

TYC SUPPORT/SAFETY BOAT PROCEDURES (updated 18th February 2016)

1. Support/Safety Boats.

TYC has three Support/Safety Boats:-

- SB 1 (call-sign SB1) Orange; Pioneer multihull; 20 hp 4-stroke engine.
- SB 2 (call-sign SB2) large Dory; blue hull, white deck; 15 hp **2-stroke engine.**
- SB 3 (call-sign SB3) small Dory with grab rails; 8.8 hp 4-stroke engine.

2. Equipment to assemble before setting off

- Boat Keys, Kill Cord and PFD's (Lifejackets/Buoyancy Aids) for crew.
- Pair of Walkie-Talkies (one for Race Officer), Towrope (in SB's consoles); Paddle or Oar/Boat hook, (anchor & line should already be on all SBs).
- **Fuel for SB1** - on board tank, 25lt, 2 spare green cans + orange tape in fuel store. Quarter tank is sufficient for a race.
- **Fuel for SB2** = in Fuel Store; large orange plastic tank, 25lt, **2-stroke Fuel only (1:50 oil/petrol)**; (spare fuel in red cans marked "Large Dory"), quarter tank is sufficient for a race.
- **Fuel for SB3** = in Fuel Store; red "Honda" tank (spare fuel in green can marked "Small Dory"), half tank sufficient for a race.
- Safety Kits (3no. available) -white cylindrical plastic container with throwline, First Aid kit, rescue knife, air-horn, spare kill cord, river map, air horn.

3. Boat Prep

- Master key for unlocking padlock & chain; SB1 has 2nd padlock key with kill cord.
- SB1 has automatic pump but dories may need bailing out.
- Lower engine; with SB1 (Pioneer) turn battery master switch to "On" position.
- Connect fuel line; Open breather valve; Squeeze bulb on fuel line until bulb feels firm.
- Prepare towline and anchor ready for use, secure end of anchor line before leaving pontoon.

4. Starting engines:

- **Attach kill cord** around thigh.
- Attach fuel line (SB2 & 3). Squeeze fuel line bulb until it is firm.
- **SB1** – Engine is started with key. It has automatic choke & will not start unless in neutral. Some hand throttle can be used
- **SB2 & 3** - Ensure gear lever is in neutral, apply half throttle, if cold pull out choke fully and start engine using a steady pull on the cord. If it doesn't start, return choke and give 3-4 pulls with throttle open, squeeze fuel bulb again, then try again with choke.
- When engine fires push choke back in (on Dories) and set throttle at fast idle to warm up for 2-3 minutes until it idles properly.
- **Check for a cooling water stream from the 'tell-tail' at the rear of the engine. If no stream, switch off immediately & use other boat. Notify the Bosun.**

A. Support Boat Operator Tasks

- Arrive in plenty of time to liaise with **RO** to agree SB cover, numbers of crew and potential hazards (e.g. winds, river state, numbers of dinghies, etc)
- Lay & retrieve race buoys (**with assistance**) as agreed with Race Officer (RO).
- Keep well clear of start line.
- Count number of dinghies racing; keep all boats in sight at all times if possible & check numbers from time to time.
- Keep out of way of dinghies during racing. If conditions allow, SB can be anchored or moored and the engine turned off. Moor up where you can see fleet without creating an obstruction (e.g., Surrey bank is a good line for walkie-talkies).
- Remain on standby until all boats have returned to pontoon.
- **Request extra crew and/or 2nd Support Boat** if necessary or in challenging conditions.

B. During the Race

- **The first priority is always to rescue people in the water needing assistance. RYA recommendation is to stop the engine before recovering a casualty.**
- If stream and/or wind conditions are strong ensure assistant is experienced.
- Stand by any capsized and be prepared to offer assistance when required.
- Tow dinghies needing help to the side and continue to observe the rest of the fleet.
- If casualty has lost rudder/tiller they can steer with a paddle.

- Towing alongside is more effective than from astern. Two boats can be towed alongside, one on each quarter. This is something that needs practise. (See Page 3)

C. Returning Support Boat

- Raise engine into **UP** position.
- Lock up with padlock as demonstrated during training.
- SB1 – Put battery master switch in **OFF** position.
- Return all kit and put walkie talkies on charge, red light should be visible.
- SB2 & 3 are NOT self-draining. Do not remove rear bungs.
- Report any problems (low fuel etc) to the Bosun and/or Sailing Committee.

