



## Chapter 2 Sail and Motor Boats – Coastal Operation

## 2.1 Training

It is recommended that persons participating in sailboat and motorboat activities undertake appropriate training. A number of training schemes and approved courses are available and information can be obtained directly from course providers (see Appendix 9 for details of course providers).

## 2.2 Voyage Planning

All voyages, regardless of their purpose, duration or distance, require some element of voyage planning. SOLAS V (see Marine Notice No. 9 of 2003) requires that all users of recreational craft going

to sea consider the following:

- Weather forecasts (see Appendix 6)
- Tidal information
- Capability of boat and crew on board
- Planned route utilising charts and pilotage information as required.

In addition, it is important to always ensure that a designated person ashore is aware of the intended voyage, departure and return times, and to have a procedure in place to raise the alarm if the need arises. See Appendix 8 for an example of a voyage/passage planning template.



## 2.3 Pre-departure Safety Checks and Briefing

- Be aware of the current weather forecast for the area.
- Engine checks should include oil levels, coolant and fuel reserves.
- Before the commencement of any voyage, the skipper should ensure that all persons on board are briefed on the following emergency procedures:
  - The stowage and use of personal safety equipment such as PFD/lifejackets, foul weather gear, lifebuoys and fire-fighting appliances
  - A simple plan of the boat showing the locations of such safety equipment and posted in a prominent manner is a useful aid
  - The nominated first aider should be introduced
  - Location and use of navigation equipment.

In addition to the above, the skipper should provide a more intensive briefing to at least one other person who will be going on the voyage regarding the following:

- Location of liferafts and the method of launching
- Procedures for the recovery of a person from the water (see Chapter 11)
- Location and use of fire-fighting equipment

- Procedures and operation of communications equipment
- Location of navigation and other light switches
- Method of starting, stopping and controlling the main engine
- Method of navigating to a suitable place of safety.

Safety cards are an acceptable way of providing the above information.

## 2.4 Recommended safety equipment

On sailboats and motorboats less than 13.7 metres in length, the safety equipment carried should reflect the boat's function and area of operation.

For the purpose of this Code, sailboats and motorboats are classed in six categories, four of which refer to coastal waters and are covered in this Chapter. The remaining two categories are dealt with in Chapter 3.

The four categories in this Chapter cover a specific area of operation and are based on wind strength and significant wave heights. However, it should be noted that actual wave heights and wind strengths encountered by such design categories may at times be greater. Boat owners should be aware of the category that applies to their vessel, based on its intended

usage and area of operation, and ensure it is equipped with the required safety equipment. The following paragraphs provide a list and description of each of the vessel categories. Table E recommends the type and quantity of equipment that each category of craft should carry in the respective operating areas.

Appendices 4 and 6 provide information in relation to anchoring, stability and boat handling, and weather, sea states and tides respectively.

#### 2.4.1 Category A – Ocean

Boats in this category would generally be expected to be greater than 10 metres in length and –

- Undertake ocean passages,
- Be capable of sustaining seas greater than 4 metres in height

and wind force greater than Beaufort 8.

#### 2.4.2 Category B – Offshore

Boats in this category would generally be expected to be in excess of 7 metres in length and –

- Cruise around the coasts of Ireland, U.K. and NW Europe,
- Undertake offshore passages of between 50 and 500 miles,
- Be capable of sustaining seas up to 4 metres in height and wind force up to Beaufort 8.

#### 2.4.3 Category C – Inshore

Boats in this category would generally be expected to be in excess of 5 metres in length and –

- Operate within 10 miles of land, and always about four hours from a safe harbour that can be accessed at all times and under all tidal conditions,







- Be capable of operating in seas up to 2 metres in height and wind force up to Beaufort 6.

#### 2.4.4 Category D – Sheltered waters

Boats in this category would generally be expected to:

- Operate on tidal estuaries or inshore coastal waters adjacent to a safe harbour;
- Only be used during the hours of daylight, unless equipped with necessary lights to comply with Collision Regulations (see Appendix 1) or local navigation bye-laws;
- Be capable of operating in seas of up to 0.3 metres in height with occasional waves of maximum height 0.5 metres, and wind force up to Beaufort 4.

### 2.5 Safety Equipment Checklist

Table E sets out the recommended type and quantity of equipment that should be carried for each category of craft. The levels of recommended equipment should be regarded as a minimum. Owners are encouraged to equip boats to a higher standard.

