

MYLOR YACHT CLUB RACE MANAGEMENT POLICY

Reviewed and Revised January 2025

The **House Committee** of Mylor Yacht Club has drawn up a Health and Safety Policy covering all aspects of the club's activities.

The **House Committee** has appointed the **Racing sub-Committee** to manage all aspects of racing and operating the club's support boat.

The **Race Management Policy** comprises the following sections:

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The **Racing Committee** will review this policy on an annual basis. The **Racing Committee Chairman** or **Racing Secretary** will report any notified incidents and/or accidents to the **House Committee** at each of its meetings. The **Race Officer or Event Organiser** will record notified accidents involving personal injury in the **Accident Book** that is kept in a designated place in the clubhouse.



MYLOR YACHT CLUB

RACE MANAGEMENT POLICY

For Races in Carrick Roads only

Reviewed and Revised January 2025

This Policy sets out a framework for the race management team and competitors which will enable these races to be operated safely.

1. RACE OFFICER - A suitably qualified Race Officer will be appointed for each event. The Race Officer will be in overall charge of the management of the event on the day. All competitors and any club members undertaking tasks in connection with the event must comply with the Race Officer's directions.

- a) Race Officers should hold recognised RYA race officer qualifications, have attended approved RYA training sessions, *or* be qualified by experience.
- b) Race Officers should act in accordance with this policy and the accompanying check list.
- c) In summary, the Race Officer check list includes:
 - i) Liaising with harbour authorities and other yacht clubs to avoid conflicts.
 - ii) Ensuring the suitability of the Committee Boat and its equipment and briefing the Committee Boat skipper.
 - iii) Ensuring the safety of the Race Management Crew, that they are suitably equipped and briefed.
 - iv) Ensuring that a Support Boat is available, is competently manned, properly equipped and briefed.
 - v) Ensuring that all necessary equipment is on board and that communications are tested.

2. COMMITTEE BOAT - Race Officers in conjunction with owners offering their boats for use as Committee Boats shall ensure that:

- a) The boat is of sufficient size for the crew complement required, is a sufficiently stable platform and suitably equipped from which to run racing.
- b) There is on board at least one lifebelt, ready for deployment, and a first aid kit.

- c) Those volunteering to act as Race Management Crew are aware that they have a duty of care to operate safely whilst loading, unloading and working on the Committee Boat and should bring with them adequate clothing, footwear and their own lifejackets or buoyancy aids which they are recommended to wear at all times.
- d) Wherever possible, all Race Management Crew should operate from within the cockpit, wheelhouse or fly bridge and should be aware of the danger of wash from passing boats.
- e) Signal horns are placed as far away from crew as possible and operated from the remote control lead.
- f) Race Management Crew who may be required to transfer to a Support Boat, RIB, or launch to set up alternative finish lines do not consume alcohol until racing has finished. The owner/skipper of the Committee Boat and his guests should comply with Truro and Falmouth Harbour Bye-laws with respect to alcohol at all times.

3. GENERAL SUPPORT

- a) A Support Boat must be available to be under the control and command of the Race Officer at all times. If no suitable Support Boat is available then racing shall be abandoned. Refer to the MYC Support Boat Operating Policy for details.
- b) The Notice of Race shall require all boats taking part in racing to carry VHF radios and the committee boat should have a dual watch VHF radio to monitor Ch16 in addition to the race channels identified in the Sailing Instructions.
- c) The Notice of Race shall include a list of safety equipment that all competing boats are recommended to carry.

4. EMERGENCY PROCEDURES

- a) The Race Officer should consider the following priorities (not in any specific order):
 - i) The safety of competitors being assisted or rescued
 - ii) The safety of competitors in potential danger
 - iii) The safety of the Support Boat crew
 - iv) The safety of the Race Management Crew
 - v) To arrange or assist in the recovery of disabled boats and prevention of further damage to them, but without an obligation to do so
 - vi) HM Coastguard should be informed of any serious incident
- b) The Notice of Race should include:
 - i) A procedure for alerting the emergency services - All injuries should be notified to the Race Officer on the current VHF channel designated for race management. The Race Officer shall notify emergency services either through HM Coastguard or by mobile phone. If for some reason the Committee Boat cannot be contacted, then the owner/skipper should contact the emergency services directly. Where appropriate the Race Officer should deploy the Support Boat to take a casualty quickly to a pick up point identified below.

