



Latest revision 17th August 2015

1. Introduction

- 1.1 The safety of Sailing in Dublin (hereafter, the “club”) members takes precedence over all other considerations at all times, in all club activities.
- 1.2 While club members must take all possible care to protect club equipment from damage, the safety of members must take priority in all decisions.
- 1.3 All members agree to abide by the articles of the club’s Safety Policy.

2. Definitions

2.1 Captain and Vice-captain

2.1.1 “Captain” and “Vice-captain” are club ranks, conferred on and held by members of the club at the sole discretion of the club committee.

2.1.2 No qualification, previous experience, club tenure or previous club role or rank confers entitlement to the rank of captain or vice-captain.

2.2 Sailing Session

2.2.1 A sailing session refers to any dinghy daysail, keelboat daysail, race, delivery trip or cruise leg undertaken with club vessels.

3. Conduct of sailing sessions

3.1 Responsibility of captains

3.1.1 Every sailing session must have a single designated captain, hereafter referred to as the session captain.

3.1.2 All delivery trips, offshore races and cruise legs must have a

designated vice-captain.

3.1.3 The session captain makes the decision whether to leave the shore, at his or her sole discretion, giving consideration to:

- The ability and wellbeing of the crew
- The condition of the equipment
- The weather and tidal conditions

3.1.4 Having made the decision to sail, the session captain assumes responsibility for the safety of the crew and equipment and the reporting of any incidents that occur during the session.

3.1.5 For keelboat sailing sessions, the session captain assumes the role of vessel skipper.

3.1.6 For dinghy sailing sessions, the session captain may variously assume the roles of helm or crew on either safety boat or any sailing dinghy, provided he or she is at all times satisfied that all vessels can be safely handled.

3.1.7 The session captain remains the primary decision maker during the entirety of the sailing session, except in the event where he or she is unable to perform his or her duties due to incapacitation, whereupon the vice-captain assumes the role of captain.

3.2 Responsibility of members

3.2.1 Club members on a sailing session are expected to give their full support to the session captain in the safe operation of the vessel(s) and follow any reasonable commands promptly and efficiently.

3.2.2 Members must avoid any action that could endanger themselves or other members.

3.2.3 It is the responsibility of all members to draw attention to any decision, behaviour or equipment they believe to be likely to pose a danger to any member.

4 Incident Reporting

4.1 For the purposes of reporting, an incident is defined as:

- A man overboard (MOB) occurrence
- Any event resulting in the injury of a club member during a sailing session
- Any event causing damage to club property
- Any event causing damage to third party property
- Any collision between club vessels and third party vessels, whether made fast or underway, and whether or not any injury or damage has been sustained.
- Any other event where it is deemed the safety of club members was at risk.

- 4.2 Where an incident has occurred, the session captain must file an incident report with the club safety officer within 7 days of the incident.
- 4.3 Where a collision occurs between two dinghies taking part in a race, an incident report is only required where injury or damage has been sustained.
- 4.4 All incident reports will be reviewed periodically by the club committee and to inform policy changes.

5. Dangerous behaviour

- 5.1 Any member displaying behaviour or operating a vessel in a manner likely to endanger him/herself, any other member or club equipment should in the first instance have the behaviour drawn to his/her attention by the session captain in order to assist him/her in operating more safely.
- 5.2 A member who repeatedly demonstrates unsafe behaviour, despite having it drawn to his/her attention, should be reported to the safety officer.
- 5.3 A member provoking multiple safety reports will receive a written warning co-signed by the safety officer and commodore, describing the desired change in behaviour and the consequences of continued unsafe behaviour. Consequences are at the discretion of the club committee.