

Personal watercraft

SEA SAFETY GUIDELINES

Sea Safety Working Group

Aim

To use its collective expertise and experience to create and communicate marine safety information and messages to endeavour to reduce accidents and to prevent the loss of life in UK waters.

Objectives

- To establish strong working relationships with other national and local organisations to create/promote accident prevention programmes.
- To establish cause and trends in accidents at sea.
- To develop accident prevention programmes.
- To provide a co-ordinated approach to the dissemination of safety information in response to individual enquiries.
- To measure effectiveness of prevention programmes.



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It is important to understand rules of the road and what to do if things go wrong.

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Knowledge can be the difference between life and death. So familiarise yourself with the distress signals and how and when to call for help. Know what to do if you or your passenger fall off, what procedures to follow should you capsize, and what to do if you suffer engine failure and need to be towed or rescued by the emergency services.

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We probably can't answer all your questions in this booklet, so we've included a list of people who may be able to help.

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For added protection at sea, join the safety identification scheme. It's a free service and you'll find more information at the back of this guide.



before you go

Learn to drive

The personal watercraft (PWC) – often called a jet ski or wetbike – first appeared in the 1970s. Power is provided by a waterjet engine that squirts water through a nozzle at high pressure, ensuring fantastic manoeuvrability and thrilling speed.

Many PWCs are easy for a novice to drive. Indeed, so easy that you can jump on and turn the throttle to full bore within seconds of taking off. But is that wise? A PWC in the wrong hands could be a lethal weapon.

A PWC is not a toy. No person under the age of 12 should ever drive a PWC. Never let children play with the controls. Direct supervision by an adult is strongly recommended for those aged 12–16.

People have been killed and mutilated by PWCs driven too fast or foolishly. Never let anything like that happen to you. Learn how to handle a PWC in absolute safety and make sure everyone has a great time on the water.

Join a club, it is a good way to get afloat with others who are able to show you how and where you can use your PWC safely.

Choose wisely

Be realistic about the type of PWC you want. More power does not necessarily mean better – you will get more fun from a PWC that provides good all-round performance and is easy to handle. Decide whether you want a stand-on PWC for a fast and furious solo ride, or a multiple seater for fun with family and friends.

- Get expert advice when buying. If you are buying second-hand, make sure the PWC is seaworthy and has all necessary safety equipment.
- If possible, try before you buy to select the best type for you.
- If you are hiring a PWC, check that it is comprehensively insured for anyone who takes a ride and make sure it is fully fitted out with safety equipment.



Master basic skills

Basic knowledge of control on the water, navigation, rules of the road, safety equipment and day to day maintenance is fundamental to using a PWC in complete safety.

The RYA runs a one day Personal Watercraft Course for all levels of ability. For information call the RYA on [0845 345 0326](tel:08453450326) or visit their website at www.rya.org.uk

Think twice when lending your watercraft to friends. It's your responsibility to ensure they will drive sensibly and safely.



Free safety advice from the RNLI

The RNLI provides sea safety advice in a friendly and confidential manner and can arrange to send a trained adviser to discuss safety equipment totally free of charge. The service is called SEA Check (Safety Equipment Advisory Check) and has provided practical advice to thousands of boat owners since it was introduced in 1999.

For more information, or to arrange a visit, call freefone [0800 328 0600](tel:08003280600) or register on line at www.rnli.org.uk/seasafety

Engine sense

- The engine must start every time and be ready to get you out of trouble in an emergency. Engine failure is the main cause of lifeboat calls to PWCs.
- Read the engine handbook, do what it says and keep it to hand for quick reference.
- Make sure the engine is regularly maintained. Winter is the ideal time to get the engine serviced. Ensure this is done by a reputable service agent.
- Make an engine check when you set off to ensure that everything is working.
- Carry at least 20 per cent more fuel than you expect to need. Keep an eye on fuel consumption and ensure there is more than enough to get home. If you need to refuel, make sure no one is smoking nearby and guard against spills.
- A PWC must emit a jet of water to provide steerage as well as forward power, as it does not have a rudder. If your engine packs up, you lose steerage as well as driving power.





