

Thames Sailing Barge Trust

● Crosstrees ● The Downs ● Maldon ● Essex ● CM9 5HR ●

SAILING BARGE SAFETY POLICY

Thames sailing barges are different from modern yachts so even experienced yachtsmen will find unexpected features and will not be familiar with the gear. As the picture below shows even the names of the sails may not be familiar to you.

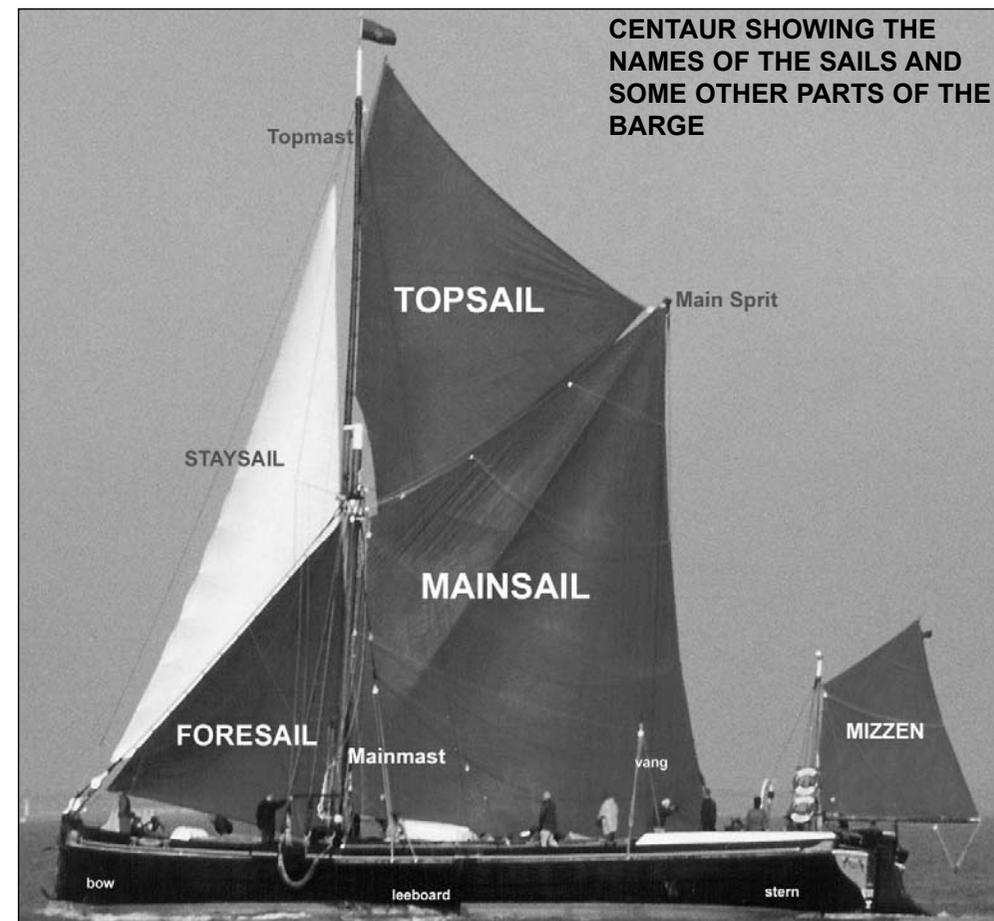
Sailing is a safe and enjoyable recreation but it is important to remember that accidents can happen. In any form of sailing its essential to take simple safety precautions. The purpose of this leaflet is to explain

something about the layout of a barge and set out our safety rules which we ask you to apply during your sailing trip to ensure that you have a safe trip. We have an excellent safety record and our volunteer crews will be happy to teach you more about our craft and how they are handled.

We hope you will enjoy sailing on our barges

Thames Sailing Barge Trust.

CENTAUR SHOWING THE NAMES OF THE SAILS AND SOME OTHER PARTS OF THE BARGE



TSBT Sailing and Charters Limited SAFETY POLICY

1. General

Thames sailing barges are traditional vessels designed in the 19th century with heavy gear and equipment some of which has a potential to cause injury.

