

SEAFARERS SAILING CLUB



Notes for Power Boat Drivers and Crews

Introduction

The purpose of this document is to provide the Power Boat Drivers (PBD) and Power Boat Crews (PBC) some guidance in the role required whilst carrying out your Duty Crew at the Seafarers Sailing Club.

As most of us only get to be in the Power Boat for a few hours a year, it is important to maintain and practice our skills. Hopefully it will provide a source of reference now and in the future. It is being included with your 2011 membership renewal documents so that you have the opportunity to look at them in the comfort of your own home. Hopefully, these notes will also be available on the website soon.

General

Our sport of dinghy sailing is a very safe sport with very few serious incidents, but occasionally it does happen. Try to be prepared for unforeseen eventualities so that we can all continue to enjoy ourselves.

Duty Swaps

If you need to swap your duty, as we all do, it is necessary to swap with someone that does the same duty. PBD for PBD. You may be an experienced Power Boat driver, but can you right or even sail a full rig laser back to the beach in a Force 5? Every effort is made to ensure that PBD and PBC are an appropriate mixture of experience. Please keep it that way.

The recommended method of getting a sub is phoning or emailing individuals to ask if they will swap. Identify a few dates that you would be available. Look at your sailing programme or the website to identify which watch is duty on those dates. Use your Duty crew List or the one on the Club notice board to find the phone numbers and/or email addresses for people with the same role as you. One at a time, ring them or email them or both. It works!

Arrival

As a PBD and/or PBC your will be required to be in attendance for your duty in plenty of time before the race starts. At least an hour is recommended. The first thing that is required is to check in with your Officer Of The DAY (OOD).

Check in with the Officer of the Day (OOD)

This is an opportunity early on (before it gets busy) to discuss with the OOD the weather conditions and course to be laid. Close liaison with OOD about course setting. It's a partnership!

1. Prepare the Power Boat + Equipment

Check the boat is suitably fuel and inflated (not too high in the summer!)
Start the Power Boat – ensure it is in neutral, increase the idle throttle and pump some fuel to the engine. If necessary use the choke and 'idle throttle'.
Start the engine and allow it to warm thoroughly. - make sure the coolant is flowing correctly.

Ensure that the PBD and the PBC are confident with starting the boat ashore and on the water.

Power Boat Equipment

Ensure all the normal equipment is in the boat:

Buoys (as discussed with the OOD)

Ground Tackle

Power Boat anchor

Spare Anchor (for anchoring drifting dinghies) + marker buoy

Tools

VHF Radio

First Aid Kit

Personal Equipment

Make sure you are suitably dressed for the weather. You may be on the water for over two hours. It can get very warm and very cold. Take some drinks with you. Hot or cold as required.

Always wear your Personal Floatation Device.

It is highly recommended that all PBD and PBC carry a good knife (do not forget to tie it to your PFD). There is one in the Power Boat, but you could end up in the water with the need to cut lines or rigging. Be prepared!

Radio Check

Carry out a radio check before proceeding on to the water.

The new radio (black) should be on channel P4. The old one (grey) M2.

Procedure:

PB

Seafarer Shore, Seafarer One.

Radio Check, how do you hear me? Over.

OOD

Seafarer One, Seafarer Shore.

I hear you loud and clear. How do you hear me? Over.

PB

Seafarer Shore, Seafarer One.

I hear you loud and clear also. Out.

On the Water

Ideally you need to be on the water 30 minutes before the start of the race and certainly before the first boat is on the water. Remember it is not easy to render assistance to a capsized dinghy if you are still drinking coffee in the club house! Once the buoys have been laid, the OOD may require you to make adjustments.

If necessary, use the paddles to get the Power Boat into a suitable depth of water. Start the engine.

The Power Boat Driver must wear the Kill Cord at all times when the engine is running. Raise interlock before trying to move the lever. Do not move throttle lever unless 'idle throttle' is fully closed. Remember to keep the engine on 'TILT' whilst in shallow water and do not forget where the sand banks are!

When underway do not attach buoys to grab handles – use the towing bridle.

Laying marks

Before deploying marker buoys, ensure the equipment is disentangled. Lower the anchor by paying out the line smoothly. Ensure anchor has properly dug in.

Think about effects of wind and tide when laying the ODM.

Check with the OOD that they are happy with course.

Keep an eye out for drifting buoys at all times.

Once the buoys are all laid, it is a good opportunity to carry out a further radio check and confirm the position of the buoys with the OOD.

Practice

During the course of the race your priority is to monitor and assist the members competing in the race at all times. However, use the opportunity for both PBD & PBC to gain experience driving the boat: practice slow speed manoeuvring, coming up to buoys etc

You never know when you may need to render assistance to your fellow sailors!

Position

It will not be possible to be near to every incident, but try to be roughly in the centre of the course so that you can get to any boat requiring assistance as soon as possible.

Picking up Buoys

When you believe the last boat has round a buoy for the last time, contact the OOD to confirm the buoys can be lifted.

Boat Handling Ashore

Be careful when manoeuvring the Power Boat, particularly in the compound. Be aware of others and the dinghies.

Minimise use of the grab handles

Rendering Assistance

If it becomes necessary to render assistance, try not get too preoccupied with that one event. There may be others that also need help. Evaluate your priorities and assist where necessary first. Rescue personnel in the water first and leave the boat to assist other. If time allows use the spare anchor and marker buoy to prevent boat from drifting.

The standard RYA Guidance is that a Power Boat engine should always be killed if there is anyone in the water. However, the RYA do not consider Propeller Guards to be necessary. The Seafarers Sailing Club have made the decision to have Propeller Guards on Power Boats at all times and therefore minimise the risk to someone in the water. Nevertheless, in some circumstance it will be necessary to kill the engine. Always consider whether engine should be stopped.

Prior to rendering assistance communicate with the sailor. Remember more often than not the sailor will want to continue with the race and will not want assistance!

If assistance is requested or deemed necessary, approach a capsized dinghy at right angles to the forestay. This keeps the engine furthest from anyone in the water and allows the Power Boat to get under the mast to prevent inversion.

In the case of a full inversion, come alongside so that bows are both pointing in same direction. This means that when boat has been brought to the 90 degree position it can more easily be manoeuvred head to wind.

If single handed boats have full inverted and lost their daggerboard consider using the PB's paddle in the daggerboard slot to lever the boat to 90 degrees.

The PBC should always be prepared to go in the water and assist if necessary. Consider a capsize with a sailor trapped in the lines under the boat. In an emergency it may be necessary to dive under the boat to assist.

If drowning is known or suspected get the casualty ashore as quickly as possible as it is very difficult to render CPR in the Power Boat. (This may not be back to Seafarers.) If necessary drive the Power Boat up the beach.

Emergency drills:

PBD or PBC contact OOD to tell him of emergency i.e. drowning casualty and then concentrate on casualty while OOD contacts emergency services.

2. Towing

Use the towing bridle. Get the crew of a disabled dinghy to take two turns of the tow line around the mast. Hold the tow line – do not tie it. It must be capable of a quick release.

Raise the centre board. Leave daggerboards in their sockets but raise as far as possible. Crew to sit well back and steer to follow the patrol boat.

Tow line length should not be too long – 2-3 boat lengths.

For a very short tow, manoeuvre alongside the dinghy and the PBC/sailor can simply hold onto the dinghy. Keep the PB speed very slow.

The above is only one methods of towing are suitable for the short tows generally required at the Seafarers. Other methods may be required in other circumstances

3. Conclusion

Safety PEOPLE first
Prior Preparation
Communication
Equipment