



## MEMORANDUM ON SAFETY 2011

**Captains/Masters are advised to take note of the Special Regulations in the Current Edition of Sail Training International Group's Racing & Sailing Rules and Special Regulations and, in addition, pay particular attention to the following:-**

- ❖ **Lifejackets, Safety Harnesses, Jackstays, Safety Lines and Clipping Points:** Attention is drawn to the need for rules to be enforced governing the wearing of safety harnesses and lifejackets [a] when reefed [b] when alone on deck [c] in restricted visibility [d] at night. The proper use of jackstays and clip points is stressed (see Section 4: 4.24, and Section 5; 5.01, 5.02, 5.03).
- ❖ **Liferafts:** Attention is drawn to the need for liferafts to be of an appropriate specification for the race being undertaken and to have a valid annual certificate of new or serviced status (see Section 4: 4.01, 4.03).
- ❖ **EPIRB 406 MHz:** Attention is drawn to the correct registration with the appropriate authority of EPIRBs and the need for them to be tested and certified at the appropriate interval (see Section 4: 4.19). Please note that Personal Locator Beacons (PLB) are not acceptable as a vessel EPIRB.
- ❖ **Use of White Flares:** White flares may be used at any time to draw attention to the presence of the vessel. Flares carried for this purpose should be kept in readiness for instant use and clearly marked and separate from red distress flares (see Section 4: 4.06).
- ❖ **Illegal Use of Flares** The illegal use of any type of flares and orange smoke signals, particularly whilst in harbour, will result in immediate disqualification of the vessel from the races and associated events and possibly prosecution by the Port Authority.
- ❖ **Radar Reflectors:** Care should be taken to display these correctly at sea at ALL times (see Section 4: 4.12).
- ❖ **Watertight Integrity:** Strong, well-fitting, hatches which can be and are clamped shut are fundamental to the watertight integrity and seaworthiness of any vessel (see Section 3: 3.01)
- ❖ **Lookout:** Particular attention is drawn to the importance of keeping a full and proper lookout at all times, especially when low-cut sails are set.
- ❖ **Man Overboard and Emergency Drill:** Attention is drawn to the importance of regular MoB drill and to the value of well-established emergency routines and a sound command structure.
- ❖ **Race Starts:** Extra consideration and good seamanship should be exercised in the start area by all vessels at all times and all captains should ensure that they have a good working knowledge of the Racing Rules (see Start of Race Rules 17.1 to 17.10 and Recalls Rules 19.1 to 19.4).
- ❖ **Use of Engine to Prevent Collision:** If a vessel has to take urgent action to prevent a collision, the engine may be used and the circumstances reported to the Race Committee as soon as possible after the race (see R&SR 21). A penalty is likely only when racing advantage was gained. Auxiliary engines should be kept in a condition in which they will start readily.
- ❖ **Manoeuvrability of Ships and Fishing Vessels:** There is now greatly increased commercial traffic in waters through which the Tall Ships' Races are run. Some large single screw ships cannot manoeuvre easily and Captains/Masters are urged to bear this in mind at all times. The inability of fishing vessels to manoeuvre, particularly when their fishing gear is deployed, should also be remembered.
- ❖ **Charts and Publications:** Attention is drawn to the importance of up-to-date charts and publications covering the whole of the area of the race (see Section 4: 4.13).
- ❖ **Traffic Separation Schemes:** Captains/Masters are advised to pay particular attention to the Cautionary Notices on the appropriate navigational charts and to all relevant information published from time to time.
- ❖ **Protection of Offshore Installations (Oil Rigs etc):** All vessels are warned that offshore installations (oil rigs etc) may be encountered at sea. Close approach by a vessel to such installations (which may include unmarked submerged obstructions) can be extremely dangerous to the vessel and to the rig. Captains/Masters are advised always to assume the existence of a statutory safety zone extending to a distance of 500 metres around installations measured from their outer edges and to keep outside such zone.