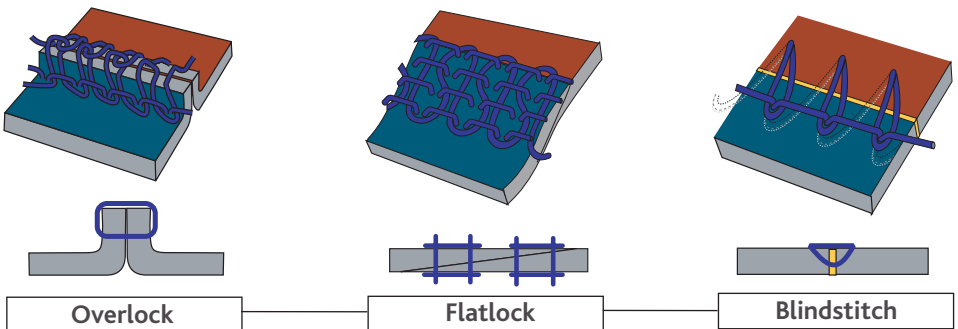
Dressed for action

Riding a PWC is a semi-immersion watersport. Even when it is baking hot on dry land, cold water and wind chill mean that if you get wet you soon become cold. The answer is to always wear a wetsuit or drysuit, ensuring the best protection against the dangers of hypothermia.

Always wear bright coloured clothing for better visibility in the water if you become separated from your PWC.

Wetsuits are wet

- The principle behind a wetsuit is that the neoprene traps a thin layer of water that warms to the temperature of your body. A close-fitting wetsuit that doesn't let water flush through will make a big difference to your warmth and comfort.
- Wetsuits should be a near perfect fit. Baggy areas won't do the job. A tight fit means neoprene must stretch in the right places to provide freedom of movement. When trying on a wetsuit, bend and stretch to ensure it is both tight and you can move.
- You may need a 5mm neoprene body and legs with flexible 3mm arms for the coldest conditions. If you're still cold, a neoprene vest will increase the wetsuit's efficiency.
- A good fit at the neck, wrists and ankles will help prevent cold water getting in. The zip needs a water barrier such as two overlapping neoprene flaps.
- The 'Convertible' is a full-length suit with removable single lined neoprene sleeves that can be peeled off to create a short sleeve suit for warmer days.
- Wetsuits are primarily designed for use 'in water'. To provide protection from wind chill a wind proof outer garment should be worn, at least over the upper body.



Overlock

Not watertight – for summer use only. This simple stitching method is used in the cheapest wetsuits.

Flatlock

Not watertight – for summer use only. Wetsuits with flatlock seams are more comfortable than overlock seams as the seams lie flat against the skin rather than pressing into it.

Blindstitch

Watertight – for use all year round. The stitching doesn't actually penetrate the whole way through the neoprene and the seam is glued and sometimes taped too. Suits with blindstitching are sometimes called 'steamers'. This is the top choice for extended cold water sessions on a PWC.

Drysuits are dry

A drysuit made from waterproof material with rubber neck, wrists and ankles will keep all the water out. Drysuits are highly effective for colder seasons when worn with appropriate mid and base layers, but are expensive and may become uncomfortably hot in warmer weather. Breathable fabrics provide the best performance and will ensure you stay dry underneath.

- The seals of a drysuit are vulnerable to misuse. If a seal fails, the suit could fill with water and place you in a potentially dangerous situation. Always check that seals are in good condition before putting on a drysuit. Take care when pushing through feet, head and hands and beware of a watch or jewellery snagging. Dusting with talcum powder makes it easier to slip through the seals. If the suit has fitted rubber socks, never stand in them without wearing boots for protection.
- Make sure the drysuit zip is fully closed.
- All excess air must be expelled from the drysuit before you go on the water.

You also need...

- Neoprene shoes or boots will provide maximum grip on the PWC and protect your feet from injury when launching or coming ashore. Zip-up boots with high ankles are essential for keeping warm in winter or spring.
- A neoprene hood can make a big difference to heat loss on a cold day. A safety helmet will be almost as warm, with the added benefit of head protection in an accident.
- Marine gloves provide a firm grip on wet controls. They also help keep your hands warm and help protect against possible injury.

Here comes the sun

- Sunglasses filter out bright reflected light, making it easier to spot hazards. For full protection against spray and wind, you can wear PWC goggles which are designed to fit over prescription lenses if required.
- Make sure everyone who rides the PWC uses a high factor sun barrier on exposed skin.
- Beware of dehydration. Always carry a supply of drink. Never carry alcohol!