- ii) The location for ambulance pick up - The Race Officer should direct that in the event of an emergency occurring North of a line between Vilt and East Narrows buoys the Support Boat shall proceed to disembark the casualty at the WATER TAXI STATION AT MYLOR YACHT HARBOUR and the emergency services shall be directed to MYLOR YACHT HARBOUR MOORING OFFICE (what3words = rescue, stars, equipping).

For emergencies occurring South of a line between Vilt and East Narrows buoys the Support Boat shall proceed to disembark *either* at the FALMOUTH WATERSPORTS CENTRE PONTOON and the emergency services shall be directed to FALMOUTH WATERSPORTS CENTRE (what3words = remark, closet, jungle) *or* MYLOR YACHT HARBOUR as above.

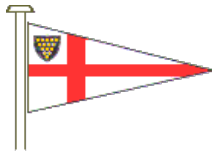
Helicopter or Lifeboat rescues will be coordinated by the MCA (HM Coastguard).

- c) A first aid kit including a hypothermia bag should be carried on the Support Boat and is recommended to be carried on all competing and committee boats.

5. RACING

- a) All competitors should complete an online MYC Race Entry Form and a YTC Handicap Form before they take part in a race. This will include a declaration that at least £3m insurance cover, including racing cover is held and that the competitor has accepted the terms and conditions of the Notice of Race.
- b) A Notice of Race and Sailing Instructions are to be issued to all competitors including notices in respect of:
 - i) Parental permission for under 18 year olds and/or vulnerable adults crewing
 - ii) Display of sail numbers or other identification
 - iii) Shallows and hazards in the race area
 - iv) Rules in connection with commercial shipping
 - v) Rules in connection with divers
 - vi) Rules in connection with harbour restrictions
 - vii) Warning in connection with water ski areas
 - viii) List of recommended safety equipment
 - ix) Recommendation for wearing life jackets or buoyancy aids (mandatory at all times when so notified by VHF)
- c) Sailing Instructions will be available to competitors before the race. These will give notice of the start, course and finish of the race and any areas prohibited to competitors in accordance with the current Racing Rules of Sailing together with any changes to the Rules. They will include a requirement to promptly notify the Race Officer if they decide to retire from the race.
- d) The Notice of Race and/or Sailing Instructions will require that the decision to race is the sole responsibility of the Owner/Skipper taking account of the type of their boat, the experience of the skipper and crew and the expected weather and sea conditions.

- e) Courses will take account of:
- i) Starting lines of appropriate length
 - ii) No courses to contain conflicting roundings
 - iii) Finishes to be in accordance with ISAF RRS (no hooked finishes)
 - iv) Risks associated with approaching windward marks
 - v) The necessary depth of water
- f) The Race Officer shall obtain an up-to-date weather forecast. Where adverse weather exists or is forecast the Race Officer will consider postponing or abandoning the race, in which event an announcement will be made by VHF, and on the Racing WhatsApp Group. The appropriate flags will also be flown from the Club House.
- g) The Race Officer may determine that all competitors must wear a lifejacket or buoyancy aid in which case this will be notified by VHF.
- h) The Race Officer shall be aware of planned shipping movements as a result of contact with the Harbour Pilots or Harbour Office and will take this into account when setting the course and start sequence.
- i) The Race Officer shall use best endeavours to establish and make competitors aware of the presence of any diving activities within the racing area.
- j) The Race Officer shall compile (as far as is practical) a list of competitors by class, sail number and/or boat name before the start of each race and account for all competitors after completion of racing. If a competitor is not accounted for after completion of racing, the Race Officer shall take all reasonable steps to establish the whereabouts of that competitor. If the competitor cannot be located then the Race Officer shall promptly notify the HM Coastguard. The Race Officer's responsibilities shall cease when all competing boats have been accounted for or if the HM Coastguard has been informed that a boat is not accounted for as set out above.
- k) If the Race Officer is notified about an accident involving personal injury then he/she shall promptly record the details in the Club Accident Book that is kept in a designated place in the Clubhouse. If the Race Officer is notified about an incident that has caused damage to boats or that presented an unacceptable risk to competitors or other boats then he/she shall report the incident to the Racing Committee Chairman or Racing Secretary.



MYLOR YACHT CLUB

RACE MANAGEMENT POLICY

For Races in Coastal Waters

Reviewed and Revised January 2025

This Policy, which should be read in conjunction with the policy for races in Carrick Roads, sets out a framework for the race management team and competitors which will enable these races to be operated safely.

The sailing events to which this policy applies are described as races but may take the form of a feeder race, fun race or passage leg for semi-informal organised cruising events.

