

Dinghy Rescue

If crew able – 1st stage is verbal assistance Crew may need encouragement only.

1st stage of help – mast or centerboard leverage. Hold boat steady for crew.

Full intervention – removal of crew from the water and right boat for them.

Capsized Craft

Quick help – approach forestay, work to mast and lift working towards hull.

Alongside – if safe to do so, bows same way. Push on center board or use jib sheet.

Benefit is safety boat can maneuver dinghy towards wind.

If heavy conditions – drop sails while capsized. Crew to do if OK.

Inverted Dinghy

3 categories – In deep water
In shallow water
Mast jammed on bottom

In deep water come alongside and try to sink leeward quarter – boat to 90 degrees

If fails take jib sheet- behind centerboard and pull until 90 degrees. If dinghy moves sideways move bow of dinghy into wind. If no success then tow to right it.

If capsize in shallow water get crew into rescue boat.

Make pull in direction of mast to avoid bending if embedded. Fix line to shroud or to thwart through centerboard case. Possibly construct a bridle from bow to stern.

Righting Singlehanders

Watch out for fatigue. Time in water is to be minimal. Youngsters get tired easy.

Quickest way is to lift top of mast.

Do not secure painters on Singlehanders. They are very useful to rescue boat crews.

Righting Multihulls

Ensure the crew is safe as multihulls drift very fast.

Ensure the sheets and travelers are released before righting.

After 90 degree capsize approach the forestay and walk the mast up.

After inversion, go alongside to leeward and pass the line right over both hulls, around the windward hull and attach it to the main beam. With the cat crew positioned at the stern of the leeward hull, motor gently away to pull the cat up to the 90-degree position.

Lee Shore Operations

Best and safest way to retrieve a boat on a lee shore is to anchor off and then veer down on your anchor warp until you can throw a heaving line. Once a towline has been secured to the dinghy, the safety boat can then haul in on its anchor warp until both vessels are in deep water.

Anchor the safety boat well clear of surf on coastal waters.

On flat inland waters use the following approach –

Go in close enough to throw a heaving line without endangering the safety boat.

Secure the line to the stern of the safety boat.

Ensure the dinghy crews secure the line to a strong point, the mast and thwart.

Motor ahead directly to windward to get both boats clear.

Do not get tempted to motor right into disabled dinghy and reverse off. Simply not as much power in reverse. Displacement craft are not as maneuverable in reverse and small rescue boats would be swamped.

Before moving in for rescue ensure you have line ready and the dinghy crew are ready to receive, as minimal time is to be spent once committed. Especially when line is secured at both ends.

Assess any further action to be taken, are crew fit to continue? Rather than tow a reasonable crew make then sail back on jib. This frees the rescue boat for other duties.

Abandoning Dinghies

Time will come when crew are to be transported ashore urgently. A capsized monohull in deep water will not drift far.

A deliberately abandoned dinghy should have a fender or buoy fixed to the head of the mast when left. Not only to prevent inversion but to indicate a rescue has been made.

In a large area of water you may anchor the boat to minimize drift if you will be some time given the distance to travel.

In coastal waters the coastguard should be informed to avoid alerting a major search.

If dinghy holed, attach a long line and buoy so as to assist in finding and recovering the dinghy later.

Windsurfer Rescue

Specific problems with windsurfer rescue are: A windsurfer, which has capsized with the sailor in the water, is difficult to see in a rough sea.

Windsurfers practicing or waiting to waterstart may be fine one minute and cold the next.

There are two main types of sail. The beginner type, simple to de-rig and the more complicated sail the fully battened. This needs care and understanding to de-rig. If unfamiliar with the gear get the sailor to de-rig. Practice removing rig from board and how to de-rig the sail itself.

Approach: Light Winds

Quickest approach is to arrive at the masthead with the safety boat heading in the same direction as the board. The rig can be pulled across the safety boat and the sailor brought aboard.

Approach: Strong Winds

Approach from downwind or with care across the wind. Again both bows should be in the same direction. In both cases cut the engine. The approach to a windsurfer stranded on a lee shore will depend upon the conditions.