Safety essentials

Staying afloat

It is vital that everyone wears a buoyancy aid when riding a PWC. It must be a good fit, fasten securely and provide the correct amount of buoyancy to support the wearer's weight. Remember to fasten crotch straps. All lifejackets and buoyancy aids should be labelled with the European standard CE mark. It is best to use a specific PWC buoyancy vest as they provide some impact protection when falling off at speed.

- Lifejacket and buoyancy aid flotation is measured in Newtons – 10 Newtons (10N) is equal to 1kg of flotation.
- Specialist PWC buoyancy aids provide extra protection in a collision and have a strong point for securing the kill cord. Buoyancy aids with 50N are only for use by swimmers in sheltered waters when help is close to hand. Unlike lifejackets they are not guaranteed to turn a person from a face-down position in the water. Buoyancy aids should be clearly labelled with the weight range they are designed to support.

Kill cords save lives!

- All PWCs must be fitted with a kill cord that stops the engine every time the driver leaves the controls – whether voluntarily or involuntarily in an emergency.
- Never operate a PWC without the kill switch in place and the cord secured to your wrist or buoyancy aid.
- Always carry a spare kill cord.
- Check your kill cord works and replace if there are signs of wear.

Insurance

Your PWC should be fully insured every time you ride it and for anyone who takes the controls. In some areas proof of insurance is compulsory before you launch and will be reinforced by spot checks.

Don't ride without...

Depending on where and what you ride, the minimum safety equipment you should carry as standard is:

- A 5 metre length of 8mm line so you can tie up to a post or mooring, or get towed by another PWC or motorboat.
- A folding paddle and a small folding anchor, if there is sufficient space. These must be secured so there is no chance of causing damage or injury.
- A hand-held VHF.
- An emergency tool kit with adhesive tape, spare line, folding knife, pliers or equivalent multi-tool, spare spark plugs and dedicated tools for the engine.
- A flare pack for inshore use with orange smoke flares and red hand-held flares to indicate an emergency. A day/night flare can be attached to your buoyancy aid. All flares must be in date.
- A small fire extinguisher.
- Some means of attracting attention – a Day-Glo flag for good visibility; a whistle or canister foghorn for poor visibility; a torch with fully charged batteries for the dark.
- A first aid kit.
- Navigational aids such as waterproof chart, compass and hand-held GPS for travelling further offshore or exploring new coastal areas.



Understanding first aid

If there is an accident, basic first aid knowledge could help save a life before professional assistance arrives. Take a first aid course and keep up to date with a current first aid certificate.

Fire extinguishers

- A carbon dioxide gas extinguisher puts out fire by excluding oxygen and is safe to use on an engine. Dry powder extinguishers work in the same way and can also be used on engine fires. These, however, are more compact.
- Water puts out fires by absorbing heat quickly. There may be a lot of water around, but throwing it over burning oil or petrol may spread the fire and make things worse.
- To guarantee its effectiveness, a fire extinguisher must be checked and maintained in line with the manufacturer's recommendation. Make sure the extinguisher is secure but can be used immediately in an emergency.
- Fire requires oxygen. If there is smoke coming from the engine compartment, only open the cover enough to insert the nozzle of the fire extinguisher. Try not to breathe in fumes which may be poisonous.

Go for VHF!

A waterproof, hand-held VHF set provides the most reliable means of making immediate contact with the Coastguard and alerting other vessels if there is an emergency.

- You must know how to operate your VHF radio and hold a Ship Radio Licence. The RYA administers the Short Range Certificate (SRC), with a one day course including routine, safety, urgency and distress communications as well as radio voice procedures and techniques.
- Check the batteries on a hand-held VHF radio and always carry a set of spares. Make sure everything is working before you leave by doing a radio check with a local marina or another PWC.



Communication – use the phone?

- In an emergency dial 999 and ask for the Coastguard. The service is free – the Coastguard is always there to help.
- A mobile phone with a waterproof case may be useful on a PWC, but should not be relied on for emergency communication. It may let you down with no signal in a 'dead area' such as near cliffs, and it will not show the rescue services your position.



Drink and drugs

- Drinking alcohol and driving a PWC is totally irresponsible. Alcohol will impair your judgement and ability to maintain control of a potentially lethal machine.
- The use of recreational drugs is equally dangerous and irresponsible.
- Beware of the side effects of medication that may impair your judgement and reduce control.



