

DUBLIN BAY 21 FOOTER CLASS ASSOCIATION SAFETY STATEMENT

1. INTRODUCTION

- (a) The Dublin Bay 21 Footer Class Association, the Registered Company that owns the restored fleet of 7 Dublin Bay 21 Footers, has by agreement with its sister association, "Sailors of Dublin Bay Twentyones", made the restored fleet available for recreational sailing in the vicinity of **Dublin** Bay. The Company undertakes to provide and maintain, as far as is reasonably practicable, safe and healthy conditions for all persons while engaged in sailing on Dublin Bay 21 Footers.
- (b) The Dublin Bay 21 Footers, designed in 1902, differ significantly from modern sailing boats. Modern sailors may be unaware of particular dangers in sailing these traditional gaffs rigged boats. A Dublin Bay 21 Footer of 3.6 tons, carries
a lot of way which can be surprising even to the experienced sailor. This can lead to problems when maneuvering under sail in restricted areas or in crowded moorings.
- (c) In the event of inclement weather or other unacceptable risk, the decision to reef, postpone or cancel, rests with the Company Directors or, if no director is available, with an other person delegated by them with this responsibility

2. DANGER OF DROWNING - PRECAUTIONS

Statutory legislation applying to recreational craft in Irish waters, requires all persons to wear a personal floatation device (PFD) or lifejacket while on board other than when the craft is made fast to the shore. A "personal floatation device" (PFD) covers all forms of buoyancy aids which when correctly worn and used in water, will provide the wearer with buoyancy and increase the likelihood of survival.

The Agreement with "Sailors of Dublin Bay Twentyones" requires all members

to wear lifejackets and appropriate footwear and weatherproof clothing while on board a Dublin Bay 21-Footer or any craft ferrying members to or from a moored 21-Footer.

The Class Association strongly advises each person sailing on a Dublin Bay 21-Footer to wear a **proper self-inflating lifejacket** that is designed, when inflated, to prevent drowning and must be capable of returning the wearer to the surface as quickly as possible and of keeping the person afloat and permitting breathing while waiting for assistance.

Training and practical demonstrations are provided for members of "Sailors of Dublin Bay Twentyones" in dealing with man overboard emergencies, use of VHF radio etc.

3. PRINCIPAL HAZARDS ON A DUBLIN BAY 21-FOOTER

3.1 ABSENCE OF GUARDRAILS. (see drawing)

There is NO pulpit or pushpit and there are NO guardrails around the deck or handrails on cabin roof. The foredeck is narrow.

RISK There is a risk of falling overboard, especially from the foredeck or stern and suffering serious injury or drowning

PRECAUTIONS

All sailors must be ever careful when on deck, especially when boarding and disembarking and when the vessel is moored. Shrouds are safe to grip. Before using a runner as a hand grip, crew must be sure it is tightened and properly cleated. Foredeck crew should kneel when hanking on or removing jib. Some people of unsure balance may require assistance when boarding and disembarking; others may prefer to crawl on hands and knees into and out of the cockpit. When not engaged in essential tasks on deck, crew should remain in the cockpit or cabin when the vessel is sailing.

3. 2 MAIN BOOM

The main boom is heavy, of solid timber, 5.5m long (18 feet) and is low and only 1.5m (5 feet) above the cockpit floor. (see drawing)

RISK: There is a risk of being struck on the head by the boom, especially while gybing or tacking, and suffering serious injury.

PRECAUTION.

Crew are advised to remain seated or crouched during gybing and tacking. Helm must call a warning when about to tack or gybe.

3. 3. NO WINCHES

All sheets, halyards, running backstays, and mooring lines are hauled by hand.

RISK. There is a risk of back injury and/or hand injury or rope burn.

PRECAUTIONS Raising mainsail and sheeting in the sails should be done by two or three persons. Wearing gloves is recommended when handling ropes or lines.

3. 4. LOOSE OBJECTS UNDERFOOT

RISK. There is a risk of tripping, slipping or falling over loose rope ends or other objects on deck or on cockpit floor and suffering serious injury.

PRECAUTIONS. Falls and loose ends of all halyards must be stowed, uncoiled, below foredeck, led from belaying pins through grooves in aft end of hatch. Loose ends of sheets must be placed behind the cockpit footrests or in the boxes behind cockpit seats. Laminated course cards or similar slippery material must never be left underfoot.

3. 4. OPEN FOREHATCH

RISK. There is risk of falling through an open hatch or tripping on open hatch cover, especially when stowing or retrieving sails, ropes or gear.

PRECAUTIONS. Forehatch must be closed immediately after use. A second crew member should hold the hatch cover open when sails or gear are being stowed or retrieved.

3. 5. SAME COLOUR LINES AND ROPES

RISK. There is a risk of releasing the wrong line or sheet and inadvertently lowering the boom or gaff or releasing the mainsail and causing injury.