Mariners should stow fire extinguishers and a hand-held VHF in the cockpit, where possible, in order that they are readily accessible in the event of an emergency and in order to avoid having to go below to retrieve them.

Sail boat and motorboat – Offshore/Coastal

- Category A Craft – Ocean
- Category B Craft – Offshore
- Category C Craft – Inshore
- Category D Craft – Sheltered waters

**Table E: Sail and Motor Boats – Coastal**

Type of Equipment	Vessel Category and Quantity of Equipment			
	A	B	C	D
<b>1. Lifesaving and personal safety equipment</b>				
1.1 A suitable PFD/lifejacket for each person on board of at least 150 Newtons (CE EN 396/I.S. EN ISO 12402-3:2006) (see Appendix 5).	✓	✓	✓	✓ (100N)
1.2 Crew safety harness/lifelines for all crew that may have to work on deck at any time.	✓	✓	✓	
1.3 Appropriate clothing.	✓	✓	✓	
1.4 An immersion suit for each crew member if operating in northern latitudes.	✓	✓		
1.5 Jack Lines capable of being rigged port and starboard and extending from the aft of the cockpit to the foredeck for use with crew lifelines.	✓	✓	✓	
1.6 Life raft of sufficient capacity to cater for all crew carried.*	✓	✓	✓*	
1.7 Emergency Liferaft Grab Bag for abandoning ship.	✓	✓	✓	
1.8 A buoyant heaving line/throw bag.	✓	✓	✓	
1.9 Horseshoe type lifebelt with light. Danbuoy with flag fitted to one lifebelt.	✓	✓	✓	
1.10 Buoyancy sling with floating line – can be fitted in lieu of one horseshoe lifebelt.	✓	✓	✓	
1.11 Boarding Ladder.	✓	✓	✓	

\*Category C craft engaged on overnight coastal passages.

2. Flares (all to be within expiry date and manufacturer's instructions to be followed – see Chapter 11)	A	B	C	D
2.1 Hand held distress flares.	(6)	(4)	(4)	(2)
2.2 Hand held white flares.	(4)	(4)		
2.3 Parachute rocket red flares.	(12)	(4)	(4)	
2.4 Orange smoke signal canisters.	(2)	(2)	(2)	(2)

3. Radios and Communications (see Appendix 2 for additional requirements for Sea Area A1, A2)	A	B	C	D
3.1 A suitable fixed Marine Band VHF radio transmitter, with DSC facility (Operators licence required from MSO).	✓	✓	✓	
3.2 Marine Band MF/HF/SSB and/or global satellite communication system.	✓			
3.3 EPIRB – type 406 – registered in the name of the vessel.	✓	✓		
3.4 Radio Transponder unit – SART.	✓			
3.5 Waterproof hand held radio.	✓	✓	✓	✓
3.6 A radio receiver AM/FM, capable of receiving shipping forecasts, and national/local weather forecasts.	✓	✓	✓	✓
3.7 Mobile Phone (in waterproof holder).	✓	✓	✓	✓
3.8 NAVTEX.	✓	✓	✓	

4. Fire Fighting	A	B	C	D
4.1 Fire blanket – CE marked.	✓	✓	✓	#
4.2 Fire extinguishers in addition to a suitable extinguisher to fight oil fires in engine spaces or fire bucket.*	(3)	(3)	(2)	
4.3 All cooker/heaters using Liquid Petroleum Gas (LPG) should be installed as outlined in Marine Notice No. 37 of 2017.	✓	✓	✓	✓

# If carrying cooking equipment

\* **Do not deploy the bucket overboard while the boat is moving.**

5. Navigation Equipment	A	B	C	D
5.1 Echo Sounder.	✓	✓	✓	
5.2 Steering Compass.	✓	✓	✓	
5.3 Hand Bearing Compass.	✓	✓	✓	
5.4 Speed Log.	✓	✓	✓	
5.5 GPS.	✓	✓	✓	
5.6 Radar Reflector.	✓	✓	✓	
5.7 Foghorn, powered or aerosol type.	✓	✓	✓	✓
5.8 Barometer.	✓	✓	✓	
5.9 Clock.	✓	✓	✓	
5.10 Binoculars.	✓	✓	✓	
5.11 Sextant and tables.	✓			
5.12 Navigation drawing instruments, parallel ruler, dividers or plotting instrument.	✓	✓		
5.13 Full set of fixed navigation lights including anchor lights.	✓	✓	✓	
5.14 Suitable up to date charts, nautical publications and tide tables for areas of cruising.	✓	✓	✓	