The Voluntary Safety Identification Scheme (CG66)

The Voluntary Safety Identification Scheme (CG66), administered by the Maritime and Coastguard Agency (MCA), provides vital information in an emergency. If the Coastguard has details of your PWC on their database then they have the information they need to mount a search and rescue operation should you get into difficulty. The details are accessible to all Coastguard Co-ordination Centres throughout the UK.

To join the scheme visit www.mcga.gov.uk or obtain a form from any Coastguard Co-ordination Centre.



Weather check

Always check the weather forecast before you set off. Be prepared to change your plans or cancel the trip if the forecast is unfavourable. Services of particular relevance might include:

- Met Office online – www.metoffice.gov.uk
- Marine mobile services via SMS or WAP – details online
- Marinecall National Inshore forecasts
Audio – 09014 737460
- Teletext

Tide check

Check the times of high and low water and assess how it will affect a day out with your PWC. For a comprehensive tidal prediction service, visit www.ukho.gov.uk for the *EasyTide* link.

- In some places high water can create a shorebreak which may become difficult or even dangerous due to waves breaking on the beach. Low water may mean you have to drag the trailer across a wide expanse of sand. If it's mud or shingle, you will probably have to wait for the tide to come back before it's possible to launch or retrieve your PWC.
- An ebbing tide may create dangerous areas of shallow water on which you could run aground. Take extra care if the tide is on the way out when you head for home.
- If the wind is blowing in the same direction as the tide, sea conditions will generally be smooth. If the wind is blowing against the tide, it may heap up waves and make conditions much more challenging. Be prepared for different conditions if the tide changes before you get home.
- Beware of strong tidal currents around headlands which can create very rough water.

Check before you ride

- Check the PWC for external damage.
- Check that the bung is in place.
- Check battery level and charge if required.
- Check that all controls move freely and are not corroded.
- Check that you have sufficient fuel and oil. Carry a container of spare fuel.
- Check where you plan to launch. PWCs are prohibited in some areas and there may be by-laws or restrictions.
- Check there is access to the slipway or launch area at all states of the tide. For information on slipways visit www.boatlaunch.co.uk

Trailer safety

- Check trailer board lights and make sure the PWC is securely strapped to its cradle.
- Check tyres for wear and pressure and always carry a spare wheel.
- Check and grease bearings if you're in the habit of immersing the trailer.
- Remember the maximum speed limit is 60mph on motorways and dual carriageways and 50mph on single carriageways.
- Do not launch immediately on arrival as the bearings will be hot and immersion in cold water will result in damage. Wait until the bearings have cooled down.



At the launch site

- Park your vehicle and trailer with consideration for other people. Do not block emergency access.
- Check noticeboards for local information and by-laws relating to PWCs.
- Ask the local Coastguard, harbour official, lifeguards or lifeboat crew for advice.
- Watch other people launch and assess the effects of wind and tide before rushing into the water.
- Check that bungs are in and seats and hatches are correctly sealed.
- Use a torch to check that there isn't anything stuck inside the impeller chamber.
- Apply noise baffles if available.
- Use buoyed channels and designated zones.
- Observe local speed limits.

Launching

- Test starting and stopping the engine using both main switch and kill cord. If possible do this check when the PWC is on its trailer in the water to avoid making a lot of noise on dry land. Check the engine compartment for fuel leaks.
- Do not rev up in shallow water. The impeller could spray sand and shingle over people on the shore as well as doing serious damage to your waterjet mechanism.



on the water

Rules of the road



The 'skippers' of all craft on the water, from supertankers to rowing boats, must abide by the 'Rules of the road' to prevent collisions. A complete guide to the *International Regulations for the Prevention of Collisions at Sea* is available from the RYA. Phone [0845 345 0400](tel:0845 345 0400) for more information.

Collisions can kill

A collision with another PWC, a boat or a swimmer can happen in split seconds – time enough to kill or cause serious injury.

- Make it your responsibility to avoid a collision. Other water users, including people riding PWCs, may not know about the 'Rules of the road'.
- Don't just look ahead. Keep looking from side to side and check behind when slowing or making a turn. Do not rely on mirrors.
- Drive safely and within your capabilities. Keep your speed down and don't rely on the quick handling of a PWC to get you out of trouble.
- Do not play cat and mouse with other PWCs – serious collisions are common.
- Reduce your speed in poor visibility.

