



## SAFETY BOAT INSTRUCTIONS

### MANNING

1. The Safety Boat is to be manned at all times by a qualified helm (RYA Powerboat 2, minimum) and accompanied by an able-bodied crewmember. The crew must be briefed on operation of the Bow ramp.

### LOG

2. At the start of each period the boat is to be signed 'Out' and at the end of each period the time 'In' entered. Including crew change over. (N.B. The log first page is current page).

### READINESS

3. The boat should be maintained at a state of readiness for all periods of sailing with all essential equipment onboard.

### ESSENTIAL EQUIPMENT:

4. A) SUFFICIENT FUEL FOR THE DAY.
- b) Keys and kill-cord, (found on the hook just inside the NFDS hut door & replaced there at the end of sailing). To be retained onboard while on safety standby & positively handed over to successive custodians. **The Kill Cord must always be worn when the boat is under way.**
- c) Anchor and line.
- d) Mooring warps.
- e) Towing lines. Throwing line.
- f) Paddles and boathook.
- g) 2-way radio. (*with earpiece recommended for audibility above engine noise*)
- h) Safety/First aid container.

### BOAT & ENGINE CHECKS

5. The first crew of the day is to carry out the following checks prior to the start of sailing:
- a) Inspect hull and engine mounting.
- b) Check engine lift.
- c) Inspect propeller and underwater unit.
- d) Check steering function.
- e) Release fuel tank breather cap.
- f) Fuel and oil levels, cooling water function.

### WHEN SAILING IS IN PROGRESS

6. The chief Safety Boat driver is responsible for deciding if it is safe to sail and how boats should be reefed. The sailing area may also be limited. **For on-water safety aspects, the decision of the Safety Boat driver is final.** (*If the SB driver is not an experienced sailor, seek advice from the most experienced Volunteer present*)
7. The SB crew must ensure that someone is attentive at all times to activity on the water.
8. When racing is taking place, the Safety Boat **must** be on the water.

*Continued*



## **Safety Boat Instructions - *continued***

### **PASSENGERS**

9. Passengers (unless briefed and acting as crew) should not normally be carried in the Safety Boat. If 'trips round the bay' are required while sailing is in progress, the nominated Safety Boat driver remains responsible for preparing and manning an alternative boat to provide continuous SB cover.

10. The exception to the 'passenger' rule is if a carer is required to remain close to a disabled sailor with specialist equipment or training. In this case, that carer may be considered as 'crew'. However, no one sailor should be allowed to monopolise SB cover to the detriment of the whole fleet. Each case must be properly assessed and consideration should be given to manning a second Safety Boat to cover all other boats.

### **END OF SAILING**

6. The last crew of the day to secure fuel cap breather and remove keys, killcord and all loose equipment from boat and store in NFDS hut. Boat should be left clean and any rubbish disposed of. The only gear left onboard will be the anchor, fuel tank and mooring lines.

### **SECURITY**

7. Boat to be correctly secured (Bow and Stern lines) and padlocked to the berthing pontoon.

### **DAMAGE REPORTING:**

8. Any damage or malfunction noted before or during operation **must be recorded in the log and reported immediately to the NFDS Boatswain** (Spike, Rob or Rory). In the event that a defect would effect the safe operation or lead to further damage, the boat must be immediately taken out of service and permission obtained to use one of the Spinnaker Safety Boats. Defects to Spinnaker boats must be reported to Graham Stones, Spinnaker Club Boatswain.