1. **RACE CONTROL** - The method of race control shall be set out in the Sailing Instructions which may not provide for starts and finishes at Committee Boats and may instead provide for a fixed start line and/or self-timed starts and finishes. Where used, Committee Boats shall conform to the prescriptions of the Race Management Policy for Races in Carrick Roads.
2. **RACE OFFICER** - A Race Officer will be appointed for the event and all competitors and any club members undertaking tasks in connection with the event must comply with the Race Officer's directions. The Race Officer may be aboard a competing boat.

He/she shall:

- a) Monitor weather predictions during the days before the race and where appropriate consider postponing or abandoning the race. For races with courses beyond Falmouth Bay notice of abandonment shall be communicated the day before the race by telephone/ email/WhatsApp/verbal announcement as appropriate. For races confined to Falmouth Bay notice of abandonment shall be communicated by email, WhatsApp and the display of flags on the clubhouse.
- b) Consider whether the event warrants a briefing for competitors and if so shall give due notice of the time and place of the briefing. If there is a briefing it shall include (but not be limited to):
 - i) Ensuring that all competitors have received and read a copy of the Notice of Race and Sailing Instructions.

- ii) Ensuring that all competitors understand the importance of notifying retirements, the race time limit and (if different) the time after which action will be taken in respect of a boat that has not been accounted for.
 - iii) A summary of the weather and tidal situation (but which for the avoidance of doubt does not relieve the skipper of responsibility as set out on the notice of race/entry form).
- c) For races confined to Falmouth Bay, compile (so far as is practical) a list of competitors (class, sail number and/or boat name) that start the race and, for races that go beyond Falmouth Bay, on the previous day compile a list of boats that intend to start the race and the number of persons on board.
 - d) Consult Port Notices and contact the Pilot and/or Harbour Authorities at Falmouth and the destination port (if different) as appropriate to establish the nature and timing of any shipping movements expected during the race period.
 - e) Contact other clubs that are expected to be racing during the same time and in overlapping waters so that both clubs understand the others' intentions and to resolve any conflicting courses.
 - f) For races with courses beyond Falmouth Bay, notify HM Coastguard of the number of competing boats, the intended course and anticipated race period.
 - g) Endeavour to keep within VHF range of the competitors using a designated race control channel or assign this duty to one of the competitors (Assigned Competitor)
 - h) The Race Officer or Assigned Competitor shall log all race finishes and retirements and, if this is done by the Assigned Competitor, they must inform the Race Officer that all boats are accounted for. If a boat logged as a starter has not been accounted for at the time limit or other designated time of arrival, the Race Officer or Assigned Competitor shall take all reasonable steps to establish the whereabouts of the boat including, but not limited to, calling the boat on channel 16 and race control channels and contacting other competitors. If the boat has not been located then no later than one hour after the time limit the Race Officer/ Assigned Competitor shall promptly contact HM Coastguard and the Race Officer.
 - i) The Race Officer's responsibilities shall cease when all competing boats have been accounted for or if HM Coastguard has been informed that a boat is not accounted for as set out above.

3. SUPPORT BOAT and SAFETY EQUIPMENT

- a) For races confined to Falmouth Bay a Support Boat may be deployed and shall be under the control and command of the Race Officer. When the Support Boat is the MYC RIB it shall be operated in accordance with the MYC Support Boat Operating Policy.

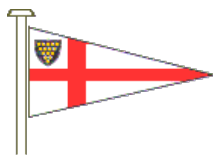
As an alternative to deploying a Support Boat for races confined to Falmouth Bay the Race Officer may determine a lower level of wind speed and seas state at which racing is abandoned or determine that boats be recommended to comply with ISAF special regulations category 4.

- b) The VHF race control channel(s) shall be shown in the Sailing Instructions and the Race Officer's mobile phone number will be communicated prior to the start of the event. The Notice of Race shall require that all boats taking part carry VHF radios.

- c) The Notice of Race and/or Sailing Instructions shall include: -
- i) A list of the recommended minimum of safety equipment
 - ii) A recommendation to comply with ISAF special regulations category 4 for races with courses beyond Falmouth Bay
 - iii) A recommendation to register with the RYA SafeTrx safety identification scheme (CG66 replacement) and use the SafeTrx smartphone app (<https://safetrx.rya.org.uk/>)
 - iv) Emergency Procedures - Each owner/skipper should make his/her own direct contact with the emergency services and where possible inform the Race Officer and/or Assigned Competitor of their situation.

