

Initial Patrol Boat Training

This document describes the topics covered in Tudor Sailing Club's Patrol Boat Level 1 Training Programme. It is aimed at members who wish to train as patrol boat crew, to operate one of the club's patrol boats under the support and guidance of a more experienced helm.

Training Content and points to be covered.

Explain training programme is in two parts, first part local club practises and basic safety of driving. The second part covers driving a boat while recovering capsized dinghy. At first will only be crewed with experienced driver. This session will cover the first part. Members will need to gain at least a year's experience operating as a patrol boat crew before undertaking part 2.

This initial programme is not an RYA course but is based on the RYA level 2 assessment. We recommend that persons should try to get RYA qualifications, preferably safety boat qualifications. There are also other qualifications they will need to do.

Key Box

Location and code.

Race Box

Alarm set/unset

Key cupboard – Boat key/Killcord – Garage key/fuel store

Radio – VHF licence requirements – Channel 37a/M1, low power / high power.

Channel 16, callsigns

Boat Guidelines and Checklist - Point out list is on the wall and website

Boat Box and Throwline – go through contents and explain.

Bandage – First Aid and First Aid qualifications

Compass – Use and requirements out of Harbour.

Spare Kill cord

Knife – Warn sharp and check for rust

Pliers – explain no tools – don't fiddle with engine

Survival blankets – use - Cold and Hypothermia intro.

Operational Points

If not happy/Skilled to deal with conditions tell someone or if out and need

assistance call office and get second boat launched, Will be supported by committee. Fleet positioning, Middle of the fleet, responsibility to all sailors not just the ones at the rear. People first, then boats.

Open garage

Explain shutter door safety.

Visual check of boat – damage/complete, pump up tubes

Check boat – Hydraulic steering – check for leaks,

Fuel lines – smell of petrol

Engine - tilt/ trim, oil – how to check/fill, where oil kept, prop and guard.

Boat equipment

ropes – floating/towlines

Tow points and bridal – knots,

Abandoned boats Bouys – explain – Fleet responsibilities people not boats,

boats can always be recovered later, if crew removed and it will be a while before recovery request R/O inform Coast Guard that boat abandoned and will be recovered later confirm that bouy is attached.

Anchor – make sure untangled and tied on.

Paddles

Bucket and bailer

Radio – Switching on and off, Callsigns and channel.

Harbour chart – know route/course and bouy requirements

Fuelling

Fuel store – Health and safety – No Smoking etc,

Fuel tank gauge – visual check – spare fuel

Rule of thirds – towing/high speed uses more fuel

Loading fuel onto boats – mind fingers and safe storage / breathers

Check connectors for damage / lines not trapped and fuel pumped through.

Moving RIB on trailer

Bow clip secure

Launching – no persons behind – engine up

Recovery – Float on to trailer not drive on

Push up - engine up – possibility of tractor.

Clothing

Dress warm little movement and wet will get cold quickly.

Water/ Hot drink

Suncream / glasses

Lifejacket / buoyancy aid

Launching Boat

Float off - not push

Keep hold of painter

Bring boat alongside slip – downwind / downtide.

Boat Controls Engine

tilt/ trim recap

Throttles - Neutral – engaging gear – throttle stop, neutral

Steering checked.

Cold start lever.

Electronics check.

Kill cord - explain correct location to wear etc, if persistent non-wearer will not be allowed to use boat.

Start sequence

Pump fuel - engine over half down.

Check neutral - kill cord.

Cold start lever right up

Push in key for choke.

Start – usually second attempt when cold

Once started cold start lever $\frac{1}{2}$ down, pause then right down.

Check Kill cord - pull it, If does not stop the engine then boat must not be used.

Cooling water telltail check it is flowing.

Before Leaving the slipway

Check all required bouys

Radio check using boat VHF with shore/RO

Balance load, not all on the same side.

Visual check remove obstructions from view, check the direction of the

movement of the water and direction of wind, make sure its clear behind before moving/changing direction.

Practical Session

Slarlum forwards through the moorings – steering and throttle control

Slarlum in reverse through moorings – engine control and steering looking backward

Explain speed limits 10kts inside and outside harbour - Rescue only exemption.

Holding station to fixed buoy – into tide/wind

Down tide/wind

Crew to call out distance

Emergency landing points

Go west, closer for Ambulance

Communication very important, let club know and tell them what help you need,

Landing Points – Clubs, Saltons Quay, Locks SC, Eastney ferry

Club preferred as more support, short distance for ambulance.

Capsized boats

Count heads – if cant see correct number GO

Positioning in middle of fleet

Disabled boats, moor up and lets crews pack up, tow back at end

If crews injured evacuate.

Don't interfere if crew dealing but watch, don't forget rest of fleet.

If cold watch for signs of Hypothermia – step in

Don't get fixed on one boat watch the rest of the fleet as well.

Watch approach – safe – as little wash as possible – beware of lines/people in water.

Persons in the water/MOB - 2 methods

1. Upwind drift down

Creates a lee - throwline

Talk to casualty – injuries? Cold? Spinal/neck injuries - RNLI - CGH Helo

Aim for contact at shoulder of boat

Engine off - only exemption imminent danger

Recover facing into boat – hold b/aid/lifejacket

2. Drive up

Faster – direct

Talk to casualty – injuries? Cold? Spinal/neck injuries - RNLI - CGH Helo

Aim for contact at shoulder of boat stopped

Out of gear – as soon as contact engine off

Beware of hitting with the bow or too fast an approach

Approach into elements to slow you down and bring casualty to you.

Explain

Hypothermic lift – horizontal

If difficult recover casualty let tube down

Loop in rope they can use legs

Beware trapeze hooks

Back of boat lowest so that is recovery point so clear area.

Demo

Planning speed and easy reference, under planning speed under 10kts

Watch wash

Coming ashore

Approach from down wind/tide

Aim alongside slip

Raise engine early – reduced drive/control

Slow approach – stop engine – step out

Engine right up.

Recovery

Float onto trailer

Bung out

Clip on to trailer – double check.

Engine up - double check.

Push/pull

Hose off at top of slipway

Engine muffers and engine washed through, tell tail checked

Radio off

Into garage engine down (not touching floor) radio off kit and fuel removed

Kit to correct storage

Fuel topped up and locked away.

Defects and Hours

Engine use sheet completed, inc defects

Debrief

Responsibilities if other vessels seen in difficulties.

Reinforce not confident/ happy about conditions say so – if not skilled enough for conditions then say not happy to go afloat.

Kill cord or other serious defect – boat NOT to be used.

If assistance required ASK.

Strongly recommend RYA level 2/ safety boat course. Minimum get a copy of the safety boat handbook and DVD.

Additional practical activities if time allow

Visit emergency access points

Anchoring

Lee shore landing

O/side of harbour high speed work

Last updated 29th September 2015