

Safety Boat (SB1 & SB2) Checklist to support Club Sailing from the Clubhouse Lytham

Preparation

1. Check engine is in raised position before attempting to manoeuvre safety boat out of garage. SB1 and SB2 have electric drive raise and lower on the end of the throttle arm]
2. Retrieve Safety Boat fuel tank from Fuel Store fit into housing below seat, secure with strap and connect fuel line.
3. Check fuel status. [Both safety boats use E10 fuel] Do not overfill. Safety boat will use roughly 1 litre of fuel per hour under normal conditions. Fuel in green cans in Fuel locker (Black metal bin at edge of dinghy tank) Key for fuel store in garage.
4. Check safety boat condition: -
 - a. Sponsons are fully inflated.
 - b. Check propellor for damage.
 - c. Check against equipment checklist (see appendix below)
 - d. Ensure correct wharps are attached and that they are secure.
5. Open fuel tank vent.
6. Check 'Kill-cord' is connected.
7. Turn on ignition to check electrical status.
8. Check VHF radio turns on. [SB2 turns on with ignition, SB1 requires independent switch on]
9. Run engine check. **Do not run engine out of water or without water 'muffs'**.
10. Pull 'Kill-cord' to ensure engine stops.
11. Ensure drainage bung is in at rear bottom of hull.

Safety Boat Towing and Launch

12. Ensure engine remains in raised position for tow.
13. Ensure boat is secured to trolley by winch strap hook onto eye on bow of boat prior to towing.
14. Safety boat can be towed by mini-tractor using the correct towing hook position on tractor tow bar.
15. See list of appropriate tractor drivers [published elsewhere]
16. Helm or Crew of safety boat to act as 'banksman' for tractor driver to ensure public and members safety whilst manoeuvring through dinghy tanks and especially on promenade and running along the jetty.
17. At the south end of jetty prior to launch detach safety boat and trolley from tractor at southern most accessible passing place prior to turning trolley around so that safety boat engine is facing south.
18. Disengage the winch strop hook from the boat bow.
19. Ensure either Helm or Crew have secure hold of the painter and either: -
 - a. reverse boat and trolley into water along jetty to enable safety boat to float clear of trolley [beware that the tide may well cause the safety boat to drift]or
 - b. Turn trolley at an angle to the jetty, ensuring that its wheels are still on the jetty, raise the towing end and carefully launch the safety boat backwards off the trolley and down tide over the side of the jetty.
20. Secure the safety boat to the jetty if not departing immediately.

21. Remove launch trolley to a safe point on the jetty where it is above the predicted tide line.

On water Checks

22. Attach 'Kill-cord' to the helm.

23. Lower engine part way into the water. Both SB 1 and 2 have electrical drive raise and lower switch on the end of the throttle arm]

Note: Engines should not be fully lowered into the water and locked down until away from the jetty and the surrounding shallow water/mud. As a guide, and depending on the tide height, it is safe to lower the engine when south of a line through the basket on the end of the jetty.

24. Be aware of ropes, people etc before starting the engine.

25. Run a VHF radio check with the racebox, other safety boat etc as soon as possible upon departure.

Recovery of Safety Boats

When Safety boats are ready to be recovered, alongside the jetty.

26. Raise the engine.

27. Push the launch trolley into the water along the jetty.

28. Manoeuvre/float the safety boat so that the bow aligns with the centre point on the trolley [be aware that the tide will drift the boat, this is best achieved if either crew or helm stand on the up-tide side of the boat and hold the ropes on the sponson.

29. Carefully run out sufficient winch stop by winding it out with the winch. **Do not let the winch handle rotate freely at speed.**

30. Attach the winch hook to the eye on the bow of the boat and winch the boat onto the trolley carefully manoeuvring the boat over the centre of the trolley so that the rollers engage on the boat hull equally.

31. Man-handle the boat and trolley to a position where the mini-tractor can be attached.

32. The bung can be removed to drain water from the hull.

33. Crew or helm to act as 'Banksman' for the tractor and trolley during its journey back to the dinghy tanks.

De-Commissioning.

