

SAFETY PROTOCOL

The following is a protocol that should guide you to sail safely inside Marsaxlokk Harbour.

1. HAZARDS TO SAFE SAILING INSIDE THE HARBOUR

- 1.1 Marsaxlokk Harbour is a heavy shipping hub with the world's largest container ships entering regularly. These ships are constrained by their draft and need the assistance of multiple tugboats to berth. Appendix 1 shows areas where sailing is restricted and to be carried out, only when given clearance from VTS (vessel traffic services) on VHF 14 and supervised by support boats.
 - a. **Shipping movements in the west quay fairway (next to club slipway).**
 - b. **Shipping leaving the basin between terminal 2 South and terminal 1 North.** The passage between Wied il buni and St George's bay may become obstructed. See Appendix 1 Turning circle 1
 - c. **Ships berthing at terminal 2 North.** The turning circle is very large and completely obstructs passage out of the port. Great care should be exercised when fleets are being towed or escorted in this area. See Appendix 1 Turning circle 2
- 1.2 **Breakers below Fort Saint Lucian.**

The seabed between the fish farms and the foot of the cliffs below Fort San Lucian tower is shallow. In a south westerly wind and swell, rolling breakers can drag a boat caught in this area onto the rocks.
- 1.3 **LNG Floating Storage Unit permanently berthed at the Delimara Power Station.**

There exists an exclusion zone around the LNG Floating Storage Unit. As shown on Appendix 1. ref Notice to mariners 5/2017.
- 1.4 **Narrow passage at the Delimara peninsula headland.**

The channel between Delimara point at the mouth of the harbour and the small island is hazardous to sail through; it is strongly advised to keep a wide berth from this small island especially in rough sea conditions.

2. BEFORE LAUNCHING AND GETTING BACK ASHORE

- 2.1 Each day, a safety briefing may be called by the safety officer at 8:00am.
- 2.2 Communication with VTS on channel 14 should be established to gain information on the expected shipping movements in the time that sailing activities are expected to be conducted. A watch should be kept thereafter on the same channel as VTS often make contact to ensure safety.
- 2.3 Care should be taken to ensure that from the moment a ship enters harbour until it is berthed and vice versa no sailing boat lies within the manoeuvring area of that ship and its tugboats.
- 2.4 A tally system using wrist bands will be implemented to ensure that all sailors are safely ashore at the end of racing.
- 2.5 Each day the coach / support persons shall inform the beach master of their number of sailors launching.

- 2.6 Each coach / support persons shall escort or tow their team out of the harbour and must verify that all their sailors are accounted before making their way back to shore. Again under escort or tow until all are safely ashore.
- 2.7 Inside the harbour sailing boats fleet shall be escorted by support boats as they sail in a straight line outside the fairway limits as indicated in appendix 1.
- 2.8 On a reach or a run boats need not be towed, but to avoid fleet dispersal whilst beating to windward, Boats should be towed to windward inside the harbour.

