

## NUSC Guidelines for Safety Boat Coxswain and Crew – v2.0

### Before Launch

1. Make contact with the OOD and race officer on duty as you will be working with him or her during the day as a team. The OOD and race officer set the course and control the race from the start hut. You will need to be briefed on the race format, the start and expected finish times etc. The means of communication between you and the OOD/race officer will be via VHF radio on channel 37 (P1). Meet with the OOD at least 1 hour before the start of the 1<sup>st</sup> race
2. The crew, no less than two including the coxswain shall be adult club members with experience and qualifications
3. The OOD/Race Officer will define the race course(s) and where to lay race marks if required
4. Prepare the marks with warps and anchors then load into the safety boat
5. Check fuel in both tanks and quantity is sufficient for all races on the day
6. Make sure fuel tank vent is open on the tank in use
7. Disconnect the battery charger if connected
8. Inflate all 3 tubes to the correct pressure (firm)
9. Check boat equipment: Paddles, Anchor and Warp, Knife, adjustable spanner, pliers, tape, rope/line, flares, depth gauge fitted, kill cord, Towing line, Tow bridle fitted to 'A' frame, engine muffs, rag, waterproof first aid kit and torch.
10. Take boat to the top of the slip. Lower the engine to the fully down position making sure the skeg is clear of the ground. Make sure the gearbox is in neutral (propeller spins easily with your foot). Connect the engine muffs to the water hose. Fit the muffs to the engine water intake vent making sure the propeller is clear to rotate. TURN ON THE WATER SUPPLY
11. Connect the fuel hose, prime the fuel to the engine (rubber bulb) then prime the fuel to the carburettors pressing the small rubber bulb a few times
12. Ensure ignition on switch is in the up position 'On'
13. Make sure the propeller is clear and then start the engine and let it run for at least one minute but check just after starting that the cooling water tell-tail is working properly. Stop the engine immediately if the tell-tail does not flow and check the water supply/muffs are correctly positioned
14. Stop the engine USING THE KILL CORD, disconnect the muffs and stow in the boat. Raise engine slightly to prevent contact of skeg to slipway
15. Conduct a radio check with the start hut (Ch37 (P1))
16. Ensure all crew members are wearing adequate clothing for the prevailing conditions
17. Take drinks and food (+sunscreen) as you may be afloat for several hours

### After Launch

1. Launch boat stern first with the aid of the tractor or car with tow hitch together with helpers (at least 3)
2. Make sure the safety boat is launched before any sailing dinghy so that full safety coverage can be provided at all times
3. Make sure the kill cord is attached to the coxswains right leg

4. Before releasing from the slip fully lower the engine then pull start
5. Move away from shore slowly. Check tell-tail cooling water is flowing
6. Switch on the depth gauge
7. Conduct a radio check with the start (Ch37 or P1, these are the same). The Safety boat VHF radio should provide adequate coverage (range) in low power setting. The safety boat call sign is 'TANGO', the start hut is 'NUSC Race Control'
8. Lay marks/buoys in accordance with the OOD/race officer instructions
9. While laying marks please be aware that you must keep an eye on the dinghies that will be launching and out on the water. In the event of a capsize or boat in difficulty abort the mark laying and provide assistance immediately
10. Stay within the race area at all times

### Duties While Afloat

1. PRIORITY is to always protect club members and visiting sailors. The main purpose of being afloat is the preservation of lives followed by the recovery of property. Always remember: **people before boats**
2. Ensure your own well being
3. Stay in visual contact with the fleet and in radio contact with the OOD/Race Officer at all times
4. Keep a tally of the number of boats sailing
5. Liaise with the OOD to check for retirements and to report retirements where these are established and confirmed with the helmsman of the sailing boat concerned
6. Attend to capsized boats and give help if required
7. Remember to stop the engine when recovering persons from the water
8. Tow boats in difficulty to safer waters or to the slipway
9. **Be prepared to take crews from boats when it is established that life would be endangered if they are left in their boat**
10. In case of serious accident, radio the OOD to call for emergency services (e.g. coastguard)
11. When not engaged in safety activities you may be requested to relay messages from the race officer to the fleet such as race abandonment or a shortened course
12. Please remember that fuel is expensive and fuel usage greatly increases with speed. Please operate the boat at moderate and slow speed where this is possible. Try to anchor or moor up central in the course area during light wind conditions when there is a low risk of capsized boats
13. After the race you may be asked to recover the race marks from the course

**REMEMBER: PEOPLE TAKE PRIORITY OVER BOATS AND EQUIPMENT**

### Recovery of Safety Boat

1. Wait until the launching trailer has been taken down the slip and is in position to receive the safety boat together with helpers alongside to guide the boat onto the trailer
2. Partly raise the engine when approaching the slip and kill the engine as soon as you are engaged with the trailer. Put the engine into neutral
3. Turn off the radio and depth gauge
4. When the boat is at the top of the slip disconnect the fuel line from the engine
5. Fit the engine muffs to the water hose and position onto the engine cooling water intakes

6. Lower the engine fully making sure the skeg is not touching the ground
7. Check the propeller is free to rotate and the gearbox is in neutral
8. Start the engine and check the cooling water tell-tail is flowing.
9. Run the engine until the fuel in the engine/Carburettor is exhausted and the engine stops on its own
10. Remove the muffs and disconnect the hose. Stow the muffs on-board
11. Hose down the boat and trailer to remove salt deposits
12. Stow the race marks/buoys in the green Portacabin
13. Return the boat to the boat house and put the battery on charge
14. Lock the boat house
15. Report all boat or race mark damage to the OOD
16. *Complete the boat log kept in the drawer of the desk in the start hut*