



# Dun Laoghaire Motor Yacht Club

## Frostbite Safety Plan 2025-26

### RIB Crew

This version of the Safety Plan is intended for the volunteer crew on the rigid inflatable boats (RIBs) that we use for safety and mark laying. It considers safety-related incidents that may occur during racing and the appropriate response. It also describes the equipment that should be on each RIB.

### Communication

On the water, we will communicate on VHF Ch. 68, using marine VHF radio protocol.

You should tell the Race Officer about any safety-related incident on the water. For a serious incident, the Race Officer may need to call on outside help, possibly including the Coastguard.

Any communication with the media will be handled by the Commodore of the DMYC. You should not provide any information on social media or to journalists – refer them to the Commodore.

### Contacts

Name	Role	Phone	Other
Derek Gill	DMYC Commodore	086 384 5717	commodore@dmyc.ie
Páraig Bonnie	DMYC Boathouse	086 827 0303	VHF Ch. 37
Cormac Bradley	Race Officer (most days)	086 837 7891	killowen1958@gmail.com
Brian Mulkeen	Committee Boat	087 233 6197	mulkeenbrian@gmail.com

### Incident Plans

#### Basic Principles

The priority is always the safety of people. If necessary, a boat can be abandoned and a race can be abandoned or postponed so that RIBs can rescue people.

Do not leave the race area without permission from the Race Officer.

#### Capsized Boat

The nearest RIB should proceed to the capsized boat, watching for the sailors in the water. If you can see the sailor(s) and they are working to right the boat, just stand by in case they need help.

If the sailor(s) cannot right the boat, you may help to right the boat if you are not needed by another boat. If necessary, take the sailors onto the RIB and abandon the boat. Tell the Race Officer. Tie some "Crew Safe" tape to the boat, so everybody else knows that it does not need attention.

If you cannot see the sailor(s), they may be trapped under the boat. You should approach very carefully, using a paddle if necessary. Find the sailors and use a knife to cut ropes or sails – whatever you need to do to get the people free. Tell the Race Officer.

Be very careful of sailors in the water near the propellor of the RIB. Keep the engine in neutral. Switch it off completely when you are pulling sailors into the RIB or doing anything else where the engine might be knocked into gear accidentally.

## Many Capsized Boats

Each RIB should go to the nearest capsized boat. If the sailor(s) are safe and working to right the boat, go to the next nearest boat.

If the sailors need help, then help them, but don't delay. The priority is to get the boat upright and the crew back on board. If that is not possible, or would take too long, take the crew onto the RIB and abandon the boat (with "Crew Safe" tape attached). Then you can help the next boat.

If you need more help, tell the Race Officer – another RIB might be available.

If the RIB becomes crowded, you can transfer rescued sailors onto the committee boat. The Race Officer may call the DMYC launch (or another boat) to the race area, to take rescued sailors from RIBs. It might be possible to attach capsized boats to the launch (or other boats), instead of abandoning them, but that should not be a priority.

In a more serious situation, the Race Officer should alert the Coastguard. Any race in progress would probably be abandoned, so the committee boat could move and help with rescue.

## Injured Crew

If you become aware of an injury to a sailor (or to any RIB crew), tell the Race Officer. For a serious injury, likely to need hospital treatment, the Race Officer may contact the Coastguard for help.

For a minor injury, basic First Aid kits are available on the RIBs. You may be able to solve the problem on the water.

If the injured sailor needs or wants to go ashore, and is still capable of sailing, then the boat should go ashore – usually to the club or slip where the boat was launched. Tell the Race Officer – you may be asked to escort the boat ashore.

If the injured person cannot sail, you should assess the situation, talk to the Race Officer, and decide whether it is better to tow the boat ashore with the injured person on board or to bring the injured person ashore on the RIB.

If an ambulance is needed, the Race Officer should arrange this and may also need to inform the Coastguard. The best place to meet the ambulance may be at the nearest yacht club, not necessarily the place where the boat was launched. If the Coastguard is involved, they will probably decide on the meeting point.