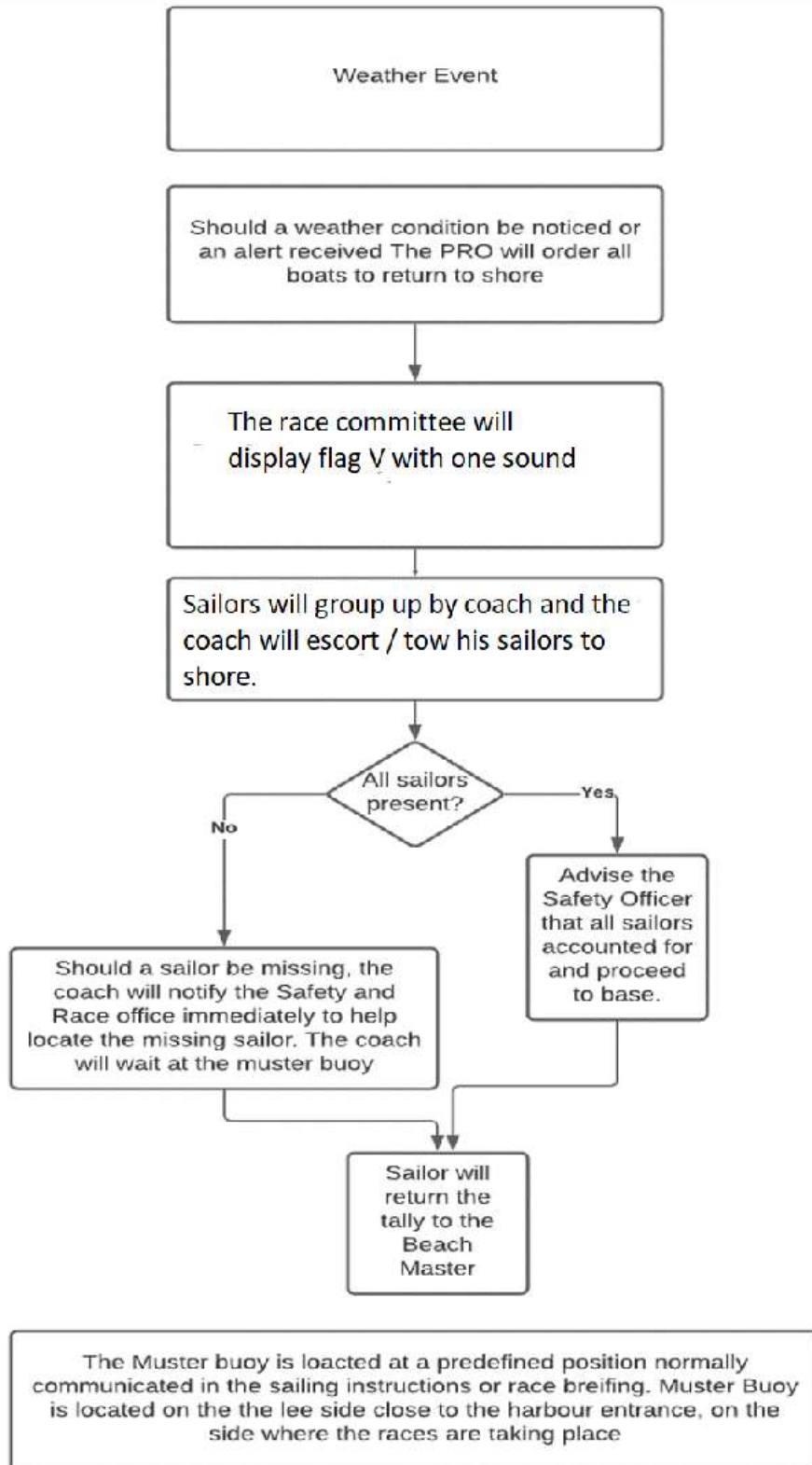
3. DURING THE RACES

- 3.1 All support boats are to keep a watch on VHF channel 72 which will also serve as a calling channel.
- 3.2 Any instructions issued by a Race Committee boat are to be followed immediately.
- 3.3 Sailors unable to continue sailing will have their boats moored at an allocated area.
- 3.4 In case of deteriorating weather conditions:
 - a. The race committee shall display International Code Flag “V” with one sound and all boats and official and support vessels shall monitor the race committee communication channel 72 for search and rescue instructions.
 - b. The weakest sailors shall be attended to first and if necessary rescued from their boat.
 - c. An abandoned boat shall be marked with a crayon X or high visibility tape tied prominently to indicate that the sailor is recovered.
 - d. The mother boat shall maintain a watch downwind of the most leeward boat in the fleet.