Care must be taken in the following areas:

Winches and windlass. The anchor chain is heavy and no member of the crew other than the Skipper, Mate or third hand or other experienced crew under supervision or training should handle the anchor chain to drop the anchor. The windlass, lee-board winches and mainbrail winch should only be operated under supervision. When operated as instructed risk of injury is minimal but no one with any history of back pain or heart problems or other medical condition should operate them. All winches have unguarded gears, cogs and pawls so care must be taken to avoid clothes becoming tangled with them or risk of falling or otherwise getting hands or fingers in contact with the winch when it is operating. Do not sit or stand on the windlass or the anchor chain or winches.

Main and fore horses. Do not sit on these or stand in a position where the sail may slide across the horse and strike you while the vessel is sailing. Never sit or stand on or around the main horse when the mainsail is set. Move quickly but carefully forward and aft when passing over the fore and main horse.

Stairs and keelson. Always walk backwards down the stairs holding on to the hand rail. Down below the keelson - a large girder - runs through the barge.

When walking from one side of the saloon or galley to the other you must step over it. **Other tripping hazards.** Try to become familiar with the layout of the barge and be careful not to trip or catch your clothing in the gear. There are also items of gear that are greased or oily and can dirty your clothing. Always look where you are going and where you are putting your feet.

2. Falling overboard.

Passengers must protect themselves from the danger of falling overboard by taking reasonable care at all time to move slowly along the deck, not to run or trip and always to hold on where possible and to avoid bumping in to other people or being knocked over by the ships gear. When the barge is sailing you should always walk along the windward deck.

All passengers are advised to wear a life jacket at all times when on deck while the vessel is underway and MUST do so when using the barge boat.

We expect passengers to be able to swim to a standard where they can swim in water deeper than their height and be able to tread water.

Non-swimmers, poor swimmers, children and young persons MUST wear a life jacket at all time on deck while the vessel is underway.

The adult responsible for a child or young person must ensure that they have a working properly fitting 150N lifejacket that they bring with them UNLESS they fit a standard ADULT 150N Lifejacket (ie weigh

40kg or over). Adults who do not fit a standard adult lifejacket should bring their own. Children of 7 years old or less must be harnessed to an adult on deck when underway.

Lifelines and stanchions are fitted to reduce the risk of anyone falling over the side but we cannot eliminate risk altogether.

THE BEST PROTECTION AGAINST FALLING OVERBOARD IS THE CARE TAKEN BY INDIVIDUALS NOT TO DO SO.

If either barge takes part in a barge match they will normally do so without lifelines fitted because it is not considered safe to sail a barge in match conditions with the them fitted because they impede the operation of the gear in racing conditions. Passengers on matches must take extra care to avoid falling overboard.

3. Emergencies.

Both barges are equipped with life jackets for all crew and passengers to use in emergency situations or when the barge is underway. You will be shown where they are located and there are instructions on how to use them in every cabin. If in doubt ask the Mate. The life jackets fit like a horseshoe collar shape around your neck fastened on your waist with a buckle and with crutch straps which pass under your legs and buckle on to the bottom of the waist strap. Each is equipped with a whistle and a light. The jackets are self inflating so that if you fall in the water they will automatically trigger a gas canister to inflate the collar. If for any reason the jacket does not inflate you can pull an alternative manual cord to inflate it.

Each barge carries a self inflating 16 man life raft together with distress flares and life buoys with lights and a dan buoy. There are hand pumps together with a petrol driven salvage pump with firehose attachment. The barges have fire extinguishers located as marked through out. All skylights lift off facilitating escape from each cabin. Emergency exits are signed. Each barge has a first aid kit.

4. Gas safety

Gas cylinders are stored on deck. No smoking is permitted in the vicinity of gas cylinders. Smoking down below is not permitted. Gas stoves must be turned off after operation. Passengers must be vigilant for gas flames blowing out. Never leave a kettle or pot boiling unsupervised. Hot kettles or dishes must be handled carefully taking account of the movement of the ship. Gas detectors and smoke alarms are fitted. Paraffin powered Tilley lamps are used at night to light the saloon when at anchor and must be handled with care and under supervision

5. Night safety

Passengers should not go on deck at night alone.