How to prevent collisions

- You must maintain a good lookout at all times. You must maintain 360 degree vision when riding a PWC. Most accidents are caused by collisions because riders do not look around.
- An overtaking PWC must keep clear. You will be going faster than most things on the water, so you have to keep well clear. Beware of overtaking another PWC or other vessel that may suddenly change course.
- When PWCs are approaching head-on, they should both turn to starboard (to the right) – remember that 'right is right'.
- When boats under power are crossing, the vessel with the other vessel on its starboard (right) side must give way. Give way to the right by turning right.

There is a risk of collision if the bearing of an approaching vessel remains constant. If you are heading towards another PWC or vessel and the angles do not change, you must slow down or change course.

Follow the channel

If there is a marked lane or channel, make sure you understand how to use it.

A main channel is marked by cone shaped green buoys on the right (starboard) and can shaped red buoys on the left (port).

- The colours show the way into a harbour.
Green on the right going in, green on the left coming out.
- Keep to the far right side of a channel, going in and coming out.
- Never tie your PWC to a navigation mark!

Remember = right is right!

Turn right to avoid a collision.

The boat on the right has right of way.

Keep to the right side of a channel.



You must give way

- You must give way to all boats that are sailing, including windsurfers. You must also give way to all rowing boats, canoes, pedalos and other manually propelled craft.
- Vessels of less than 20 metres should not impede vessels using a traffic separation scheme or confined to a narrow channel. PWCs are generally the smallest craft on the water, so you must give way to everything in a channel or shallow water.
- Give way to vessels fishing, vessels not under command, vessels restricted in their ability to manoeuvre or vessels constrained by their draught. PWCs must give way to all working craft and those that are unable to manoeuvre or change course. Slowing down or stopping may help avoid a collision.

Keep clear

- Keep away from swimmers. Never go near children or other people playing in the water.
- Keep away from sailing dinghies, windsurfers, canoes, rowing dinghies, inflatable tenders and other similar craft. If you have to go close, slow right down or stop to let them come by.
- Keep away when divers are down which is shown by a blue and white surface flag.
- Never go near a ship that is on the move. Do not attempt to cross its bow or cut close to its stern. Think about those enormous propellers and what could happen if you fall. Keep away from all ferries, particularly high speed catamarans. They are dangerous at close quarters!

Warning!

Look out for warning signs:

The 6 knot and 10 knot speed limits and marker buoys. These are not universal speed limits. You will need to check for local by-laws and signage.



Personal watercraft
permitted



Hazard – Personal
Watercraft



Personal watercraft
prohibited

Sound signals

Learn to understand sound signals that may be used by commercial shipping:

Sound signals with a foghorn

- altering course to starboard
- altering course to port
- going astern
- your intentions are unclear

Bad visibility

A motor vessel, including a PWC, underway in fog should give a long blast with a foghorn every two minutes.

Night lights

- Riding a PWC at night is very dangerous. You don't know what you might hit, or what might hit you.
- A small powercraft travelling in the dark or poor visibility must show green and red sidelights and a raised white light to show which way it is heading.

'Come for a ride!'

- The owner must take responsibility for the safety of anyone who takes a ride. Brief them on what you plan to do and make sure they understand how to ride safely.
- Ensure everyone has sufficient clothing to stay warm and is wearing a buoyancy aid.
- Make sure they are comfortable with your speed. Warn them if you are going to change speed or direction or are about to hit waves. Slow down in bumpy conditions or when there are waves ahead.
- Beware that back injuries are common on small, fast craft. If you drive too fast, you also risk someone falling off.

Heading offshore

- It is safest to only ride PWCs in sheltered waters with help close at hand.
- If you're planning to cover some distance or go offshore, you will need a compass, a tow rope, hand-held VHF radio and relevant charts.
- Never go alone. It's much safer to ride in a small group which will provide safety cover if things go wrong.
- Leave details of where you plan to go with a reliable person on shore. This should include your route, expected times of departure and arrival, description of the PWCs in the group and contact names. Keep your shore contact advised of changes and let them know when you get back.



Other people

PWC riders have to share the water with many other people.

- Keep looking all around. Wear prescription glasses or goggles if you need them.
- Learn and use the collision avoidance rules.
- Stick to speed limits. If your bow is lifting in a restricted area, you are probably going too fast.
- Slow right down through anchorages. Watch the effect of your wash, particularly when close to other boats.
- Keep away from sailing boats, canoes and anglers.
- Keep clear of children being taught to canoe or sail.
- Avoid all areas with swimmers. Do not approach a bathing beach under power.
- Stay away from buoys, pots and markers used by fishermen.