When back in the dinghy tanks

34. Close the fuel tank vent valve. Disconnect fuel line and remove fuel tank to fuel container in the compound.

35. Check VHF Radio is switched off

36. Remove ignition key

37. Cleanse the engine of seawater.

a. For SB1 and SB2

Carefully lower the engine and attach a hose to the flushing point at the base of the engine and flush out. No need to start the engine on most occasions -unless the engine has been run excessively in the mud or shallow water.

38. Wash the boat hull, sponsons and trolley down with fresh water.

39. Put boats away in garage.

40. Complete Safety Boat activity log-book.

APPENDIX

Safety Boat Equipment Checklist.

- A. Alternative means of Propulsion- Paddles or oars properly secured
- B. Bucket or bailer
- C. Towline, including bridle secured to transom and clear of the propellor.
- D. Throwline
- E. Tool kit
- F. Survival bag or TPA (thermo protective aid)
- G. Waterproof first aid kit containing (minimum):
 - a. 2 large wound dressings
 - b. 2 medium wound dressings
 - c. triangular bandages
 - d. TCP
- H. Anchor and chain or warp secured to boat
- I. Distress flares (2 orange smoke and 2 pinpoint red, or 2 day/night flares)
- J. Sharp knife, preferably serrated
- K. Spare kill cord (except heavy displacement craft)
- L. 1 Fire extinguisher 5A/34B serviced annually, in line with manufacturers' recommendations, discharge test @ 5yr +
- M. VHF fixed or handheld.
- N. Radio emergency procedure card
- O. Efficient fog sound signal
- P. Laminated charts, (in date) and/or map of operating area
- Q. Tide tables
- R. Compass

GUIDANCE FOR SAFETY BOAT CREWS (Boatmen)

PEOPLE BEFORE PROPERTY

1. The safety boat must be on the water before club sailing or club racing is in progress.
2. Except on very special conditions there should be two crew members in each safety boat including at least one adult who is capable of lifting a person out of the water.
3. One person in the safety boat (generally the helm) must hold an RYA PB2 qualification and have been assessed as a capable helm by the RCC Instructor Team.
4. The helm of the Safety Boat must always be attached to the Kill-cord
5. The safety boat crew should always be vigilant and place themselves on the water in a strategic position where they can view the sailing area and if necessary can get to a capsized boat quickly. Ideally to be positioned up wind of the action.
6. When approaching a capsized boat, ideally approach to windward so that the crew can hear your voice, as approaching check that you can see the required number of crew members. Ideally approach the bow of the capsized boat first so that you can see both sides of the boat, then towards the forestay if the boat has one.
7. Generally, ask the crew of the boat first if they need assistance.
8. When standing by a capsize, stay far enough away to avoid any trailing ropes in the water.
9. When alongside another boat put the engine in neutral.
10. When in contact with anyone in the water **cut** the engine.
11. To right a fully inverted dinghy step onto the upturned hull and whilst standing on one gunnel pull back on the centre/dagger board until the boat's mast is horizontal then stand on the centre/dagger board and allow the boat to come upright
Alternatively:-
At the bow end, get hold of the forestay below the water and whilst holding on to it work along the forestay in the direction towards the top of the mast. At the top of the mast lift the tip whilst a member of the crew is standing on the centre board as above.
12. Before leaving the casualty ensure that the dinghy crew are OK to continue -It can be exhausting righting a dinghy particularly in cold weather.

Towing

- a. Tow using the strong points on the safety boat, either to the rear using the bridle from the transom or alongside using the bow anchor secure point and the transom cleats.
- b. Lower the sails on the towed boat in the case of toppers and pico's it is possible to release the mainsail clew hook by beware of a flailing mainsail.
- c. Ensure that the dagger board is out or that the centreboard is raised, if the helm remains in the boat ensure he/she is suitably instructed on steering.
- d. Do not tow too fast and continue to monitor the towed boat.