6. Toilets

Both barges have sea toilets. Male passengers must not urinate over the side of the barge and should use the facilities provided below.

7. Barge boat.

The boats have buoyancy fitted but all passengers MUST wear a life jacket at all

times while using the boat. Do not stand up in the boat except when getting in or out of it. Do not smoke in the boat because it carries petrol.

8. Alcohol or drug consumption.

It is dangerous to consume excessive amounts of alcohol when you are sailing on any boat. While use of alcohol is allowed no one should consume excessive amounts of alcohol such as to make them unsteady on their feet and unable to take reasonable care for their own and other's safety. In hot weather passengers should avoid using alcohol to quench their thirst because this can lead to getting unexpectedly drunk and having accidents. Similarly in rough conditions consumption of alcohol can cause seasickness. Use of non prescribed, illegal 'recreational' drugs of any sort is dangerous while sailing because it can effect your perception of danger.

9. Medical conditions and medication.

In the interests of safety we need to be aware if any passenger has a medical condition that could cause them to collapse (eg a heart complaint or diabetes or epilepsy or certain allergies) or is taking medication as this may effect how the crew have to deal with a medical emergency connected with that condition. No one with any history of back pain or heart problems or other similar conditions should attempt to pull ropes or operate other gear if to do so may aggravate those conditions or cause risk of injury.

10. Food allergies.

Any passenger with a food allergy must inform us of this before they sail.

11. Contact details.

We must have a record of a person to contact in the case of an accident or emergency to every person on board.

12. Going aloft.

Only the skipper, mate or thirdhand or persons under training are allowed to climb the rigging and go aloft.

13. Swimming.

We do not allow passengers to go swimming from the barge. Swimming from a beach at your own risk by capable swimmers maybe possible during a sailing trip however.

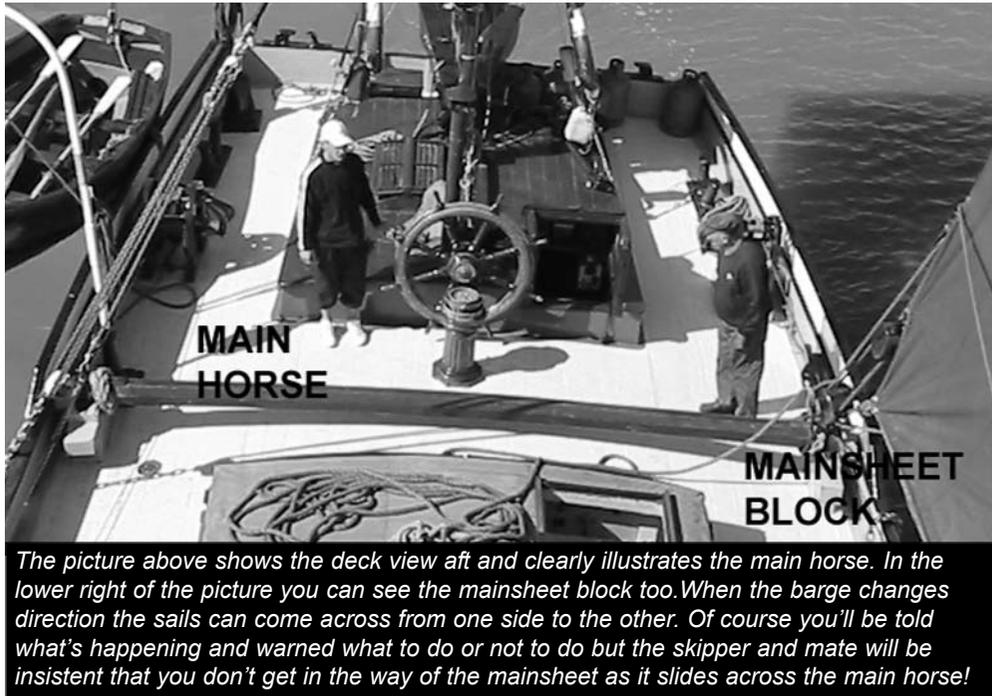
14. Going alongside.

