



PATROL BOAT OPERATOR INSTRUCTIONS:

On the water

SAFETY NOTE 2009

There is a **yellow wire-cutting safety knife** that can be quickly detached from the red petrol can should you need to cut anyone free. It has a rounded end to avoid cutting people. The knife floats should you need to pass it or throw it to the crew.

Take particular care to check that the crews of capsized trapeze boats are accounted for because of the increased risk of entrapment with these boats.

There is also a fog horn in a plastic container in the boat should you need to attract attention.

PLEASE REPLACE AFTER USE



RESPONSIBILITIES

The **main responsibility** of the patrol boat operator is to look out for and to help sailors in difficulty. Other responsibilities are to help in the recovery of boats, boards and equipment and to help the Race Officer.

The patrol boat operator should work in partnership with the Race Officer by:

- Agreeing **whether it is safe to run a race** (although the decision remains with competitors as to whether to compete) and the need for any radio contact. This agreement should consider **whether you feel competent** to operate the patrol boat in the prevailing conditions.
- Checking the location of the **First Aid box** in the club house and the **resuscitation instructions** nearby.
- Understanding the course that has been set and the most likely place for capsizes, e.g. gybe marks
- Checking that **all boats and crew have returned safely** at the end of each race.

In windy conditions, the patrol boat should be the first boat on the water and the last off. Agree whether this is required with the Race Officer. Wear **suitable clothing and a life jacket/buoyancy aid**.

RULES

Rule 1. The patrol boat has a normal maximum capacity of four people. You may have to pick several people from the water, so **never leave the shore with more than two people aboard** except in an emergency.

Rule 2. If you think that a person in the water is not capable of making rational judgements, take the initiative and try to get him/her into the boat and back to the shore as soon as possible. Similarly, **you** decide who most requires your assistance at any point. You may call on any other boat for assistance at any time.

GENERAL TIPS WHEN ASSISTING SAILORS

- Pull people from the water **over the bows** of the rescue boat when possible.
- Manoeuvre **slowly** when you are close to boats or people in the water.
- If a boat capsizes, get to it as quickly as possible and stand off **upwind and clear of masts and sails**. Be aware that dinghies can come up and roll straight over the other way and position yourself accordingly. Check that all the crew are alright, that no-one is trapped, particularly on trapeze boats. It is often best to stay near the masthead of capsized boats – you are safely away from sailors but can lift the mast a little if required.
- **Check** whether the sailors require assistance, but take initiative if required, as per Rule 2.
- If a crew needs help, ask them what **they** want you to do, and **do it slowly, gently, gently!**
- Ask the crew regularly if they want to get into the rescue boat.
- Racing will normally be continuing while you are rescuing someone. Except in urgent circumstances please keep out of the way of competitors.

TOWING TIPS

- **When using the towing rope be very careful not to get it caught in the propeller.** Always be alert to where the rope is in the water.
- A boat may be **towed astern or alongside** the rescue boat. Alongside is frequently better but the rescue boat will be less manoeuvrable. If towing astern, someone should be in the towed boat to steer, sitting well back with the centreboard up.
- **Avoid tying knots or cleating ropes.** A boat towed astern should have a turn of the towing rope around the forestay (if it has one) and two turns around the mast with the loose end held by the crew. Alternatively the towing rope can be looped around the forestay and back to the rescue boat.
- **Pulling boats off lee shores** is best done by approaching bows on and going slowly astern once the towing rope is in place. Pull the dinghy or board far enough out until there is space to turn the rescue boat and tow normally.

REMEMBER – PEOPLE FIRST, THINGS SECOND



PATROL BOAT OPERATOR INSTRUCTIONS:

Getting ready

SAFETY NOTE 2009

Putting the patrol boat in the water requires at least 3 people – do not try it with less than this. Ask the Race Officer to arrange help if helpers are not immediately available nearby.

PLEASE REPLACE AFTER USE



PATROL BOAT – GETTING GOING

A: Preparation

1. The engine is in 'Barrie's Box' at the rear of the Clubhouse. The front trolley wheel is in the Clubhouse. The petrol and control gear is in the outside petrol store to the rear of the clubhouse. The keys for the outside lockers are available from the Race Officer.
2. Make sure the red petrol tank is at least half full. If it needs filling, take ready mixed fuel from the jerry can, using the funnel. **Choose a safe place, outside the clubhouse**, to do this.
3. Use the trolley to transport the engine to the rescue boat.
4. Agree with the Race Officer if radio communication is required. If it is, get a radio and test it.

B: Assembly

1. Clamp the control lever **firmly** to the obvious place at the driver's right elbow.
2. Lower the bow of the boat by taking away the bench on which the launching trolley is resting and mount the engine on the transom. **If you feel the engine is too heavy** to lift on your own, **ask for assistance** from nearby sailors. **The lifting is best done as a two person job. Tighten the clamps very firmly.**
3. Attach the steering cable to the engine by pushing the toggle shaped bit through the obvious hole in the front of the engine and twist it to hold it in place.
4. Attach the two control cables to the levers on the side of the engine using the smaller toggle type fixings – they are colour coded to help. Forward of each lever there is a support for the cable and clip that comes over to hold it in place. The black cable goes on the bottom lever.
5. Push the emergency stop shoe (on the curly red cord) under the stop button.
6. Release the engine lock lever (on the front of the engine, slightly to the right) and pull the top of the engine forward so that the propeller is raised. Secure it there by the catch on the left side of the engine as viewed from inside the boat.
7. Put the petrol tank, and attached **safety knife**, in the boat and attach the fuel hose to the engine.
8. Fit the manoeuvring wheel to the trolley and launch the boat. **This is a several person job. Take care as the slipway can be slippery.** Ensure there is someone on the shore holding the painter when the boat is afloat!
9. When there is enough depth, put the engine into the down position by releasing the catch as in B6.

C: Starting the engine

1. Loosen the cap on the top of the petrol can ½ turn. Squeeze the rubber bulb in the petrol hose a few times to get fuel to the engine.
2. Pull the choke fully out, pull the engine control lever outwards to disconnect the clutch and push the lever forwards to about 45 degrees to give some revs.
3. Pull the starting cord firmly out to its full length. Repeat until the engine starts.
4. When the engine starts, immediately push the choke back in and adjust the control lever until the engine runs at a fast tick over. Leave for 60 seconds, then return the control lever to a central position. The engine should now idle smoothly.

D: Driving it

1. Once the engine is running, go for a fast piddle to warm it up. To go forward, push the lever forward. To go back, push the lever back. **Do not go backwards fast – it can damage the engine and fill the boat with water.**
2. **To stop the engine, press the red rubber button near the choke.**
3. **Always** keep the propeller off the bottom and clear of buoy mooring lines. On return to the shore, release the engine lock lever and lift the engine before you get there! (See B6).
4. **Don't run the hull hard on to the shore or the slip** – do everything **gently** please. There are no brakes – use reverse to stop.

IT'S NOT AS COMPLICATED AS IT SOUNDS!!

IF IN DOUBT, ASK THE RACE OFFICER OR NEARBY EXPERIENCED SAILORS FOR HELP.