

## Beach Duty Guide

The main purpose of the role is to act as a point of contact on shore. You will need to be able to use one of the hand held VHF radios which are stored on their chargers on the table near the computer terminal under the notice board in the clubhouse.

If you are not familiar with the operation of the club radios please seek assistance prior to the date of your duty.

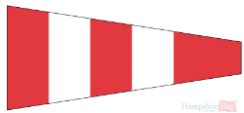



Club boats normally communicate on channel 37 and you will invariably find that when you switch the radio on, it will already be tuned to this channel. (Note: on some radios Channel 37 is referred to as M1)

The call signs for the different club boats are as follows:

	Call Sign
1. Committee Boat	<i>PJ</i>
2. Large Humber RIB	<i>Humber RIB</i>
3. Smaller RIB	<i>Lyme RIB</i>
4. Lyme Regis Sea School RIB	<i>Rescue 1</i>

### **Before the race:**

- It is normally good practice to carry out a radio check with the RIB and Committee boat soon after they leave the harbour, i.e. preferably before they start laying the course.
- Make a note of the sail numbers and class of boats leaving the harbour and intending to race.
- If possible, check that all sailors have signed on prior to leaving the harbour. The signing-on sheets are located on the table in the club house lobby and there is a duplicate page that you can take and refer to during the race (leave one copy so that any late entrants can still sign on).
- Notify the OOD of any boats that are proposing to sail but not race.
- If possible try to avoid calling the Committee Boat or RIBS whilst they are laying the course or, if it looks like the start sequence has started.
- Assisting single-handed sailors with their trolleys as they go afloat is always appreciated
- Fly flag signals on the club flagstaff with the appropriate sound signals if requested by the OOD, e.g.

Letter Code Signal		Sound Signal i.e. number of blasts on the horn	Meaning
AP		2 blasts when raised 1 blast when lowered	Races not started are postponed
H		None	Competitors to be held ashore (e.g. on very windy days)
N over A		3 blasts	All races are abandoned. No more racing today.
			

*The flags and gas horn are kept in the race office.*

***During and after the race:***

- Keep a listening watch on Channel 37
- Record all club boats returning to the harbour. In order to make it easier to identify any boats that have not returned, all launching trolleys from 2013 onwards should have an identification tag showing the helm's surname and the boat's class and sail number.
- If Sunday racing is cancelled or if just the Sunday afternoon race is cancelled you should telephone the person doing teas as soon as possible. Contact details can be found on the Tea Duty List or the weekly duty list attached to the notice board, or in the Red Book on the table in front of the notice board or by logging on to DutyMan on the club computer.
- Assisting single-handed sailors with their trolleys as they come ashore is always appreciated

***In case of emergency:***

- Be aware of other members who have not gone sailing and who might be available to assist and advise in the event of an emergency. You may be asked to arrange for another RIB to be launched if a number of boats have capsized and the main patrol boat is overstretched.
- In the event of a boat returning with an injured person, make the Harbourmaster aware and, if appropriate, telephone 999 to call an ambulance.
- In an Emergency seek advice from other club members and/or the Harbourmaster, if available. If appropriate telephone 999 and ask for the Coastguard rather than trying to contact the RNLI via the Lifeboat Station.
- The Coastguard centre for this sea area is Portland.