

# Tudor Sailing Club Sailing Committee

## Guidelines for Patrol Boat Crew

These guidelines are intended to remind Patrol Boat Crews of their main responsibilities and supplement the initial familiarisation provided through Tudor Sailing Club. Please remember, the patrol boat must be on the water 30 minutes before the start of the race.

### **Please use your Dutyman log-in to confirm availability**

If you cannot do a duty **you** must arrange for a replacement. Both crew must be club members and have completed the initial familiarisation.

A key for the boat garage and Race box is in the keysafe in the club entrance hall.

Before duties:

- Arrive at the clubhouse at least an hour before to ensure the boat is on the water at least half an hour before the start of the race or cruise.
- All competitors must sign on before a race, this includes crew who are doing Patrol boat duty and are claiming compensation, they must sign on with their boat details and must write 'OOD' in the Finish Time/DNF column.
- The carrying of passengers is not permitted for general patrol boat duties.

Before launching:

- Check fuel, including extra fuel for longer journeys and emergency fuel.
- Check oil level in engine (both RIB and Dory)
- Pick up canister, radio, bucket and throwing line from Race Box
- Check equipment inventory

Before race:

- Be aware of state of tide, the weather forecast and be appropriately dressed, gloves are advised and buoyancy aids must be worn.
- Check the killcord works, and the engine will restart.
- Check with race officer location of any buoys required
- Make sure you know the course
- Check steering on boat (fig. 8 exercises)
- Check outboard water tell-tale
- Radio check with Race Officer (Channel 37)

Before Cruises:

- Be aware of state of tide, the weather forecast and be appropriately dressed, gloves are advised and buoyancy aids must be worn.
- Check the killcord works, and the engine will restart.
- Check you know the route
- Make sure you know which boats are going
- Make sure you are carrying any additional equipment required (e.g. compass is required for out of harbour races).
- It is advisable to have an idea of the level of competence of the dinghy crews.

**NB The killcord must be securely fastened to the driver at all times when the engine is running.**

During races:

- Overall -your priority is to the safety of the crew – not the boats
- You have a responsibility to all crews– do not remain with one crew just because they appear less competent than others. If you have real concerns about a crew's competence it may be advisable to suggest they return to the slip.
- Count number of boats starting race, continue to do boat count throughout race
- Keep an eye on all boats in the race as far as possible, stay close to the middle of the fleet.
- Keep a particular eye on potential 'trouble spots' e.g. gybe marks; gusty spots
- In case of capsize, approach boat but do not get so close that you may hinder recovery. Check helm and crew are OK and then observe from a distance unless they ask for help. If crew appear exhausted/injured and unable to continue self-rescue you may need to take the decision to intervene.
- Patrol boats may now provide help to a boat or person in danger without the boat having to retire, as long as no advantage is deemed to have been accrued from the help provided.
- Keep race officer informed of any problems or rule or course infringements and any retirees.
- If you need to rescue a crew and abandon dinghy, tie 'pick-up buoy' onto boat mast or shrouds to prevent it inverting and to ensure that any other rescue craft is aware that crew have been rescued. Try to anchor the dinghy or tie it to a mooring buoy.
- If the Race Officer has declared a "New Finish Line", liaise with the Race Officer and communicate the new finish line position to all race entrants.
- Do not return to slip until you have checked all boats are back.
- Once all boats are back then abandoned boats can be recovered.

After race:

- Hose down the boat and trolley and run fresh water through the engine.
- Please ensure the radio on the RIB is turned off.
- Complete the relevant service sheet for the boat engine.
- Log any maintenance issues in maintenance log book in the race box.
- Please rinse the radio in fresh water, paying particular attention to the charging contacts at the bottom. Dry the radio, make sure it is switched off and replace it in its charger, preferably moving it around in the charger to ensure that it makes good contact. Failure to rinse the radios will cause the contacts to corrode and they will not charge.
- If you have been rostered through Dutyman it is not necessary to leave a Maintenance log sheet for the Sailing Secretary to sign off, as wet-side duty records are taken from Dutyman.

**Please also ensure that the other gear is returned to the Race Box.**

Finally

If you see someone in difficulties who is not a participant in the event which you are patrolling, then you must offer assistance providing you continue to fulfil your responsibility to the club fleet. You must keep the RO informed at all times and if necessary get them to contact the Coastguard.

In an emergency, you can call the Coastguard on Channel 16. To do this with the Icom radio, unlock it by pressing the button that says 'lock' for a few seconds (the 'key' on the LCD will go out) and press '16' to select the Channel; on the Cobra – press the back light for a few seconds. Call 'Solent Coastguard' and explain the situation to them.