



# Entrapment Policy

## Bury Lake Young Mariners

This policy is intended to provide guidance to safety boat crews on how to prevent inversions and what action to take in the event of an entrapment. This policy is supported by regular instructor training during induction and CPD sessions and should be read in conjunction with the *Safety Boat Guidance*.

Bury Lake is not a very deep lake at just over 2m at its deepest points and dependent upon water levels. In many areas it is possible to stand up with your head above water. The lake is predominately topped up by rainfall.

Taking this into consideration the likelihood of a dinghy total inversion on the lake is very low. The risk of entrapment due to an inverted dinghy is therefore very low and entrapment is more likely to be because of being caught under a sail.

### 1 Avoiding Entrapment and Entanglement

To mitigate the risk of entrapment and entanglement:

- Participants should:
  - Be briefed on what to do in the event of a capsize
  - Participate in capsize drills at the earliest opportunity
  - Tie back hair out the way
  - Remove or tuck in loose straps on items of clothing
- Instructors should:
  - Check boats before going afloat to make sure:
    - Toe straps are secured
    - Spare lines including halyards are stowed away
    - Righting lines are fitted correctly
  - Assess whether the conditions are right for the craft chosen
  - Ensure a rescue knife is carried in the safety boat at all times
- Senior instructors should:
  - Brief instructors on the actions to take in the event of a capsize
  - Continuously assess the conditions to ensure participants are in safe conditions.
    - Enforce reefing at the earliest opportunity
    - Half water activity in the event of severe conditions or participant ability
  - Supervise and manage the water to mitigate the risk of entrapment with dynamic risk assessments

#### 1.1 Mast Head Floats

All instructors should continuously assess whether a masthead float is needed for the session they are running depending on the conditions; the final decision on mast head floats is at the discretion of the Senior Instructor. If the conditions require, a fully functioning and appropriately sized mast head float should be fitted securely to the head of the main sail when using double handed dinghies.

The use of single handers does not require the use of mast head floats.

#### **Bury Lake Young Mariners**

Rickmansworth Aquadrome, Frogmoor Lane, Hertfordshire, WD3 1NB

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### 2 Actions for Safety Boat Crew

In the event of suspected entrapment, the Senior Instructor should be informed immediately so they can offer assistance.

Safety boat crews should then take swift action to provide the participant with air through righting the boat:

1. Swift response
  - a. Reach the scene as quickly and safely as possible
2. Count heads
  - a. Assess whether all sailors are accounted for
  - b. If there are missing persons, assume they are unable to breath and may be trapped underneath the boat
3. Right the boat
  - a. This is the quickest way to supply air to the participant
  - b. Use the centreboard to quickly right the boat
4. Free the sailor from lines
  - a. Sails, sheets or shrouds should be cut if impeding rescue
5. Recover the sailors
  - a. Return them to shore as quickly as possible
  - b. Mark an abandoned boat with a buoy

The safety boat crew should avoid entering underneath an inverted boat as this poses a severe risk to life.

**Please familiarise yourself with the contents of the RYA Video on Entrapment Prevention and Recovery.**

<https://www.youtube.com/watch?v=Qo1JMpkQ78A>

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