



## Safety Policy For Drascombe Gig “Flying Dutchman” – to be read in conjunction with the Risk Assessment

“Flying Dutchman” is a 25’ Gaff Rigged open sailing boat equipped with a 15 hp outboard motor. It is used by AUS to provide sailing experiences and opportunities to young people with disabilities or disadvantage, mostly on the Caledonian Canal and Loch Ness. It is also sometimes used on sheltered sea lochs in good weather ( MCA Category C).

The Gig is equipped with a first aid kit, flares, a fire extinguisher, life buoy and throw line. A hand held VHF radio is carried by the instructor.

### Conditions of Use

The Gig can only be sailed by a qualified Keelboat Instructor or Dinghy Instructor with keelboat endorsement as a minimum, with a valid First Aid certificate, and approved by the Directors. Sailing is restricted to winds at or below Force 4. The sails should be reefed appropriately for conditions. A safety boat must be in attendance when sailing with young people under 18.

Care should especially be taken with the following:

Ensure participants do not trap limbs between boat and jetties or pontoons.

When hoisting the mainsail be careful of the Gaff, flogging mainsheet and the block on the tack of the sail which can hit a crewmember who is too far aft. Ensure there is no twist in the main halyard at the top of the mast, which can make lowering the sail difficult.

When lowering the mainsail the end of the Gaff must be ‘caught’ by a crewmember as it comes down. Never let go of the halyard as there is nothing to prevent the gaff falling to the deck if this happens.

Note that the centre plate is extremely heavy. Never allow it to drop under its own weight, it must be lowered carefully using the rope.

The mainsheet should not be cleated in winds above Force 3.

The Gig is equipped with up to 8 oars. Rowing must be closely supervised. Rowlocks should not be left fixed in position when not rowing.

The Gig has foam buoyancy in the bow compartment and air bags in the stern lockers, check that these are inflated before each trip.

In the event of a capsize the hull will invert. It is essential that a head-count is carried out immediately to ensure no one is trapped underneath. The hull can be recovered relatively easily with the assistance of the rescue boat, and then needs to be bailed out using the buckets. Crew should be evacuated to the rescue boat and treated for hypothermia if necessary.

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