



## **BEER LUGGERS CLUB**

### **Luggers Safety Code**

- 1. Introduction
- 2. General Safety Guidance (Onshore & Offshore)
- 3. Race Management
- 4. Training
- 5. Local Guidance

BLC Document Reference : BLC LSC

<b>Date of Amendment</b>	<b>Version Ref</b>	<b>Document Control - Details of Amendment</b>	<b>Review By</b>
Nov 2019	1.	New Document	NH & ND



## Luggers Safety Code

### 1.0 Introduction

Quoting from the BLC **Safety Policy**: - *The Beer Luggers Club provides a base from which its members can participate in the Club's objective of facilitating the sport and art of lugger racing.*

*Within this framework the Club has a duty of care to its members to provide activities that are organised and managed in a safe manner whilst allowing members to enjoy their chosen activity without undue legislation. Equally the Club expects its members to pursue their activities in a responsible, safe and seamanlike way.'*

The BLC Safety Policy provides direction for raising safety awareness in a structured manner whereby activities are first risk assessed and the potential hazards identified. The dangers are then evaluated with risk reduction measures and controls implemented.

The **Lugger Safety Code** falls into the final part of the process by providing guidance and procedures for each discrete area of Lugger Racing as identified during the **Risk Assessment** (RA) process :-

#### RA 01 Onshore Activities

- Preparation for launching
- Launch & Retrieval of Luggers
- Winch Operations

#### RA 02 Offshore Activities

- Launch & Retrieval of Luggers
- Safety of vessels
- Race Management
- Local conditions

The Members are encouraged to view the Risk Assessments and assist with any comments to aid the regular review of these documents.

The following Safety Guidance Notes are aimed to provide reference for both individual members and those involved with organising Club events. The BLC welcomes constructive comments in order to continually improve the Club's safety awareness.



## 2.0 General Safety Guidance

In conducting the RA process a number of common safety themes have been identified and apply to both onshore and offshore activities to ensure safe working practices.

### 2.1 Onshore

Listed below and in no particular order are items identified where control measures are deemed appropriate :-

- BLC leases its boat stowage area from EDDC – *beach space*. This area is open to public access and therefore Club members have a duty of care to both the public and fellow members.
- Before setting out assess the sea conditions, ultimately it is the Skippers decision whether to sail or not, this with special regard to sea state / swell breaking on the beach and tidal state.
- In rigging and preparing boats for racing skippers and crew should be mindful of the dangers in raising / lowering masts and hoisting / lowering sails to avoid injuries from spars falling / sails / sheets flogging. Clear instructions to ensure all persons are clear of the area will assist in minimising the risk.
- Correct manual handling techniques need to be adopted when heaving boats into position ready for launching. Also ensuring that the beach is clear of persons to the waters edge in case of loss of control of the boat.
- Ensure all crew are clear of the stern when running up the engine prior to launching, with the engine out of gear.
- When finally launching – ensure the beach is clear of persons and that the immediate sea area is clear of other craft and swimmers.

### Winch Operations

- The Lugger winch is to be inspected annually in accordance with insurance requirements to ensure it is maintained in a safe and reliable condition.
- The winch wire is to be of the correct Safe Working Load and certificated, including the hook/shackle.
- The winch wire is to be inspected annually, and checked monthly during the season to ensure no damage has occurred.
- Winch Operators are to be trained in the operation of the winch. This includes maintaining clear communication with those on the foreshore.
- Ensure the Winch Wire warning notice is displayed when in operation.



- Make sure timbers and triggers are stowed away to prevent trips & falls and handled using correct manual handling procedures.
- It is the responsibility of individual owners to ensure that the strop used in recovering a lugger is of the appropriate strength and maintained in good condition.

## 2.2 Offshore

Listed below and in no particular order are items identified where control measures are deemed appropriate :-

- Seaworthiness of craft and vessels – The Club expects its members to maintain their craft in a seaworthy condition appropriate to its intended use. To ensure craft comply with this basic criterion the Club has provided authorisation to the **Beach Master** the right to refuse any craft from entering BLC events or use of beach space if considered unsafe. This also extends to neglected craft. In any event all craft must be insured to the current BLC requirements, as stated in Para 9. of the BLC Racing Rules.
- Appropriate Safety equipment – It is the responsibility of all members to ensure they have the correct safety equipment aboard appropriate to the crafts intended use. It is mandatory for all entrants in Club organised events to wear buoyancy aids / lifejackets.
- Safety equipment beyond the basics of buoyancy aids and lifejackets shall be determined by such standards as recommended by the RYA. Sufficient safety equipment should be carried on board appropriate for the intended use / passage and number of persons on board.