Consider de-rig and tow off if conditions are rough.

Recovery of Personnel

If cold sit them on the floors and if necessary admit first aid then take ashore. Remember to mark the board with a fender to indicate a rescue has been made.

Recovery without Derigging

Bring the head of the sail across the safety boat until the board comes alongside. Boom can be either inside or outside the boat, mast must be to the front. Ensure the rig is clear of the driver.

Remember to raise or remove the daggerboard before leaving.

Stowing the Rig

To derig a board sail firstly release the downhaul then remove the battens, then release the outhaul from the boom. Swing the boom up the mast and roll the sail either up to the mast or around it.

If towing the board ensure sufficient line is paid out to prevent the board running into the safety boat when stopping.

Try to encourage windsurfers to fix a towing point to the front of their board to make it easier to establish a tow.

Remember sailor aboard first, the deal with the rig and finally the board.

Equipment Checklist

Bow anchor, chain and warp
Spare anchors, chain and warp
Fenders and warps
Auxiliary engine
Oars or paddles
Boarding ladder
Fire extinguisher
Engine tool kit
Spare propeller
Spare fuel and funnel
Compass and charts
Bucket, bailers
Bilge pump
Hand pump
Bellows
Towlines – preferably 2 * 20m
Heaving line
Buoys/fenders for dinghy recovery
First aid kit
Resuscitation kit
Large survival or polythene bag
Blankets
Dry clothing
Hot drink in an insulated flask
Distress flares – daylight smoke and pinpoint red
VHF radio telephone
Axe or bolt croppers
Bosuns bag containing spare shackles etc.
Knife
Binoculars

Maintenance Programmes

One person in a club should be nominated to be responsible for the maintenance of the rescue boats.

They should prepare maintenance programmes, checklists and the running of a defect book.

Consider the following points:

- Where fuel is stored and mixed
- When are tanks refilled
- What equipment is carried

- Where and how is emergency equipment stored
- How are fuel lines left after use
- Whether engines are run after use to empty carburetors
- Whether engines are washed down with fresh water
- How boats/engines are secured against theft

First Aid

Skills needed will probably be:
Resuscitation/Hypothermia/Control of bleeding

Resuscitation- ABC

Hypothermia – symptoms are:

- Complaining of cold
- Pale skin
- Skin abnormally cold to touch
- Uncontrollable shivering replaced by lack of muscle coordination
- Slurred speech
- Comprehension dulled
- Irrational behavior
- Pulse and respiration slow
- Unconsciousness

If shivering then time is on your side. If stopped the immediate assistance ashore is needed.

Reduce heat loss further by placing in survival bag or use sails etc. Place in bottom of the boat to protect from wind.

In mild cases give warm drink not hot... and warm slowly.. Never fast...

Control of bleeding- Exert direct pressure, raise to reduce blood loss.

Apply sterile dressing ASAP. Monitor pulse and respiration. Seek assistance.

Shock- Casualty will look pale and breathing will be shallow. Give warmth, reassurance and fresh air.

Burns- Do not pull away stuck clothing. Cool the burn immediately in cold water for several minutes. If you cover the burn use gauze or clean non fluffy material. Remove rings before it swells.

Blows to the Head- A boom hit could cause concussion. Treat the casualty for shock; look for open wound, cover them using a triangular bandage to hold the dressing in place and get them to hospital.

Radio Telephony

VHF International Maritime Mobile band.

Allocated 156 – 174 MHz six specific purposes. Distress, safety and calling, inter-ship, public correspondence, port operation, ship movement and yacht safety.

Channel M or M2 – used by mariners and yacht clubs. Used to control safety boats or a committee boat, but may be used for public correspondence.

Channel 16 – International Distress safety and calling channel. All ships with fixed VHF are to monitor this frequency..

Channel 6 – Primary inter ship channel, other inter ship channels are 8, 72 and 77.

Channel 67 – Used in the UK for communication between small craft and HM Coastguard for the exchange of safety information.

Most small craft VHF radiotelephones have a power output of 1 and 25 Watts. The lower should be used for normal communication and the 25 watt only when transmitting and emergency message.