

## Operation of Safety Boats

### Outline

<b>Basic Operating</b>	This section provides information about the safe and proper use of the Club's RIB as Safety Boats
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### Staffing

It is Club policy that whenever a RIB is being operated to provide safety cover for Club racing that it should be staffed with two crew members. Both crew members should be dressed such that they can easily render assistance from the RIB or, if necessary in the water.

Whenever possible, it is also Club policy, that there should be one fully staffed RIB for every fifteen dinghies on the water

### Rescue Boat Equipment

Equipment must NOT be removed from rescue boats.

Each boat has been specially equipped to exceed RYA requirements including additional ELYC kit and colour coded ropes to distinguish them from other club ropes/warps etc.

Any knots, tangles in ropes must be removed when storing the boat.

### Rescue duty - First out : Last back

The rule First out: Last back applies to rescue duty.

Please report for duty 60 – 90 minutes before the first race is scheduled.

On arrival, find the OOD and other rescue crew and liaise with them.

You will need to be changed and in boats on the water in time for competitors leaving the beach.

Rescue duty ends when all sailors are ashore and the rescue boats are returned to their stores – this can be 60 minutes after racing ends.

## Clothing & equipment

Ensure you arrive with the correct clothing:

- Drysuit / wetsuit ; buoyancy aid are mandatory - a hat plus as many layers as you need.
- You *will* get wet and you may have to spend some time in the water during a rescue. It is always colder than you expect!
- Plan ahead for your food and drink requirements.
- Collect a hand-held VHF radio prior to getting changed or wet (see Radio notes below).

## Rescue Crew Preparation

Rescue officer will brief rescue crew and allocate crew to RIB(s).

Crews will then review safety procedures and boat equipment prior to launch.

Rescue crew should check with Rescue Officer for their allocated boat. Also check Boat Log for recent repairs and outstanding work listed.

If you haven't crewed or driven recently and feel a bit rusty then ideally, contact the rescue officers prior to the duty and arrange an earlier arrival time. Alternatively, let the rescue officers know on arrival and they will try to give you additional practice prior to safety cover for racing.

## Pre-launch boat checks

To confirm that the RIB(s) are ready for use, the Rescue Officer and crews will check:

- Fuel tank is at least 70% full.
- Sponsons are up to pressure – they shouldn't be rock hard, but shouldn't be soft either!
- Drain plugs are 'in'.

The following equipment is on board:

- Kill-cord, first aid kit, painter, towing bridle, tow ropes, knife, 2 paddles, boat-hook, flares, anchor and survival bags.
- Load any additional racing marks needed for the day's racing prior to leaving the boat store.
- Raise the engine fully prior to moving boat out of store.

## Launch & Recover – avoid damage

Most damage to the boats occurs during launch and recovery – commonly:

- Dinging the prop on rocks at low tide or by driving too close to shore
- Scraping the hull on rocks or trailer by incorrect or impatient recovery.
- *Launch* - To avoid damage, push the boat out from the trailer, then partially lower the engine and reverse the boat out to a safe depth. Fully lower prop and turn out seaward.
- *Recovery* - On return, stop engine and raise early, allowing boat to drift under remaining momentum to a depth where crew can jump out safely. Attach the tow strap and pull boat manually on to trailer with relative ease whilst using the winch on ratchet setting.

## Radios: Boat *plus* Hand-held is best

The Cox of each boat should always take a hand held VHF radio as an essential Safety measure and especially if the fitted boat radio fails.

Use channel 37 (M1) for all communications unless you have agreed another channel.

Ensure you make radio contact with OOD at the earliest opportunity. Just before or after launching conduct a radio check - with OOD or another boat.

Transmit on low power in normal conditions (e.g. between the Leithies and the Lamb). If communication becomes muffled in rough conditions try wiping excess water off the mike and lastly, switch radio to high power.

### **In an emergency**

**Communicate with the Race Officer on ch.37 (M1)**

**Otherwise use Channel 16 to contact the coastguard who will then instruct you to switch to an alternative channel to continue.**

## Safe driving

- The helmsman must attach the kill cord to himself before engaging gear.
- Ensure that all ropes are coiled and secured to the boat by a cord (or velcro) and do not trail ropes in the water (especially the painter).
- Observe the 5 knots speed limit in the harbour area and fairway.
- Operate the boat smoothly, without excessive speed and watch out for flotsam, ropes, creels etc.
- Ensure that all crew are seated safely level with or behind the driver and *not* on the sponsons ahead of the consol.
- Rescue boats need to provide safety cover for club competitors until they have all returned to the beach.
- Competitors should help with launch and recovery when possible.
- Do not remove the engine cover unless under specific guidance of a rescue or club officer, or someone authorised by them.
- Leaving RIBs at moorings: preferably don't do it! If there is good reason to do so - make sure RIB is moored from the mooring eye/U bolt located on the *outside* of the rigid hull. (i.e. so that the mooring line has a direct pull from the eye without rubbing on the sponsons) - the motor should never be left down.

## Clean the boats

PLEASE NOTE: All crews are required to leave the rescue boats in a completely clean state and ready for next duty.

- Remove racing marks, coil lines / ropes and return them to stores.
- Tidy out the boat, remove any rubbish, coil tow ropes neatly and ensure that the radio is turned off.

- Remove drain plugs to allow residual water inside boat to drain.
- Thoroughly wash the boat, trailer and motor casing including a good flush through (using hose & outboard 'ear muffs', run motor and monitor cooling water jet for ~1 minute).
- Return each boat to the relevant store and parking space.
- Leave all hatches open to allow ventilation; leave drain plugs out.

## **Store the Boats**

Do not use tractor to move RIBs in the stores.

Manhandle trailer out of the store and hitch on to tractor. Alternatively, manually move the trailer until the wheels are just above the ramp & the jockey wheel is outside, then hitch up the tractor, taking care not to scrape the sponsons as you pull away.

Going in, you may use tractor to push boat up ramp into the store and stop with the trailer wheels just above the ramp. With the jockey still outside the crew can pick this up and man-handle the trailer into the store.

## **Record Faults and Damage after using Rescue Boats**

### *Step 1*

Each of the four ELYC safety boats has its own Safety Boat Log, located in a RED folder on the workbench in Granary Boat store.

The Cox of each boat is responsible for recording any faults or damage boat use in the Log after every use.

All engine hours and performance is monitored through the engine ecu and software package which is reviewed at service intervals.

These logs provide the essential guide for maintenance to ensure that – whenever possible - rescue officers can organise boat repairs prior to next launch.

### *Step 2*

Faults must also be recorded in the Repairs Log Book in the Wet Changing Room. This is a requirement to satisfy RYA recommended procedures.

### *Step 3*

Anyone failing to adhere to rescue boat care guidelines is subject to a fine, payable in pies (with beans) to the Rescue Officers.