible and operational
- the main sail is hoisted to full height and halyard firmly secured
- the mainsheet is free and untangled and
- the buddy seat, if fitted, is properly secured

For **Hobies** this includes:

- all bungs and hatches are closed tight,
- all control lines are accessible and operational
- the main sail is furled and free to run when required.
- foot paddles and canoe paddles can also be used as means of propulsion. The foot paddles require care to ensure that they are properly locked in position once the boat is afloat.

For the **Drascombe** it is essential to ensure the centreboard is firmly secured in the 'down' position as soon as sufficient depth has been reached. Loose lines must be safely stowed and a radio, First Aid kit, fuel container, fire extinguisher and anchor must be on board at all times when sailing. The Drascombe is fitted with an outboard motor, which must be checked for oil and fuel levels before sailing.

Safety boat

The Safety boat should be ready and will be the first boat to launch to the water at launch start time (13.00hrs). The Safety Boat Skipper, SS and Beachmaster have overall control of the launching of the safety boat.

The Safety Boat Skipper must ensure that he/she is aware of the sailing area and ensure all boats afloat stay within that area and that all craft stay in visual contact with him/her, the Clubhouse and with each other. The sailing area must be such that the safety boat can reach any part in less than two minutes.

Coach boat

The second GWS RIB may be allocated to coaching sailors on the water. It shall be helmed by at least an experienced powerboat driver holding RYA Powerboat Level 2. The requirement for any crew shall be agreed with the SS prior to launch.

This RIB can also be available to act as an additional Safety Boat but NOT whilst it is in the coaching role. In this case, the helm and crew requirements will be identical to that of the original Safety Boat and agreed with the SBS/SS. For this reason, the Coach boat equipment list will be as per Appendix D.

Occasionally, at the discretion of the SS/SBS/BM, the coach boat can give "pleasure rides" but minimum crewing qualification shall apply as per Safety Boat standard.

Buggy

The **Buggy** is petrol driven and is stored in the GWC boat shed with its petrol tank removed when not in use by GWS. The fuel tank is kept in the fuel bunker and is connected via a bayonet fitting to the rear of the buggy. **The buggy MUST COMPLY with the general site maximum speed limit of 4 mph.** The primary role of the buggy is to assist in the launch and recovery of the Safety RIB and the Drascombe. The driver must keep a good and careful lookout at all times due to the potential random movements of other site users. Whenever possible a 'banksman' should be used to assist and guide the buggy driver with reversing and manoeuvring generally, particularly when towing.

Recovery and de-rigging

As boats return at the end of the session, sailors with disabilities and carers should be encouraged to assist in de-rigging if able to do so. Drascombe sails are left in the boat. Challenger sails must be rolled and placed in their numbered bags then returned to the Boathouse. There is a whiteboard on the main Boathouse door for any comments on the state of the boats or on operational issues, and a maintenance book in the clubhouse with designated pages for each specific boat, on which requirements can be recorded.

Sailing on Days Other than Thursdays

Experienced Members who have been approved by the committee may sail on a Monday, subject to fulfilling the conditions of "Monday Sailing" – see separate instructions at Appendix I, on the GWS web site and on the notice in the Clubhouse.

Members may take boats to away events subject both to permission from the Committee and to accepting responsibility for any Insurance Excess that results from damage that is deemed to be their fault.

The GWS Buildings

There are two GWS buildings, one designated for the use of crews (Clubhouse) and one used for storage of equipment and the RIBs (Boathouse), both of which are equipped with a fire extinguisher.

Smoking is not permitted in the Clubhouse or the Boathouse or anywhere on site.

Flammable liquid may not be stored in the Clubhouses or Boathouse— only in the fuel bunker.

GWS accepts no responsibility for belongings left in or around the Clubhouse.

6. GENERAL

Grafham Water Centre is our host. All consideration must be given to the staff, pupils and property. Parking in the car park behind the Centre's Sports Hall is mandatory and members should note that a maximum speed limit of 4 mph applies throughout the site. Changing and toilet facilities are available in the GWC Sports Hall as well as one toilet in the Boathouse. If assistance is needed to reach the Clubhouse from the car-park, please ask for help.