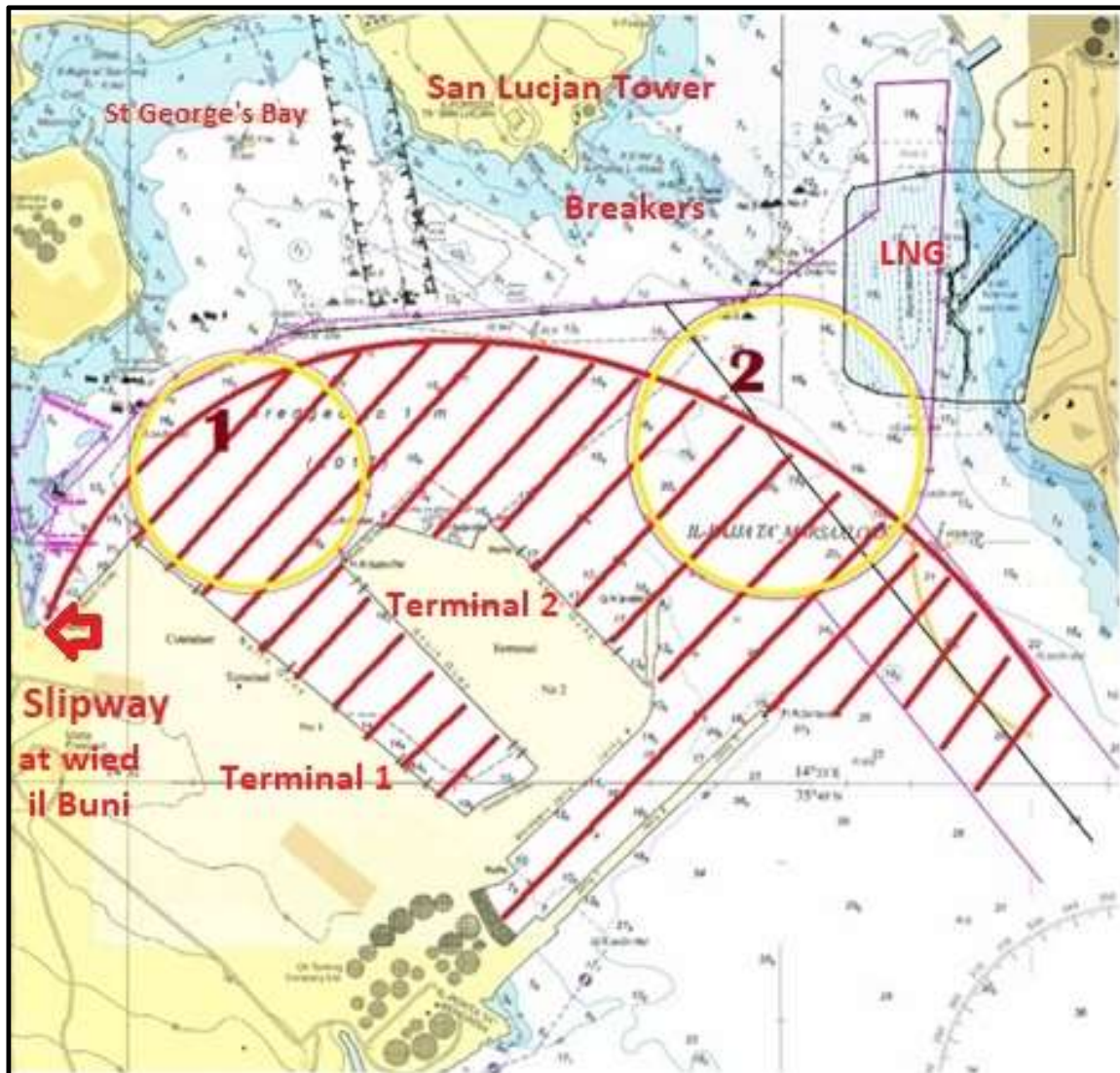
4. AFTER THE RACES

- 4.1 When a fleet that is sailing outside the harbour in Racing Area B is returning to the club, the fleet needs to cross the fairway to gain safe passage back.
- 4.2 A safety boat will be stationed on the Delimara headland side of the fairway with direct vision of activity inside the port and the fleet outside the Marsaxlokk Breakwater. This safety boat will control crossing of the fairway by establishing contact with VTS on VHF channel 14 or the Harbour Pilot on channel 9 to gain information on imminent shipping movements and clearance to cross the fairway.
- 4.3 When time is restricted due to heavy shipping traffic the fleet will be mustered just outside the breakwater and wait until given clearance to cross. Crossings will be carried out in groups as directed by the safety personnel to reduce the time that the fairway is occupied.
- 4.4 Crossing the fairway does not normally take more than 5 minutes.
- 4.5 Inside the harbour sailing boats fleet shall be escorted by support boats as they sail in a straight line outside the fairway limits as indicated in appendix 1.
- 4.6 On a reach or a run boats need not be towed, but to avoid fleet dispersal whilst beating to windward, boats should be towed to windward inside the harbour.

Standard Safety procedure to follow when International Code Flag “V” is hoisted on the Race Committee boat.



APPENDIX 1



- a. Restricted sailing zone marked in Red Lines
- b. Turning Circle of tug assisted container ships in yellow circles