6. Bilge Pumping	A	B	C	D
6.1 Manual bilge pump capable of pumping from any hull watertight compartment and with all hatches closed.	(2)	(2)	✓	✓
6.2 At least one complete repair kit including spares should be carried.	✓	✓	✓	
6.3 An electric or engine driven pump can be substituted for a manual model.	✓	✓		
6.4 A bucket of capacity 8-12 litres, suitably fitted with a rope lanyard.*	✓	✓	✓	✓
6.5 Softwood tapered plugs, located adjacent to all through hull underwater fittings.	✓	✓	✓	
6.6 All through hull fittings to be fitted with isolation valves.	✓	✓	✓	

\* Do not deploy the bucket overboard while the boat is moving.

7. Anchors and Warps	A	B	C	D
7.1 Anchor with chain/warp, as appropriate for a vessels size and operating area ground holding conditions.	(2)	(2)	✓	✓
7.2 Boats should have a suitably reinforced deck cleat/Samson post on the foredeck, and means of closing over the bow roller or fairlead used when anchoring.	✓	✓	✓	✓
7.3 An adequate supply of warps and fenders. These should include suitable warps to allow the craft to be towed if necessary.	✓	✓	✓	✓

8. General Equipment	A	B	C	D
8.1 Emergency steering means, i.e. tiller for vessels fitted with wheel steering as their primary means of steering.	✓	✓	✓	✓
8.2 Waterproof torch, capable of also being used for signalling.	✓	✓	✓	✓
8.3 An appropriate tool kit and spare parts for the type of craft being used.	✓	✓	✓	✓
8.4 Suitable secondary means of engine starting including battery, hand start or suitable jump leads.	✓	✓	✓	
8.5 Suitable First Aid Kit including a First Aid Manual.	✓	✓	✓	✓
8.6 Storm sails which can be quickly rigged, or the facility to deep reef sails on yachts.	✓	✓	✓	
8.7 Emergency repair kit including sail repair kit, spare wash boards and window blanks.	✓	✓		
8.8 Emergency water supply.	✓	✓		
8.9 Bosun's Chair.	✓	✓		
8.10 Instruction manuals for vessel's essential equipment.	✓	✓	✓	
8.11 Rigid or inflatable tender.	✓	✓	✓	

## 2.6 Competitive use – Yachts

The Irish Sailing Association (ISA) is the national authority for sailboat racing in Ireland. All vessel owners/skippers participating competitively must be members of the ISA and all such racing must comply with the World Sailing Racing Rules of Sailing, the rules of the National Authority and the rules of the particular Class Association, where applicable. When a vessel sailing under these Rules meets a vessel that is not, the vessel shall comply with the International Regulations for Preventing Collisions at Sea (see Appendix 1).

For information on safety guidelines and regulations governing sailing,

please contact the Irish Sailing Association or visit their website [www.sailing.ie](http://www.sailing.ie). See Appendix 10 for contact details.

## 2.7 Dive Boat operations

### 2.7.1 Training

Dive boat operators are recommended to undertake appropriate training courses. Comhairle Fo-Thuinn (the Irish Underwater Council) recommend safety standards and a number of training courses for dive boat operators (see Appendix 9 for details of course providers).

### 2.7.2 Safety

**Dive boat operators should be competent in the following:**

- Be familiar with and experienced



in “picking up divers”, recovery of equipment procedure in the water, and relevant hand signals.

- Be aware of procedures for missing diver and missing pair of divers on the surface.
- Ability to initiate first aid and oxygen administration to an injured diver(s).

### 2.7.3 Pre-departure Checks and Briefing

**Dive boat users should observe the following additional precautions:**

- Be aware of weather forecast, tidal conditions and the bottom conditions for the dive site.
- Ensure that the diving group is briefed prior to departure.
- Contact the Irish Coast Guard with the dive plan before leaving (Traffic Route).
- Complete Dive Log Sheet for all divers (check in and out of the water).
- Wear a suitable PFD/lifejacket when travelling to and from dive site (S.I. No. 921 of 2005).
- Ensure all diving equipment is regularly tested and serviced.
- Ensure that an emergency plan is carried on board and all divers are familiar with its contents and location on board.
- Firmly secure all diving bottles and equipment prior to departure. Dedicated bottle stowage racks should be fitted to dive boats.