Fishing boats encountered must be treated with care and respect, and allowed a *minimum* of 50 metres of clear water when they are at anchor, and more when conditions are rough.

Flags flown by Grafham Water Sailing Club indicate sailing conditions and members are required to familiarise themselves with their meaning, and to comply with the flags at all times. (See notice board in the Clubhouse and Appendix H.)

Members failing to comply with these Safety and Operating Procedures may have their membership revoked by the Committee.

Boat Operations

Only boats belonging to GWS or those with permission from GWC and approved by the Committee may be stored on the GWS site at GWC.

Manual Handling

All helpers should avoid lifting people, boats and heavy equipment. The GWS hoists are to be used for lifting people and appropriate mechanical aids are to be used for lifting heavy equipment.

Only personnel approved by the Committee (as listed in the cabin) are to supervise the assembly and use of the GWS hoists.

Appendix A

GRAFHAM WATER SAILABILITY BUDDY REQUIREMENTS

To qualify as an approved Challenger buddy, a person must apply to the committee, and on approval by the committee they must sail the Challenger from the buddy seat, with the assessor (Senior Instructor or a nominated experienced sailor) sitting in the hull of the Challenger, and demonstrate their competence in performing the following tasks to the satisfaction of the assessor:

-

- Tacking
- Gybing
- Adopting and maintaining a lying to position
- Getting out of irons
- Coming alongside a power boat
- Giving signal for help (not using a radio)
- Ability to train others and communicate basic sailing principles

The applicant must also demonstrate competence in leaving and returning to the shore, including a lee shore.

If the wind is not blowing onshore at the time of the assessment, then the person must use a buoy directly downwind from them as the shore to demonstrate returning to a lee shore.

To qualify as a suitable Hobie buddy, a person must apply to the committee, and on approval by the committee they must sail the Hobie from the forward seat, with the assessor sitting in the rear seat of the Hobie, and demonstrate their competence in performing the same tasks as described above for the Challenger buddy.

These manoeuvres must be demonstrated in winds over 12knots/15 miles per hour

Appendix B

GRAFHAM WATER SAILABILITY HELM & CREW REQUIREMENTS FOR DRASCOMBE

To qualify as a suitable helm for the Drascombe, a person must apply to the committee and on receiving approval by the committee they must be assessed to the satisfaction of a qualified helm as able to sail the Drascombe acceptably, and demonstrate their competence in performing the following tasks, to the satisfaction of the assessor:

- Rig the sails for the expected wind strength
- Oversee the safe boarding and disembarking of all passengers, including the use of the jetty hoist, and the distribution of the passengers to obtain best balance of the boat during these operations and when sailing.
- Tacking
- Gybing
- Adopting and maintaining a lying to position
- Getting out of irons
- Coming alongside a power boat
- Giving signal for help and use of radio
- Use of the outboard engine

They must also sail the boat very safely and particularly prevent any significant heeling by easing the sheets immediately heeling starts to occur. They must demonstrate their ability to be able to properly “read” the water to detect when gusts of wind are approaching and to judge their strength so as to anticipate when to ease the sheets.

The applicant must also demonstrate competence in leaving and returning to the jetty, including when the wind is onshore.

If the wind is not blowing onshore at the time of the assessment, then the person must use a buoy directly downwind from them as a substitute for the jetty to demonstrate returning when the wind is onshore.

To qualify as a suitable crew for the Drascombe, a person must sail as the crew in the Drascombe under an experienced helm and carry out efficiently and satisfactorily all the instructions given by the helm. They must demonstrate their use of the radio. They must also be prepared to go overboard, if necessary, in an emergency.

Appendix C

SOLO CHALLENGER SAILOR ASSESSMENT

The sailor must demonstrate an understanding of all aspects of rigging the boat and be able to complete this themselves or instruct another person to do this.

The sailor must demonstrate wind awareness, knowledge of sail controls: kicker, downhaul and outhaul including basic settings for various weather conditions.