The environment

- Don't throw rubbish in the sea.
- Do not spill petrol or oil when refuelling.
- Avoid disturbing wildlife and keep away from preservation areas.
- Noise can travel a long way across water, especially on a hot, still day.
- Don't drive people mad – it gives PWCs a bad name!



emergency

Calling for help

If people are within sight, use the international distress signal. Slowly raise and lower your arms in two wide arcs to call for help.

Emergency radio procedures

- If you have a VHF set, it is vital that radio procedures are clear and effective in an emergency.
- If you get into trouble - call the Coastguard on VHF channel 16.

Firing flares

- Familiarise yourself with the firing instructions written on the sides.
- Always fire flares downwind so that smoke and debris is blown away and there is no danger of setting yourself or the PWC on fire.
- The RNLI Sea Safety team can provide flare demonstrations for clubs and associations. Please freefone [0800 328 0600](tel:08003280600).



If you are on land, calling for a rescue for someone else, dial 999 and ask for the Coastguard.

Easy over, easy up...

Righting a PWC after a capsize is safe and easy, so long as you stick to the rules.

- Always make sure buoyancy aids are worn correctly and are securely fitted and the kill cord is properly fastened.
- If you capsize with passengers, make sure they are close by and unharmed.
- Before righting the PWC, check the engine has stopped and look at the stern label to ensure you roll the hull in the right direction.
- Get any passengers to hold on while you roll the PWC upright.
- Keep your body weight low when climbing on board in choppy water.
- Get back on first and then help any passengers up.
- Repeated capsize is tiring. If you are caught by rough weather, trim the waterjet to lift the nose, stand up and attack the waves at a 40 degree angle.

Man overboard

If a multi-seat PWC is driven sensibly there's little chance of an accident. But if the crew is messing about, someone could fall into seriously 'deep water'.

- Falling into cold water can cause dangerous hypothermia. This can kill an unprepared person in a matter of minutes.
- The person overboard may be suffering from shock and hypothermia. Be prepared to get them ashore for immediate first aid and seek professional medical attention if required.
- On a rough day, it is easy to lose sight of a person who has fallen off. If you have someone else riding on the PWC, make sure they watch them all the time and point continuously.
- If you cannot see the person in the water or have any doubts about making a recovery, you must contact the emergency services without delay.



Engine failure

The main causes of engine failure tend to be no fuel, fuel contamination or flooding the carburetors. These are easy to put right, but you must look after your own safety in the meantime.

- A PWC without engine power may drift rapidly with the wind and tide. If you are being blown out to sea, try to anchor or grab a mooring. If necessary, use that paddle!
- Beware of opening the engine cover to effect repairs while on the water. A breaking wave could fill your machine with water. It is better to get it to a beach before opening the cover.
- If you are stuck on the water with engine failure in deteriorating weather or with approaching nightfall, no time should be lost in calling the emergency services.
- Stay with your PWC. It will be easier for a lifeboat or helicopter to spot the PWC and you together than just someone in the water. Attempting to swim to shore is usually a very dangerous option.



Getting a tow

If you need to be towed due to engine failure:

- Have a plan for securing the tow rope to your PWC.
- Do not use a fitting that is not strong enough for the job.
- Avoid knots that cannot be released under load.
- If a lifeboat approaches, the coxswain will inform you of her/his intentions. Follow their instructions – they are the expert.
- If you accept a tow from a commercial or private vessel, it is wise to check if any fee is expected. There is no 'salvage' fee when you are towed by a lifeboat, but a voluntary contribution to the RNLI is always very welcome!
- Keep the tow speed slow to avoid the risk of water being forced into the engine compartment. Close off the water intakes if possible.
- Remember, if you have no power, you cannot steer the PWC.



Helicopter rescue

- Use an orange smoke or red hand-held flare as a signal to the helicopter if needed, but never fire flares when the helicopter is close by.
- Beware that the helicopter down-draught can be very strong.
- Follow the instructions from the helicopter crew – they are the experts.
- If they need to winch you, allow the winch wire to earth in the water before grabbing it, otherwise you will receive an electric shock. Ensure it does not snag on anything and never secure it to the PWC.



REMEMBER!

The emergency services are there to help, but would rather do so before you get into trouble!

