



Colorado Sail & Yacht Club

Safety Recommendations and Guidelines

Emergency Numbers – Where are you in the park?

Situation On the Water:

- Colorado State Patrol – **303-239-4501** (Golden Troop Office Dispatch)
(Alternate number *CSP or *277)
 - Name, State your location, boat, and description of emergency.
 - Operator may ask you to stay on line until help arrives.
- Chatfield State Park – **303-791-7275** (Water or Land)
 - The park rangers/office attempt to monitor **Marine VHF Ch 16**. You may get a response from the rangers **IF** they are on the water. If you call the State Park office number, and you get a human, your request may be forwarded to Rangers on the water **IF** they are available. Otherwise, you may be directed to CSP. Rangers will come out on the water, but it may take time.

Situation On the Land:

- Douglas County Sheriff – **303-660-7505**
- Jefferson County Sheriff – **303-277-0211**
- 911 – Police, Fire, Medical (911 may contact CSP if situation is on the water)

Safety - On the Water Events

- The first rule of safety for all sailing – The skipper of his / her boat is responsible for:
 - Go / No-Go decisions
 - Now you're' out on the lake: Stay out or get off the water.
 - Conduct of crew while on the boat.

State Park Safety Requirements

- Approved PFDs for each person aboard
 - Children under the age of 13 must wear an approved life jacket while onboard a vessel that is on the water.
- Approved throwable PFD. (All boats over 16')
- Effective whistle or horn.
- Fire extinguisher (requirement varies by boat).
- Valid boat registration.
- See complete list: <http://cpw.state.co.us/documents/Boating/SafetyEquipment.pdf>

Check Your PFD

Annual check of your PFD (aka Life Jacket) – Minimal

- Inflate it with tube – check for leakage
- Try it on!
- Check straps and fabric for wear

MOB/COB – Man/Crew Overboard

- Know at least 3 variations for performing a rescue
- Practice with your crew
- Realize the skipper/helm has only **seconds** to analyze a situation & decide on a plan
- Review your boat equipment – what needs to be relocated/updated/replaced/added
- First Aid Kits – Have you checked this season?

Cold Water Danger - Why is cold water shock dangerous?

Water below 59°/15°C is defined as cold water and can seriously affect your breathing and movement, so the risk is very significant this time of year.

How does it happen and what are the cold water shock symptoms?

Cold water shock causes the blood vessels in the skin to close, which increases the resistance of blood flow. **Heart rate** is also **increased**. As a result the heart has to work harder and your **blood pressure goes up**. Cold water shock can therefore cause **heart attacks**, even in the relatively young and healthy. The sudden cooling of the skin by cold water also causes an **involuntary gasp for breath**. **Breathing rates** can change **uncontrollably**, sometimes increasing as much as tenfold. All these responses contribute to a feeling of **panic**, **increasing** the **chance of inhaling water directly into the lungs**. This can all happen very quickly: it only takes half a pint of sea water to enter the lungs for a fully grown man to start drowning. You could die if you don't get medical care immediately.

How to deal with cold water shock and minimize the risk

If you enter the water unexpectedly:

- **Take a minute.** The initial effects of cold water pass in less than a minute so don't try to swim straight away.
- **Relax and float** on your back to catch your breath. Try to get hold of something that will help you float.
- **Keep calm** then call for help or swim for safety if you're able.

If you're planning on enjoying the water:

- **Check conditions** - including water temperature – try LakeMonster.com
- **Wear a wetsuit** of appropriate thickness for the amount of time you plan to spend in the water and the type of activity you're doing, if entering.
- **Wear a flotation device.** It greatly increases your chances of making it through the initial shock.

Treat water with respect, not everyone may be saved.

Race Safety Before Start

- Race Committee, Race Director, & Safety Officer (or designees) will decide whether the RC will leave the docks:
 - Based on what is best for RC and racing in general.
 - Each skipper decides whether his/her boat leaves dock.
- Current and imminent weather will be considered.
 - Presence, distance, and movement of any lightning.
 - Wind speed; Precipitation and cloud appearance.
 - Air and Water temperature.
 - Weather forecast, thunderstorm tracking, radar, and lightening (Try: WeatherBug, NOAA, iWindsurf, Windy, SailFlow, Predict Wind, Weather Underground, TV Channel apps, etc.)