4. RACING

- a) A Notice of Race shall be issued to all competitors and will include notices to competitors in respect of:
- i) Parental permission for under 18 year-olds and/or vulnerable adults crewing
 - ii) Display of sail numbers or other identification
 - iii) Rules in connection with commercial shipping
 - iv) Obtaining an up-to-date weather forecast
 - v) Recommendation for wearing life jackets in adverse weather and (for races confined to Falmouth Bay) at all times if so notified by VHF.
- b) All competitors should complete an online Race Entry Form and a YTC Handicap Form before they take part in a race. This will include a declaration that at least £3m insurance cover is held, including racing cover, and that the competitor has accepted the terms and conditions of the Notice of Race.
- c) Sailing Instructions will be available to competitors before the race. These will give notice of the start, course, finish and time limit of the race. These will require racing to be in accordance with the Racing Rules of Sailing with any changes to the rules detailed. These will include a list of hazards that are to be passed on the seaward side.
- d) The Notice of Race and/or Sailing Instructions will require that the decision to race is the sole responsibility of the Owner/Skipper taking account of the type of their boat, the experience of the skipper and crew and the expected weather and sea conditions.
- e) The Sailing Instructions will include a requirement for skippers to notify the Race Officer and/or Assigned Competitor:
- i) If they decide not to start having previously notified their intent to start
 - ii) If they retire from the race and continue to the original destination
 - iii) If they retire and return to Falmouth or another port
 - iv) Such notification shall be given using the race control VHF channels, WhatsApp, or mobile phone and the Assigned Competitor (if any) will inform the Race Officer.



MYLOR YACHT CLUB

SUPPORT BOAT OPERATING POLICY

Reviewed and Revised January 2025

There are three types of event at which the Safety Boat may be deployed:

- Acting as a Support Boat in connection with MYC racing for non-dinghy classes
- Acting as Support Boat in connection with racing which may include dinghy and/or multihull classes
- Acting as Support Boat for MYC members during social events

1. GENERAL BOAT OPERATION

- a) The Support Boat is kept at the designated Mylor Yacht Harbour (MYH) pontoon and, when not in use, its keys are kept in the MYC Clubhouse.
- b) A Bosun is responsible for ensuring that the Support Boat and its equipment are regularly maintained.
- c) The MYC Support Boat must always be used under the direct supervision of a club member as Coxswain holding the qualifications referred to in paragraphs 2, 3 or 4 for the particular category of duty.
- d) The Coxswain shall be responsible for the Support Boat from the time it leaves the MYH pontoon until it is returned to its berth.
- e) The Support Boat is not fitted with propeller safety guards and the engine should be switched off when alongside persons in the water.
- f) A Fire Extinguisher is on board and should be regularly checked. No smoking is permitted on the Support Boat.
- g) No alcohol is permitted to be carried or be consumed whilst operating the Support Boat and all crew must comply with Truro and Falmouth Harbour Bye-Laws in that respect.
- h) A checklist is provided aboard the Support Boat to remind Coxswains that:-
 - i) The kill cord must be correctly attached to the Support Boat Driver and to the kill cord switch at all times.
 - ii) Sufficient fuel must be carried for the duration of the race or event. Fuel can be obtained from the MYH Mooring Office where the Club has an account.

- iii) Life jackets or buoyancy aids must be worn at all times. Support Boat Crews are recommended to wear warm and waterproof clothing and are reminded about the dangers of hypothermia both for themselves and anybody who has fallen into the water.
- iv) Suitable liquids should be taken aboard to avoid dehydration and sun cream to avoid sunburn.
- v) Before racing begins, the VHF radio must be switched on at all times and dual monitored to Channel 16 and any race control or event channel.
- vi) Before leaving the MYH pontoon, a check must be made that all necessary equipment is aboard.

2. OPERATION AS SUPPORT BOAT IN CONNECTION WITH MYC RACING

The requirements for a Support Boat in connection with MYC racing are less than those required where the classes racing include dinghies and/or multi-hulls.