As minimum the following equipment shall be carried by all boats:-

1. Anchor & warp
  2. Painter
  3. Knife
  4. Personal buoyancy
  5. 2 oars
  6. 2 rowlocks
  7. Hand bilge pump
  8. Bucket
  9. Ship to Shore handheld VHF
  10. Compass
  11. Buoyancy fitted to boat
  12. Engine in good working order, with fuel
  13. First Aid kit
- Personal protective clothing, consideration should be given to the prevailing conditions to ensure that the appropriate clothing or protection is provided for both extremes of heat and cold.
  - It is the responsibility of members to comply with any regulations or legal requirements and to observe local byelaws as directed by the local authorities



- Ultimately having considered the foregoing topics it remains the sole responsibility of the individual skipper whether he or she puts to sea or participates in any club organised event. Having an understanding of local conditions is essential in making that decision, also realising one's own limitations and capability.
- Good race management, clear instructions & communications between craft and shore side management – Officer Of the Day (OOD) and or Race Officer.

***In short, good seamanship and common sense are fundamental to remaining safe.***

### 3. Race Management

- In addition to the General Considerations listed in Section 2, the Club provides a number of safety measures in organising Lugger sailing in the bay. All such events organised by the Club require a fully equipped and adequately manned support boat in attendance.
- Each event / race is run by an Officer Of the Day who will coordinate the resources as appropriate. The OOD has full powers to postpone or abandon an event if conditions are deemed unsuitable or the safety of entrants is endangered. In the event of a capsize, the race will be abandoned – all remaining luggers to standby with sails lowered and render assistance as required.
- Considerations for running a race or event shall cover the following :-
  - Assessment of current weather forecast
  - Sea state and swell
  - Sea conditions on the beach – whether safe to launch and or retrieve
  - Sufficient resources available for beach party
  - Support boat in attendance, fully equipped and ready in all respects
  - Qualified / experienced support boat crews available
  - Suitability and capability of entrants, ie, conditions may not be appropriate for less experienced sailors who would be challenged by prevailing conditions
  - Set courses that do not conflict with other activities
  - Have contact facilities available should additional support be required such as the emergency services (mobile phone & Club VHF base station)
- Prior to an event the OOD will provide a briefing highlighting the above aspects.

### 4. Training

- The Club fully advocates the RYA ethos to educate and not legislate. It actively encourages members to improve their knowledge of seamanship, navigational skills, safety communication and rules of the road. RYA approved courses are provided locally by various establishments.



- The Club provides informal training for its Officers Of the Day (OOD) and for its Race Officers (RO). The training provides guidance for onshore coordination and offshore organisation / monitoring of races and events, ensuring they are run safely.
- The Club's facilities are maintained to a high standard with a process of continual upgrading.
- The Club offers informal winch operation guidance to its members.

## 5. Local Guidance

*In providing these notes the Beer Luggers Club cannot be held liable in any way or form where circumstances have changed from those described :-*

- **Sea State** – As discussed, the sea state and swell breaking on the beach are fundamental factors in determining whether to sail or not. Beach conditions should be assessed in conjunction with the state of the tide, especially on a falling tide where the sea state may deteriorate with reduced depth.
- **Tidal Streams** - Local High Water is 4 hours 55 minutes before HW Dover. For ease of reference **Local High Water is + 5 minutes on HW Exmouth Dock** predictions.
- The tidal streams along the adjacent coastline are rectilinear and generally weak, attaining 1.5 knots during springs and one knot during neaps. The east going stream starts approximately three hours before Local HW and continues until three hours after, at which time it eases and turns to the west until three hours before Local HW. The tidal streams in the bay are modified by Beer Head :-
  - During the east going tidal stream a back eddy exists to the east of Beer Head (and into Beer Roads) where the stream sets south. In fresh south / south westerlies this can set up steep seas in *wind over tide* conditions.
  - Similarly, during the west going tidal stream *wind over tide* conditions are set up to the south of Beer Head.
- **Wind** – Wind direction has a direct effect on conditions within the designated sailing area. Typically, offshore breezes from the West through North West to North create unstable conditions in both wind strength and direction; producing gusts from the local hills. Care under such conditions is required to avoid being taken aback.
- **Local dangers** – To the east of the cove care is required from half tide to avoid the ledge running out from *Kings Isle* locally known as the *Robin*. The shallows at low water extend some 50 metres south-westwards. Similarly, to the west, *Big Ledge* extends eastwards from under the cliff to the west of the beach.



- **Safe Speed** - Observe local swimming areas and speed limits – in any event all craft should manoeuvre at a safe speed.

BLC April 2019.