- Correct flag and signals must be displayed to indicate to other boat users that there are divers in the water.
- International Code of Signals Flag “A”. “I have a diver down, keep clear”.



- Dive boats should not obstruct channels or approaches to harbours.

### 2.7.4 Operation of RIBs as Dive Boats

- When underway in a RIB, occupants should wear a PFD/lifejacket in addition to a wet suit.
- Ensure the boat is suitable for the number of persons and gear carried – do not overload.
- Ensure all buoyancy tubes are at the correct pressure.
- Secure all bottles and equipment correctly.
- Coxswain to wear engine kill cord when under way.

## 2.8 National Association

Comhairle Fo-Thuinn (Irish Underwater Council) is the national association for diving and underwater sports in Ireland (see Appendix 10 for contact details).

## 2.9 Non-Commercial Pot Fishing

Commercial potting for lobster or crab requires a licence issued by the Licensing Authority for Sea Fishing Boats, Department of Agriculture, Food and the Marine, National Seafood Centre, Clonakilty, Co. Cork. Commercial potting vessels may typically shoot up to 80 pots in a single string.

Recreational boaters may also engage in non-commercial potting for lobster or crabs. Such activities are limited to a small number of pots and the catch is intended for the owner's table and not for commercial resale.

### The Non-Commercial Pot Fishing (Lobster and Crab) Regulations 2016 (S.I. No. 31 of 2016),

introduced a range of management measures for non-commercial pot fishing for crab and lobster. The measures apply from 1 February 2016 to non-licensed recreational boats fishing within the internal waters or territorial seas of the State. The new measures include:

- Introducing a closed season during the months of October, November, December, January, February, March and April;
- Limiting the catch to no more than one lobster and five crab per boat in a 24-hour period;
- Requiring all lobsters containing

a V notch and all mutilated lobsters taken by a boat to be returned alive to the sea without delay;

- A limit of no more than six pots per boat in the sea at any one time, and
- Prohibiting storing in the sea a crab or lobster that has a nicked or banded claw.

Operators of boats engaged in non-commercial potting should be aware of a number of associated dangers including:

- Adverse effects on a vessel's handling or stability characteristics due to incorrect stowage of potting equipment or retro-fitting or poor installation of non-design items such as hydraulic pot haulers;
- Risk of becoming trapped in potting lines when shooting;
- Snagging of propellers due to potting lines;
- Increased risk of falling overboard when hauling/shooting pots;
- Dangers of capsizing a boat when attempting to recover a pot snagged on the ocean floor.

Non-commercial potting activities should never be undertaken by a single boatman. Suitable PFDs should always be worn. Somebody ashore should be aware of where the boat is intending to operate and when it is expected to return.

Boats engaged in non-commercial potting should have a suitable means of re-boarding in the event of a crew member falling overboard. Attention is also drawn to Marine Notice No. 26 of 2016 and the annexed Good Practice Guide to Pot Marker Buoys.

## 2.10 Sea Angling Boats

Coastal sea angling varies from an individual fishing close inshore for mackerel to major international fishing competitions involving larger boats fishing up to 20 miles offshore for species such as blue shark, in often difficult or uncomfortable conditions.

While commercial angling boats are required to hold a passenger boat licence issued by the Department of Transport, Tourism and Sport and as such are regulated, there are a number of items that any angler going to sea or fishing from a boat should consider:

- Check the boat is fit for purpose. Ensure pre-departure checks are undertaken and a pre-departure safety briefing is given by the Master;
- Always wear a PFD when moving around the open deck;
- Recognise the dangers of moving about on the deck of a moving boat and always use suitable hand holds and the rails provided;



- Be aware of the dangers associated with fishing, particularly handling hooks, traces, gaffs and gutting operations;
- Be aware of the appropriate medical action to take in the event of an incident with the above. A suitable medical kit should always be carried on board;
- Dress appropriately for the day. Make sure warm clothes and oilskins are available;
- Be aware of the dangers of sunburn and use suitable sunblock on exposed skin;
- Be aware of the risks of sea sickness. Take precautions if prone and avoid alcohol.