Useful contacts



RNLI

Royal National Lifeboat Institution
West Quay Road, Poole, Dorset BH15 1HZ
Telephone: 0845 122 6999
Email: seasafety@rnli.org.uk www.rnli.org.uk



BMF

British Marine Federation
Marine House, Thorpe Lea Rd, Egham, Surrey TW20 8BF
Telephone: 01784 473377
Email: info@britishmarine.co.uk www.britishmarine.co.uk



MCA

Maritime and Coastguard Agency
Spring Place, 105 Commercial Road, Southampton SO15 1EG
Telephone: 023 8032 9100
Email: micmca@mcga.gov.uk www.mcga.gov.uk



The EPIRB Registry

MCA Southern Region (Falmouth)
Pendennis Point, Castle Drive, Falmouth,
Cornwall TR11 4WZ
Telephone: 01326 211569 **Fax:** 01326 319264



RYA

Royal Yachting Association
RYA House, Ensign Way, Hamble, Southampton SO31 4YA
Telephone: 0845 345 0400
Email: admin@rya.org.uk www.rya.org.uk

The Radio Licensing Centre

Customer Management, PO Box 1495, Bristol BS99 3QS
Telephone: 0870 243 4433



RLSS (UK)

The Royal Lifesaving Society UK

River House, High Street, Broom, Warwickshire B50 4HN
Telephone: 01789 773994
email: lifesavers@rlss.org.uk



Personal Watercraft Partnership

PO Box 1906, Salisbury, SP5 2ZL
Telephone: 01725 513775
Email: chris@pwpuk.org www.pwpuk.org

Coastguard Maritime Rescue Centres

MRCC Aberdeen

4th Floor Marine House, Blaikies Quay, Aberdeen AB11 5PB
Tel: 01224 592334
MMSI No: 002320004

MRSC Belfast

Bregenz House, Quay Street, Bangor, Co Down BT20 5ED
Tel: 028 9146 3933
MMSI No: 002320021

MRCC Clyde

Navy Buildings, Eldon Street, Greenock, Inverclyde PA16 7QY
Tel: 01475 729988
MMSI No: 002320022

MRSC Forth

Fifeness, Crail, Fife KY10 3XN
Tel: 01333 450666
MMSI No: 002320005

MRSC Shetland

The Knab, Knab Road, Lerwick, Shetland ZE1 0AX
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Tel: 01262 672317
MMSI No: 002320007

MRSC Thames

East Terrace, Walton-on-Naze, Essex CO14 8PY
Tel: 01255 675518
MMSI No: 002320009

MRCC Yarmouth

4th Floor, Havenbridge House, Great Yarmouth, Norfolk NR30 1HZ
Tel: 01493 851338
MMSI No: 002320008

MRSC Brixham

Kings Quay, Brixham, Devon TQ5 9TW
Tel: 01803 882704
MMSI No: 002320013

MRSC Dover

Langdon Battery, Swingate, Dover CT15 5NA
Tel: 01304 210008
MMSI No: 002320010

MRCC Falmouth

Pendennis Point, Castle Drive, Falmouth, Cornwall TR11 4WZ
Tel: 01326 317575
MMSI No: 002320014

MRSC Portland

Custom House Quay, Weymouth, Dorset DT4 8BE
Tel: 01305 760439
MMSI No: 002320012

MRSC Solent

44A Marine Parade West, Lee-on-Solent, Hants PO13 9NR
Tel: 023 9255 2100
MMSI No: 002320011

MRSC Holyhead

Prince of Wales Road, Holyhead, Anglesey, LL65 1ET
Tel: 01407 762051
MMSI No: 002320018

MRSC Liverpool

Hall Road West, Crosby, Liverpool, Merseyside, L23 8SY
Tel: 0151 931 3341
MMSI No: 002320019

MRSC Milford Haven

Gorsewood Drive, Hakin, Milford Haven, Pembrokeshire SA73 3HB
Tel: 01646 690909
MMSI No: 002320017

MRSC Swansea

Tutt Head, Mumbles, Swansea SA3 4EX
Tel: 01792 366534
MMSI No: 002320016

London Coastguard

Thames Barrier Navigation Centre, Unit 28, 34 Bowater Road, Woolwich, London SE18 5TF
Tel: 0208 312 7380

Above all – don't forget – the Coastguard is there to help. The service is free. Isn't your safety, your family's or friends' worth thinking about? Talk to the Coastguard.

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Kite surfing

Beach safety

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0800 328 0600

or visit:

www.rnli.org.uk/seasafety