The sailor must be able to:

Tack on a close-hauled course

Gybe

Get out of irons

Give a signal for help (not using a radio)

Come alongside a safety boat

Adopt a lying to position and understand when it might be used

Demonstrate an ability to slow down and speed up following a powerboat

Demonstrate safe and controlled launch and recovery, including from a lee shore

These manoeuvres should be demonstrated in winds over 12knots/15 miles per hour

Appendix D

SAFETY & COACH BOATS EQUIPMENT LIST

Adequate fuel

Two functional VHF radios (one tuned to agreed alternate channel) that will operate for 5 hours (this may require spare batteries).

A sound generator (whistle or fog horn).

An anchor and warp (with small buoy) suitable for the sailing area.

Sharp knife, preferably serrated and easily accessible.

Kill cord which must be used by the driver at all times when the engine is running. and a spare,

Personal buoyancy for the crew to be worn at all times.

Paddles and bailer.

Tow rope (preferably made of floating line) and towing bridle.

Waterproof first aid kit and survival bag or thermal protective aid.

Boat hook

Recovery Net

Emergency Radio Procedures card (laminated and retained onboard the RIB).

Fire Extinguisher

Appendix E

GRAFHAM WATER SAILABILITY – INCIDENT REPORT FORM

Date and Time of Incident:

Weather Conditions:

Person In Charge:

Individuals Involved:

Craft Involved:

Witnesses:

Nature of Incident:

Description of Incident – use diagrams and continuation sheets if required

Action Taken at Time:

Follow up action Taken:

Reported By:

Signed:

Print Name:

Appendix F

GRAFHAM WATER SAILABILITY – THURSDAY SAILING RISK ASSESSMENT

Date:

Designated Sailing Area:	
Current Wind Strength and Direction:	
Wave Height (peak to trough):	
Visibility (current):	
Air Temperature (approx.):	
Forecast at finish time:	
Challenger solo sailing	YES/NO
Challenger Buddy Sailing	YES/NO
Hobie Buddy Sailing	YES/NO
Drascombe sailing	YES/NO
<ul style="list-style-type: none">• Crew Names• Group Names	
Safety Boat helm names	
Safety Boat crew names	
Level of Shore Support	GOOD/OK/LOW
Carers advised of conditions and risk?	YES/NO

The category of boats shown above may sail today in the designated area

Signed:

Print Name:

Appendix G

Grafham Water Sailability - Emergency Action Plan

DIAL 999 for emergency services

ADDRESS: Grafham Water Centre, Chichester Way, Perry, Huntingdon PE28 0GW

Afloat

- On discovery of an emergency afloat the buddy/sailor/helm must immediately notify the safety boat by use of a radio, whistle, or recognised arm waving distress signal.
- The safety boat will immediately attend the casualty and begin recovering to shore if required. The safety boat will self-task or be directed by radio call.
- The safety boat must assess the casualty and inform the Beachmaster of his plans for any recovery to shore.
- The safety boat crew must notify the Beachmaster of the nature of the emergency and, if appropriate, indicate that emergency services be called, and request that the beach be cleared ready to receive the casualty. Code Red (spoken three times) will be used as the initiating radio message and thereafter all calls between safety boat and Beachmaster will be prefaced "Red (usual call-sign)..." until the emergency is closed by the Beachmaster.
- On hearing of an emergency situation no other radio communications should take place amongst GWS craft, nor should any other craft attempt to come ashore unless instructed to do so. Code flag V (red diagonal cross against a white background) flown from the end of the jetty will designate that craft will not come ashore unless specifically directed by the Safety Boat.

Ashore


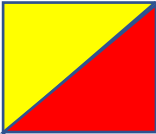


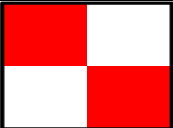
- If necessary, the Beachmaster must summon emergency services by fastest means possible, either by own phone or by asking Clubhouse staff to phone 999
- Using radio channel P2 the Beachmaster will notify GWC (call-sign Safety Base) when safety cover has been compromised and request assistance. GWSC (call-sign Grafham Shore) on radio channel P4 (N2 or M2 on the new radios) may also be asked to assist.
- A member of Clubhouse staff/volunteer must be sent to the road to receive the ambulance and direct it to our site.
- A separate member of Clubhouse staff/volunteer must inform GWC reception.
- The Beachmaster and SS will clear the beach area in order to receive the casualty. In such a situation, the Beachmaster will arrange for Code Flag V to be flown from the end of the jetty for the duration of the emergency.