VHF Radios

- CSYC *strongly recommends* each boat have an operable VHF radio at all times.
- SIs **require** radios during races.
- Race committee may give instructions about courses, starts, etc. over CH68
- Boats without radios won't get redress for missed communications.

Radio Check-In

- For series races only; not for Regattas – check SIs.
- Boats may check in with RC by radio by sail number and number of crew on board.
- Intended to reduce congestion around RC boat.
 - Especially as early-starting fleets near their start sequence and later-starting fleets still checking in; or weather related (calm) conditions.
- RC will also attempt to announce courses over radio, for same reason.
- Flags and course board on RC boat are still the official notifications.

Proper Check-In

- After RC boat raises “L” flag with one sound.
- Sail past RC’s stern on Starboard tack within hailing distance.
- Tell RC your Sail Number, Boat Name & Skipper Name (if no boat number) & number of souls aboard.
- After RC responds, CLEAR THE AREA!

Race Safety After Start

- If time allows, there may be additional starts
 - Stay clear of start/finish line until your sequence begins; failure may be penalty or DSQ
- If the weather changes and becomes threatening or is suddenly unsafe, RC, Race Director, and Safety Officer (VC) will confer on abandonment:
 - If abandoning, RC will fly “N” flag over “A” flag with three sounds, & call on CH 68.
 - If you are in distress – please notify any nearby boat as a PAN PAN (in serious trouble but not an immediate danger, but one that could escalate) or a MAY DAY (immediate danger of loss of life or vessel.)
Identify: **Who** you are – by boat; **What** is the emergency or situation; **Where** you are; **What** kind of **assistance** do you need; **Number** of persons on board and injuries, if any; **Description** of the boat – size, type, color, sails up/down, etc. Help us find you.
 - If leaving the race, look for your fleet members, **help anyone in distress**, return to docks ASAP, meet at CYSY bulletin board at near marina office for head count and/or check in with RC that you’ve returned.

The Racing Rules of Sailing

- RRS 1.1 “A boat or competitor shall give all possible help to any person or vessel in danger.”
A boat may be subject to DSQ if in a position to assist, failed to do so. See Also Rules: 22, 41, 42.3(g), and 47.
 - If you retire from the race to assist a boat in distress, radio the RC of your actions so they may monitor the situation and account for all boats and crew. Also, the radio call will inform others of your intention so they may support if needed or to otherwise stay clear. Please provide an update when possible so others who may be standing by may leave and so RC can account for the boats. Request redress from the RC.
- RRS 1.2 Life-Saving Equipment & Personal Flotation Devices.
- CYSY recommends that the crew of each racing boat become familiar with the RRS as violations of the RRS can create collision hazards prior to and during a race.
- *CYSY recommends that all sailors wear PFDs at all times.*

Other On-The-Water Safety

- Keep a **sharp lookout** at all times – Awareness of your Environment.
 - Power boaters don't always know right-of-way rules.
 - Chatfield has lots of fishing, tubing and wake boats and smaller “boaty things” - belly boats.
 - Kayakers, Self-propelled wakeboards & SUPs, near swim beach & Roxborough Cove.
- For night races, or races extending into dusk, all boats should comply with lighting rules and regulations.

Safety for Dinghy Races

- Safety decisions before & after the start will be more conservative for any dinghy races.
- Dinghies can't return to shore as easily as keelboats, without auxiliary power.
- Dinghies are more likely to capsize and sailors more likely to enter the water, in rough weather.
- ***CYSC recommends that all sailors wear PFDs at all times.***

Safety for Raft-Ups

- The largest boat anchors the raft-up.
- Smaller boats tie up alongside larger boats.
- Same number of boats on both sides of anchor.
- Watch out that rigging doesn't collide – consider alternating directions.
- Use lots of well-placed fenders.

Authority

- Bylaws of Colorado Sail & Yacht Club - Article 4.10 Powers and Duties (Club Officers)
- The Vice Commodore shall provide safety recommendations for all club activities.
- All information in this document is general in nature and not intended to be inclusive of all safety information. Preparation, preplanning, and safety remain the duty of each skipper.

Club Activities - On the Water

- Races
 - Series races (Spring, Summer, Fall)
 - Organized practice races – selected Monday Nights
- Regattas
 - Special races (Fagawi Race, Pursuit Race)
 - Fall Regatta – Oct 12-13 Governors Cup
 - Dinghy races
- Raft-ups
- Cruising Events - “Come Sail With Us” and similar organized sailing events