D. Towing

- Towing alongside is a good option – See P3 for further instructions.
- Only tow once casualty has been righted and crew safe & in position.
- Mainsail down, **centreboard 1/4 way down**, crew sit well back & steer.
- If boat waterlogged, bail before towing if possible (reduces strain on boat). Check self bailers & transom flaps are closed & advise crew to continue bailing if practical.
- If towing from astern, towline should be taken around mast or thwart so that quick release is possible.
- Increase speed gradually once crew have confirmed they are ready.
- Do not tow where too shallow or close to bank, **avoid overhanging trees**.
- Tow dinghies up tide (or up wind if stronger of pontoon **before** tow line is released.
- Retrieve tow rope as soon as it is released.

E. Multiple Incidents

- Prioritise (age, experience level, risk level).
- Move people/boats to shore and then tackle most needy.
- Contact Race Officer on walkie-talkie to summon 2nd support boat or other assistance.
- Focus on saving people not boats.

F. Boat handling – PLEASE NOTE

- **Be aware** of water depth near river banks. **DO NOT** allow the prop to hit the bottom, you will cause damage to prop, drive chain and/or prop guard which means boat will be out of commission.
- When shifting between forward & reverse briefly **pause in neutral** to prevent gearbox damage.
- Be positive in changing gear – do not let the gearbox grate.
- 8 knot maximum speed. Avoid excessive wash.
- Consider effect of propwalk on making turns.

G. Capsize

- If crew are unable to right boat you must assist.
- For double handers advise one on centreboard with crew awaiting instructions.
- Don't go too close initially - prop wrap risk from drifting ropes.
- If crew unable to right boat- approach bow with caution, windward side, catch forestay with boat hook and then 'walk up' forestay hand over hand, otherwise do the same from mast top.
- Consider taking crew into support boat.
- If dinghy inverts and mast is stuck on bottom, attach line from bow of dinghy to aft quarter of Support Boat and turn boat carefully so hull is downstream of mast (risk of breaking mast) before continuing with recovery.

H. Man overboard (MOB)

- Safest way is to approach casualty going into the wind. Approach slowly using wind as a brake. Casualty first contact should be at the front of the boat – well away from the prop. As soon as contact is made, **STOP THE ENGINE** and help casualty aboard. Make rope loop for a foothold if necessary.
- Alternative recovery is to stop upwind of casualty at let the wind blow the SB to the person.
- If unable to lift out the casualty, in SB1 (Pioneer) unhook & lower the front ramp with the ratchet handle.
- If recovery is not possible, paddle to side.

Further Notes

These guidelines have been put together in good faith and with reference to the RYA Powerboat Training. They are intended to assist members training new operators and people wishing to improve their skills when operating Support Boats.

1. **DO NOT DROP THE WEIGHTS** into the boats, this can damage the floor.
2. Don't volunteer as SB Operator unless you have your RYA Powerboat Level 2 Ticket or equivalent experience.
3. Always assist and shadow experienced **SB** operators before taking on the role.
4. Take an assistant to help positioning buoys & aid casualties if possible. It is always useful to train other members.
5. Lifejackets and Buoyancy Aids are kept in the Bosun's Cupboard and the Race Hut.

5.Towing alongside - when towing alongside position Support Boat so prop is aft of towed vessel's transom, and bow in towards SB. Bow and stern lines should be secured firmly. Line from bow of SB should be fastened to stern of boat being towed. Do the same with a line from the stern of the SB to bow of boat being towed. See RYA Safety Boat Handbook for further information.

6.Raise engine before leaving boats on pontoons to avoid algae growth, river debris and bottoming at low tide.

7.The battery on the Pioneer needs turning **ON** before starting engine and turning **OFF** before leaving boat.

8.Operating **drop down bow** on the Pioneer needs practise, don't wait until an emergency arises before trying it out.

9.The Pioneer is heavier than the dories and can damage other boats if handled inappropriately. Take care, leave extra space and time to manoeuvre.

10.If you are already experienced and wish to attend an PB2 Assessment our SI could pass you for your PB2 ticket without completing the entire course. To complete the full RYA Powerboat Level 2 speak to Robert Page or take a look at the TYC website.

11. If you are new to the role you could practise the following

1. Holding off parallel to pontoon
2. Approaching & mooring alongside pontoon (against the stream and with the stream) using the wind as well as the stream.
3. Reversing out from pontoon watching depth and prop in shallow water.
4. Make close proximity figure of 8 turns in forward & reverse around 3 buoys placed close together.
5. Dropping and retrieving racing buoy (stopping with bow close to buoy and turning away to bring transom around to buoy).
6. Approaching & retrieving object (MOB) arriving very slowly/under control (try not to use reverse), kill engine and turn away to bring transom round.

Pip Deverson
Sailing Committee
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