- The Beachmaster and SS will assemble a team of capable volunteers to receive the casualty by whatever means most appropriate. All other persons must stay clear.
- The Clubhouse Supervisor and other volunteers will ensure access from the road to the beach is kept clear.

Appendix H

Flags and their meanings

The signal flags shown below are displayed on Grafham Water Sailing Club signal mast ashore between the GWSC clubhouse and the shoreline. They are guidance for sailing club members and visitors and must be observed by Grafham Water Sailability sailors.

Flag	Meaning	Commentary
	No Launching	For those afloat: A single long sound from the shore, means lake is closing in 30 minutes and you must be onshore within this time. With repeated sounds, come ashore immediately
	Closed with exceptions	See the monitor or notice-board in the Sailing Club Café about the exceptions
	Sailing without restriction with reactive sailing cover	Water is not necessarily being watched. A patrol boat is on slip or in water
	Sailing without restriction with safety cover	A patrol boat is on the water with driver and crew available
	Windsurfers and experienced boat sailors only (wind at 13-27 knots)	Experienced means that you can right your boat and return to the Club's shore unaided

	<p>Experienced windsurfers only (wind at 28 knots or higher). <u>No sailing for Sailability.</u></p>	<p>Experienced means you can water-start your rig and return to the Club's shores. Water closed to dinghies, catamarans and keelboats</p>
	<p>Open: wet or dry suit must be worn by sailors (except those on cruisers)</p>	<p>1 November-31 March, and when the water temperature is less than 5°C</p>
	<p>Open: blue-green algae present</p>	<p>Wear suitable protection and wash after sailing</p>
	<p>EMERGENCY SITUATION. (Flag flown from end of GWS jetty)</p>	<p>No craft are to come ashore unless specifically directed by the safety boat</p>

Updated February 2022

Appendix I

Monday Sailing

Any member wishing to sail on a Monday [or at any time other than the normal Club sailing day, (i.e., Thursday afternoon April – October inclusive)] is to adhere to the following:

Monday morning sailing is for competent and experienced full members and qualified buddy solo sailors only, who have been assessed by the GWS nominated Senior Instructor AND approved by the Committee.

Full Members or buddies who wish to be approved for Monday morning sailing should contact the club Sailing Secretary and request to be considered for approval. If approved by the committee, they will be added to the applicable e-mail circulation list. (N.B. *It is unlikely that the hoist will be available.*)

Sailors wishing to sail on any particular Monday should liaise with each other and with authorised safety boat skippers (who will be First Aid trained) and authorised buggy drivers. **If there is no safety cover then sailing cannot take place.**

There will be a maximum of 4 Sailors on any Monday. If there are more than 4 wanting to sail on any particular Monday morning, a rota will be applied.

All attending (sailors, helpers, shore crew, maintenance volunteers, etc.,) must sign themselves in, using the GWS logging- in book situated in the club-house.

It is the responsibility of each sailor to sail in a safe manner, and to comply with the rules of sailing at all times.

As Grafham Water Sailability is not an RYA training centre, on Monday Morning Sailing only, there is no requirement for a Senior Instructor or Sailing Supervisor to be onsite.

Each sailor must have at least one helper who is capable to assist with rigging, de-rigging, assistance in dressing, undressing, and getting in and out of the boat, launching and retrieval. Helpers will also be responsible for keeping a good and sufficient lookout while sailors are on the water.

Sailors must have a radio with them at all times while on the water, and maintain communication with, and obey the instructions of the safety boat skipper and/or beachmaster (if present). In addition, the sailor's helper should keep out a listening watch on a radio.

Sailors must ensure that they familiarise themselves with, and strictly follow, all flag signals displayed at the Sailing Club, at all times.

The sailing area on any Monday Sailing session should be agreed on the day between the Safety Boat Skipper and the sailors present, taking into account weather conditions, but sailors must always keep within plain sight of the club house.

The club house must be left clean, tidy and locked after use. All equipment used (buoyancy aids, radios, club waterproofs, etc..) must be tidied away in an orderly fashion, and boats must be properly de-rigged, and covered as appropriate.

Any incident or damage must be reported to the committee and maintenance team immediately.