

DALGETY BAY SAILING CLUB



Operation of Safety Boats (RIBS)

Outline

This document section provides information / club rules about the safe and proper use of the Club's RIB as Safety Boats

Usage

Club should only be used for club sailing support activities. This includes safety boat cover, or ferrying sailors to boats within Dalgety Bay Sailing Club sailing grounds.

Joy riding is not permitted on Club RIB's

Club RIB's do not have navigation lights, therefore usage in the hours of darkness is not permitted

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. The Safety Boat Driver must have passed their Level 2 Power Boat course and one of the crew must have passed their Safety Boat course.

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 where an adult is helming and every ten dinghies when a junior is helming.

Rescue Boat Equipment

Equipment must NOT be removed from rescue boats.

Each boat has been specifically equipped to exceed RYA requirements and we need to maintain that level of equipment. Anything found missing from the following list must be reported immediately –

- Anchor
- Throwing line / tow rope
- First aid kit
- Flares
- Knife
- Working VHF (handheld or fixed)
- Kill-cord
- Painter
- Paddle

Rescue duty

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

On arrival, report to the OOD and locate other rescue crew and liaise with them.

You will need to be changed, boats launched and on station 30 minutes before scheduled start of any race.

Rescue duty ends when all sailors are ashore and the rescue boats are returned to their storage area.

Clothing & equipment

Ensure you arrive with the correct clothing:

- Drysuit / wetsuit
- **Buoyancy aid is mandatory**
- A hat plus as many layers as you need.
- You could 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

For regattas, Rescue Officer will brief rescue crews 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.

For normal club racing, OOD has overall charge, but the Rescue Boat Driver is responsible for their allocated RIB safety.

Pre-launch boat checks

To confirm that the RIB(s) are ready for use, the Rescue Boat Driver 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, paddle
 - flares
 - anchor
- 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, raise engine early, allowing boat to drift under remaining momentum as you approach boat cradle. Where available, use tow strap and pull boat manually on to trailer with relative ease whilst using the winch on ratchet setting.

Otherwise, boat cradle should be sufficiently deep (while still attached to tractor) to allow helm to drive onto trailer and secure via painter.

Radios: Boat plus Hand-held is best

The Safety Boat Driver 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 Inchcolm and Downing Point). 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

- Never exceed the maxim crew / passenger number is detailed for each RIB
- The helm must attach the kill cord to themselves before starting engine and this must remain attached to helm at all times.
- Ensure that all ropes are coiled and secured to the boat by a cord and do not trail ropes in the water (especially the painter).
- Observe the 5 knots speed limit in the moorings and racing area, unless in the event of an emergency.
- 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 shore.
- 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 a requirement (i.e. boats required later or next day, or 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 parking space.
- Leave drain plugs open to allow rain water to drain away.

Record Faults and Damage after using Rescue Boats

The Safety Boat driver of each boat is responsible for recording any faults or damage to boat use in the Log Book after every use.

Log Books can be found in the bottom boatshed, which should be completed in full and a supporting email should be sent to ribs@dalqetybaysc.org informing them about the recent fault / damage.

This is a requirement to satisfy RYA recommended procedures, so failure to do this puts our RYA Training Centre certification at risk.