- a) The Coxswain shall hold as a minimum qualification the RYA National Power Boat Scheme Level 2 Certificate. The Coxswain and Support Boat crew need to enjoy a level of physical fitness commensurate with their potential duties.
- b) When operating as a Support Boat there must be a minimum of two crew members one of whom shall be designated Coxswain as above and at least one of the crew must hold a VHF SRC Radio Licence and where possible a current first aid certificate. The normal maximum number of crew is two. A third crew member may be taken aboard for training purposes or, during the later phases of racing, a third or fourth person from the Race Management Crew for the purpose of setting up alternative finish lines.
- c) The Support Boat shall at all times be under the control and command of the Race Officer and shall not leave the immediate area of the race course without express instructions from the Race Officer.
- d) The Support Boat Crew Checklist includes marks, ground tackle, flags, course card, depth sounder and GPS which may be required for MYC racing.
- e) The Coxswain should be aware of the responsibilities of the Racing Committee and Race Officer which include a requirement to abandon racing if no suitable Support Boat is available.
- f) The Coxswain must be satisfied that when providing assistance his/her actions will not prejudice the rescue as a result of any of the Support Boat Crew becoming a casualty themselves. If the Support Boat Crew has any doubt about their ability to carry out these duties, they should contact the Racing Secretary or Race Officer.

3. OPERATION AS A SUPPORT BOAT IN CONNECTION WITH RACING THAT INCLUDES DINGHIES AND/OR MULTI-HULLS

The requirements for a Safety Boat in connection with racing that may include dinghies or multi-hull craft are increased. A higher level of Coxswain experience and/or qualification is required, and in addition it should be understood that the Support Boat Crew may be required to enter the water.

- a) The Coxswain shall have experience of dinghy/multihull racing and ideally hold the RYA Safety Boat Certificate unless the Racing Committee has established in writing from the event organisers that other qualifications are appropriate.

- b) When operating as a Support Boat there must be a crew of two, one of whom shall be designated Coxswain as above and at least one of the crew must hold a VHF SRC Radio Licence and where possible a current first aid certificate.
- c) Where duties may involve entering the water at least one of the Support Boat Crew must be wearing a dry suit/wet suit and a buoyancy aid (not an automatic life jacket). The Coxswain is reminded that this decision must only be taken if he/she is satisfied that this will not prejudice effective support as a result of the person entering the water or risk becoming a casualty themselves. Recovering a casualty from the water requires a reasonable level of fitness. If the Safety Boat Crew have any doubts about their ability to carry out these duties, they should contact the Racing Secretary.

4. OPERATION AS A SUPPORT BOAT IN CONNECTION WITH MYC SOCIAL EVENTS

The Support Boat may be provided as a facility in connection with MYC Social Events including those taking place immediately after racing has ended.

- a) The Coxswain shall hold as a minimum qualification the RYA National Power Boat Scheme Level 2 Certificate.
- b) A maximum of 4 persons can be safely transported at high speed or 8 persons at speeds of up to 5 knots. All passengers should wear a life jacket or buoyancy aid. However, for short distances at speeds less than 5 knots, this requirement may be waived at the Coxswain's discretion
- c) A beach landing must only be considered in an emergency.

1. EMERGENCY PROCEDURES

The Race Officer and Support Boat Coxswain should consider the following priorities (not in any specific order of priority):

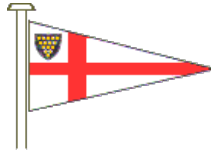
- i) the safety of members being assisted or rescued
 - ii) the safety of members in potential danger
 - iii) the safety of the Support Boat Crew
 - iv) the safety of the Race Management Crew
 - v) assisting in the recovery of disabled boats and prevention of further damage to them, but without an obligation to do so.
- a) All injuries should be notified to the Race Officer on the race control channel. The Race Officer shall notify emergency services either through HM Coastguard or by mobile phone. If for some reason the Race Officer cannot be contacted then the Coxswain or skipper of the boat concerned should contact the emergency services directly. Where appropriate the Race Officer should use the Support Boat to take a casualty quickly to a pick up point identified below.

- b) The Race Officer should direct that in the event of an emergency occurring North of a line between Vilt and East Narrows buoys the Support Boat shall proceed to disembark the casualty at the WATER TAXI STATION AT MYLOR YACHT HARBOUR and the emergency services shall be directed to MYLOR YACHT HARBOUR MOORING OFFICE (what3words = rescue, stars, equipping).

For emergencies occurring South of a line between Vilt and East Narrows buoys the Support Boat shall proceed to disembark *either* at the FALMOUTH WATERSPORTS CENTRE PONTOON and the emergency services shall be directed to FALMOUTH WATERSPORTS CENTRE (what3words = remark, closet, jungle) *or* MYLOR YACHT HARBOUR as above.

Helicopter or Lifeboat rescues will be coordinated by **HM Coastguard**.

- c) A comprehensive First Aid Kit, including a hypothermia bag, is to be carried aboard the Support Boat.