## Boats Becalmed

If the wind disappears during racing, and is unlikely to return, the race will probably be abandoned. In such weather conditions, racing would be in the harbour, so boats should be able to paddle back to their launching point. The Race Officer may allow RIBs to tow boats at least part of the way.

## Boat Disabled

This may happen when something breaks and cannot be fixed on the water, leaving the boat unable to sail. If there is no injury, you could tow the damaged boat to the committee boat or to an idle mooring. Tell the Race Officer. If conditions are good, the Race Officer might allow you to tow the damaged boat ashore.

Towing a boat to DMYC or to the Coal Harbour could take a long time, so the Race Officer might arrange for the DMYC launch to take over the tow near the marina entrance, so that the RIB could return to the race area.

## Unexpected Fog

The Race Officer will abandon any race in progress. Each boat should sail to the nearest racing mark or to the committee boat, assuming at least one of those is still visible. The Race Officer will organise the RIBs to collect the boats at each location and escort them to shore. You may need to use your compass – it is very easy to become disorientated in fog.

## Harbour Traffic

The Race Committee should be aware of any large vessels arriving or departing, but fishing boats or yachts may enter the harbour during racing. If you see a possible problem, tell the Race Officer.

If the vessel will pass through the racing fleet, the nearest RIB should try to get between the vessel and the approaching dinghies, and alert any dinghies that appear to be heading into danger. Commercial traffic has right of way in the harbour, so dinghies must alter course to keep clear.

## RIBs

The RIBs will be used to lay and recover racing marks as well as providing safety cover for the competing boats.

## RIB Crew

Each RIB should have two crew. At least one of the crew will have a Level 2 Powerboat Certificate. At least one of the crew will have a VHF radio licence (Short Range Certificate).

## Basic RIB Equipment

A kill cord, in use by the driver. This should NOT be attached to the engine key while you are using it – it should be attached directly to you.

One tank of petrol (25 L), ideally secured in the RIB. If racing outside the harbour, each RIB should carry a second fuel tank. If racing inside the harbour, there should be a spare fuel tank on at least one RIB or on the committee boat.

A handheld marine VHF radio, fully charged on going afloat. If your radio fails, go to the committee boat – there should be a spare radio there.

A paddle and a boat hook – these may be combined or separate, and should be stored in a safe place, ideally secured to the RIB. The paddle is useful to move the RIB without using the engine, either because of engine failure or for safety reasons, with sailors in the water nearby. The boathook is useful for recovering marks. Either can help to reach sailors in the water and pull them to the RIB.

A bailer, attached to the RIB. You may need to use this to get water out of the RIB. If you detach it, for some reason, please re-attach it afterwards.

A compass, either built in or hand-held. This is useful when laying marks, and for finding your way home in fog. Remember that many electronic devices have magnets that will affect the compass...

## Safety Equipment

An anchor with suitable warp, to hold the RIB in place if the engine fails. The end of the anchor warp should be secured to the RIB.

A towing line, long enough to be wrapped around the mast of a dinghy that you are towing astern. Ideally, this should be floating rope, so it is less likely to foul the propellor (but you still need to be very careful when you have rope in the water). The towing line should be attached to a bridle, aft of the engine, so the towed boat does not make it harder to steer the RIB.

The towing line is separate from the RIB mooring warps. It should be coiled and hung up somewhere safe unless you need to tow.

There should be a waterproof bag, containing the equipment that you hope not to need! This is stored in the console in the red RIBs, and under the seat in the grey RIBs. It contains:

- A knife, suitable for cutting rope (for example, to free a trapped sailor).
- A basic first aid kit.
- Red and white striped plastic tape to indicate "Crew Safe" when a boat is being abandoned. You can tear this by hand – just tie a short length onto some convenient part of the boat.
- A roll of electrical insulating tape – useful for temporary repairs or securing a wound dressing, for example.
- A spare kill cord for use if the driver falls overboard.