When a barge comes into moor it may be necessary to jump ashore or on to a buoy. Passengers must not do this unless authorised by the skipper or mate.

15. General safety

Passengers should listen to what they are told and follow the orders of the Skipper or mate in all safety matters. The safety of the ship and her passengers and crew is paramount.

16. TSBT Sailing and Charters Limited Pudge and Centaur although owned by the Trust, are operated by the Trust's subsidiary company and although this safety policy is published by the Trust it applies to the operations of TSBT sailing and Charters Limited and is incorporated in the contract between that company and its passengers. **The Trust accepts no liability for the safety of sailing operations aboard Pudge and Centaur which are the sole responsibility of TSBT Sailing and Charters Limited.**



Thames sailing barges are traditional vessels designed in the 19th century with heavy gear and equipment some of which has a potential to cause injury. However sailing on a barge is not a dangerous activity as long as you apply commonsense and take reasonable care.

On every trip our barges are crewed by a qualified Thames sailing barge Master and an experienced mate. Sometimes we have a third hand or a trainee mate too. The skippers and mates have many years of experience of sailing barges. They know what its like sailing with hardened sailors or inexperienced people aboard and will want to help you learn what to do or if you just want to relax they will be happy to let you keep out of the way!

As a rule we ask that you DO NOT touch any of the equipment or ropes unless you are under the supervision of the crew or have already been shown what to do and asked to do it again.

On our barges everyone helps out down below with the food preparation, cooking and washing up. There are some basic rules about gas safety to bear in mind and you should be careful with hot kettles and pans as you would in any kitchen - just remember that this one moves sometimes!

When you are on deck you need to keep an eye on where you are treading as there are potential trip hazards such as the main horse (see above) and its equivalent at the forward end, the forehorse as well as some ropes and chains.

On deck - as on any boat - you must take care not to fall overboard. If you cannot swim you

MUST wear a lifejacket whenever you are on deck when we are underway. We advise every passenger to do so and you will be shown where the life jackets are and how they work. If you choose to wear one ask the mate or third hand to get it for you. If you have a child or young person with you who will not fit an adult life jacket they must bring their own.

Children and young persons MUST wear a life jacket at all time on deck while the vessel is underway.

We have a bargeboat used for going ashore sometimes (you can see it in the picture opposite). Lifejackets MUST be worn in boat. Sometimes it can be rigged and we go sailing in it in the right conditions.

When its breezy and the barge heels over always remember to walk on the higher side (opposite the sails) as it's safest. We fit stanchions and lifelines to reduce the risk of anyone falling over the side but if you book to sail on a barge Match remember that we remove the lifelines when we are racing as its difficult to race with them in the way of the gear.

Remember that the best way to avoid falling overboard is to be careful not to. Always try and hold on if you think you could fall. Don't run about on deck. Look around you so you don't get in the way of the sails and above all listen to what you are told!

SAFETY EQUIPMENT

As well as having qualified and experienced crews our barges comply with strict regulations about safety equipment. Each barge carries a self inflating 16 man life raft together with distress flares and life buoys with lifelines and lights and a dan buoy. Both barges are fitted with a VHF radio and a second short range hand held set. They also carry a compass, GPS, and updated charts and navigation equipment including Notices to Mariners. They have an engine driven bilge pump and Electric float operated pumps and emergency hand pumps together with a petrol driven salvage pump that also has a firehose attachment.

Although our barges are traditional sailing ships they have modern auxillary engines. With the aid of modern weather forecasts and listening to the coastguard safety broadcasts its rare to be caught out by the weather and our skippers will not set sail if the conditions are not safe.

SWIMMING

We can go to places where you can swim off the beach but we do not allow people to swim off the barge.

NIGHT-TIME

No-one should go on deck alone at night and men must use the toilets below - do not urinate over the side.

OUR SAFETY POLICY is set out in full on the backpage and is also downloadable from the website. Further instructions and safety advice will be given to you on board as required.

ABOVE all, sailing should be fun! It is not dangerous if everyone thinks about being safe and follows simple rules. It can just be a relaxing experience or a learning process to gain new skills. Most of our skippers and mates came sailing and went on to learn the skills to enable them to take you sailing now.