PRECAUTIONS. Halyards and topping lifts can be identified by checking where they lead to from cleats or pins or by the colour of end whipping. One topping lift must always be made up before lowering the mainsail. Sheets are made up on the three outside cleats on both port and starboard sides of the cockpit coamings - (see drawing)

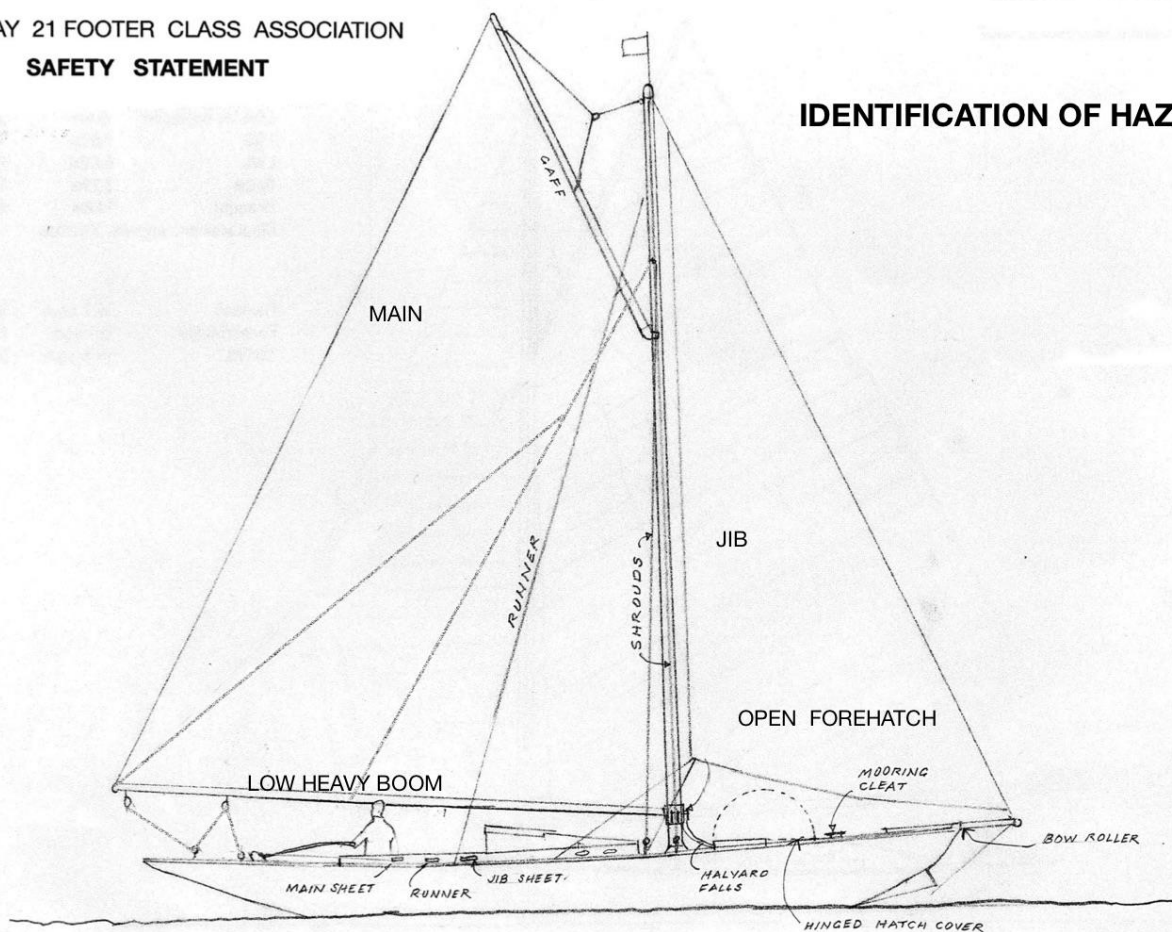
3. 6. DANGER OF COLLISION

RISK. There is a risk of error by inexperienced crew when racing in close quarters at starts, mark roundings, in port and starboard situations and when approaching or leaving moorings which can lead to collisions with potentially catastrophic consequences for vessels and crew.

PRECAUTIONS. The Agreement with "Sailors of Dublin Bay Twentyones" requires that each boat must always sail with a competent skipper and one experienced crew and carry a maximum of 6 persons on board when racing. The skipper, whether on the helm or not, is responsible for the safety of the vessel and avoidance of collisions. Crew should keep a lookout, especially if helm's view is obscured by the mainsail, and always follow the skipper's instructions

DUBLIN BAY 21 FOOTER CLASS ASSOCIATION
SAFETY STATEMENT

IDENTIFICATION OF HAZARDS



NO PUSH PIT

NO HANDRAILS ON
CABIN TOP

NO GUARDRAILS AROUND
DECK

NO PULPIT

All persons coming on board, should be aware of the dangers of going to sea and be informed of the contents of this Safety Statement, a copy of which is provided on each boat. Further information and advice and an inventory of gear and equipment on each boat is set out in **Operating Procedures** to be issued in conjunction with *Sailors of Dublin Bay Twentyones*

Issued by the *Dublin Bay 21 Footer Class Association CLG.* 23rd May 2025

Signed

Hal Sisk
Hal Sisk, Chairman