MYLOR YACHT CLUB RACE OFFICER CHECK LIST

Reviewed and Revised January 2025

COMMITTEE BOAT

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| Does each member of crew have a lifejacket or buoyancy aid? |
| Does boat have guard rails? |
| Have you tested the VHF and is it on dual watch Ch16 and race channel? |
| Have you briefed the Skipper? |

RACE MANAGEMENT CREW

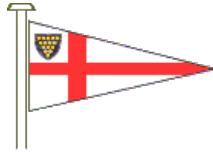
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| Does each member of crew have a lifejacket or buoyancy aid? |
| Are crew wearing suitable clothing? |
| Is the necessary race management equipment aboard? |
| Have all duties been allocated and explained? |
| Have the crew been warned of the dangers if there are no guard rails? |
| Have the crew been warned of the dangers of wash? |
| Have the horns been placed as far away as possible from the crew? |
| Do the crew understand the policy on alcohol? |

GENERAL SAFETY

- | |
|--|
| Do you have a list of phone numbers that may be required? |
| Has HM Coastguard been notified (if appropriate)? |
| Have relevant harbourmasters been notified (if applicable)? |
| Have shipping movements been checked with appropriate authorities? |
| Have other clubs racing at same time/area been contacted? |

SUPPORT BOAT

- | |
|--|
| Is a support boat available? If not, abandon racing (if applicable) |
| Has support boat coxswain and crew been provided with the support boat check list? |
| Has the support boat VHF been tested? |

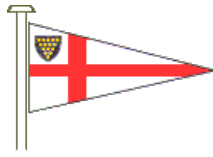


MYLOR YACHT CLUB SUPPORT BOAT CHECK LIST

Reviewed and Revised January 2025

- Have you carried out a visual check of the Support Boat?
- Are the racing marks and their ground tackle aboard?
- Is the first aid kit aboard?
- Is the fire extinguisher aboard?
- Is all other kit aboard - paddles, anchor, toolkit, flares, knife, depth sounder, flags etc?
- Is there sufficient fuel for the expected duration of the race with an adequate reserve?
- Are you and your crew suitably clothed?
- Are you and your crew wearing lifejackets or buoyancy aids?
- Are either of you wearing a wet or drysuit (if required)?
- Have you tested the VHF and is it on dual watch Ch16 and the racing channel?
- Do you have nonalcoholic drinks aboard to prevent dehydration?
- Do you have sun cream to prevent sunburn?
- Do you have a copy of the Sailing Instructions and courses?
- Are you aware of the tide times and weather forecast?
- Is the kill cord connected and has it been tested?

★ SWITCH OFF ENGINE WHEN ALONGSIDE PERSONS IN THE WATER



MYLOR YACHT CLUB

RACE MANAGEMENT CREW INSTRUCTIONS

Reviewed and Revised January 2025

Thank you for agreeing to act as a member of the Race Management Crew. Hopefully you will enjoy the experience. Although we try to make this as informal as possible there are certain matters which we must bring to your attention for your own and the rest of the Race Management Crew's safety.

The Race Officer has been appointed by the Racing Committee. He/she is responsible for all decisions relating to racing which includes the safety of all those taking part, the Support Boat Crew and Race Management Crew and his/her instructions must be adhered to.

The Committee Boat has been kindly lent to the club for the duration of the race but the Owner/Skipper is always ultimately in charge of his/her boat and all decisions relating to the operation and safety of the boat rest with him/her.

A few points for you to note:

- a duty of care to operate safely whilst loading, unloading and working on the Committee Boat.
- You should supply your own life jacket or buoyancy aid which should be worn at all time whilst on the Committee Boat unless the Race Officer agrees that you do not need to, taking account of your position on the boat during the race.
- You should bring with you adequate clothing and footwear for the forecast conditions.
- Before lifting any equipment required by the Race Officer, make sure that it is of a weight that you can safely lift without causing injury and if necessary request assistance.
- Wherever possible you should operate within the confines of the cockpit or similar protected areas unless requested to do otherwise by the Race Officer.
- You should be aware that the proximity of racing and other boats can cause considerable wash which could affect your safety wherever you are on the Committee Boat.
- That if you are requested to operate the horns they should be placed as far away from other crew as possible and you should use the remote lead.
- There should be no alcohol consumption by Race Management Crew who may be required to transfer to the safety boat until racing has finished. The Committee Boat Owner, his guests and all crew must comply with Truro and Falmouth Harbour Bye-Laws with respect to alcohol.