

Hythe Sailing Club Protocols For Safety Boat Drivers

Who Is Eligible To Drive Safety Boat & Your Qualifications

- Minimum age of 18 years old holding RYA Powerboat Level 2 Coastal certificate or above together with RYA Safety Boat Qualification.
- It is recommended that either the Safety Boat Driver or Crew has a valid First Aid Qualification.
- Both Safety Boat Driver & crew must be members of the Club.
- Both Safety Boat Driver & crew must be physically able to perform the tasks in the prevailing sea & weather conditions.
- If conditions are suitable and it is safe to do so, the Safety Boat Crew may drive Safety Boat in the role of “supervised driver”. The Safety Boat Driver must revert to being the driver in the event of an incident.
- Depending on the conditions it is recommended that there should be minimum of two people in each Safety Boat afloat.

Week Before Dinghy Race

- Contact Race Officer & confirm you are able to do your duty & you have crew.
- Ensure there is sufficient fuel, if not, contact Sailing Secretary.

On The Day Of Dinghy Race

- Arrive at least one hour prior to race start, discuss weather & sea conditions with Race Officer and confirm whether the race will run or is postponed.

Safety Boat & Engine Checks

- Check equipment for example, First Aid Kit, spare kill cord, safety knife, tow lines, paddles, anchor etc.
- Check there is adequate fuel and fuel tanks are secured.
- Check the oil level (if necessary top up), flush RIB & ELC engines using bin before & after use. Check engine starts and tell-tale is working. Check kill cord works.
- DO NOT RUN JAFFA ENGINE ON HOSE (water pump damage will be caused) use bin provided.
- Launch Safety Boats. Before driving off trailer, check steering is free and both reverse & forward gears work.
- After use, wash down Safety Boats and replacing boat cover on RIB.
- Keep Safety Boat moving around the course, running the engine steadily is far better than running for protracted periods on tick over. It is recommended to drift or pick-up a mooring (with a good view of the course) and switch engine off, this saves fuel.

Marks & Anchors.

- Prepare the marks & anchors. (Triangular buoys are stored partially deflated in the sail store, complete their inflation using the vacuum cleaner).
- Place the ground tackle, stored in safety boat compound, in Safety Boat prior to launching
- Pick up the buoys & clip on the ground tackle with Safety Boat from pontoon and tow them.
- Lay the marks in accordance with Race Officers course including starting mark.

- Ensure race marks are secured to anchor/ground tackle & has sufficient warp for the changing tide to avoid loss.
- **Do not** drag the buoys along the ground.
- Recover marks at the end of race.

Clothing

- Always wear buoyancy aid.
- Wear suitable clothing appropriate for the time of year (ie dry suit, wetsuit, waterproofs, sailing gloves, hat, sun cream etc). Should be prepared to enter the water.

Required Skills When Afloat

- Always wear kill cord around your leg.
- One hand on wheel. Other hand on throttle at all times when moving.
- Always switch your engine off when dealing with a person in the water. Keep Safety Boat Driver between the person & propeller.
- Do not allow anyone to sit on Safety Boat RIB in front of the console when moving.
- Wherever possible keep speed to a minimum (unless attending an incident) avoids unnecessary wash & makes it easier for other water users to anticipate Safety Boat intentions.
- Keep a good look-out at all times.
- Know the number of boats taking part in race & know the course.
- Communicate your intentions to your crew & make sure they are holding on securely when Safety Boat is moving.
- Obey speed limits.
- **Do not crash through the gears!**
- Avoid steering directly astern of a racing dinghy in case of capsize, man overboard or change in course unexpectedly.
- If Safety Boat needs to come alongside wait until sailing dinghy has stopped on a close reach & Safety Boat can come in on windward side of dinghy & hold shroud.
- If approaching a moving dinghy let the helm know your intentions, communicate clearly, approach from the windward side.
- When approaching a capsized dinghy, it can be best to approach bow first, from up wind keeping the prop away from boat hazards & crew. Count heads.
- Once alongside dinghy or recovering man over board, turn engine off unless there is a compelling reason not to for example lee shore
- Methods of assisting boats and/or sailors should be in line with the current RYA guidelines.
- Any other requests for help for example towing dinghy should only be undertaken if the safety of competitors are not impeded.
- People before equipment. Do not put yourself in danger or your Safety Boat Crew.
- Take care when lifting people & heavy weights over the side of Safety Boats.
- Don't overload Safety Boat with people & equipment, never exceed manufacturers CE plate.
- Always follow Collision Regulations ie "Rules of the Road".
- Be aware of tide & changing weather conditions.
- Safety Boats should be positioned appropriate to the areas likely to need attention (for example start line, gybe marks, main shipping channel etc.). Must not impede those racing (be aware of the course taken by asymmetric dinghies downwind) & other water users.
- Only recover Safety Boats once you know everyone is ashore.

Dealing With Serious Incident On the Water.

- Inform Race Officer at the earliest opportunity who will make the call on whether racing is to be abandoned.
- If you find someone is unconscious, radio Race Officer & request Ambulance attendance to Club using 999. Immediately return casualty to shore providing any emergency aid that is required. Ask for someone to be waiting to meet you at the shore and the Club gate is open for ambulance.
- Suspected Entrapment right the boat in the standard way using the centerboard with the sailor(s) and/or safety crew. Never go underneath. (Refer to the RYA Safety Boat Course Book & RYA website for further information on entrapment advice).
- if abandoning a boat, mark the boat to alert other Safety Boat crews it has been abandoned and communicate this via VHF to all stations. Race Officer may wish to notify Southampton VTS.

End of Day

- Pack away Safety Boats & all equipment.
- Report any faults to Sailing Secretary & record them in the book in Club's Wet Room.
- Padlock Jaffa & RIB trailers together (bow to bow).

Use Of Hand-Held VHF Radio

- Use either channel 37A or M depending what is displayed on your radio.
- Do radio check before going afloat. Keep communications to minimum.
- Use the call sign displayed on each Safety Boat.
- Tie radio to person not boat.
- Take spare radio if available.

Alcohol

- Alcohol is not allowed on the Safety Boats at any time.
- You are not allowed to drive the Safety Boat under the influence of alcohol.

Training

- It is the Club's intention to run a Refresher Course each year for all Safety Boat Drivers.
- Club will run RYA Safety Boat Course provided there is sufficient interest.

Further Information

- Visit RYA website www.rya.org.uk
- Refer to RYA Safety Boat Handbook (code G16), RYA Start Powerboating (G48) RYA Powerboat Handbook (G13).

Note

- These protocols override any instructions given in the HSC 2015 Sailing Year Book.

Any Questions.

- Contact the Club's Secretary at hsc.admin@btconnect.com

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