



# NFDS SAFETY BOAT INSTRUCTIONS

## MANNING

1. During notified NFDS sailing periods, the Safety Boat is to be manned at all times by a qualified helm (RYA Powerboat 2, minimum) and accompanied by an able-bodied crewmember. The crew must be briefed on operation of the Bow ramp. The additional RYA Safety Boat qualification is desirable at the following times:

When operating in limiting weather conditions (*wind consistently at or above Force 4*).

When organised racing is taking place.

Special arrangements will be put in place for programmed events such as when hosting the Access Travelers Trophy races.

## LOG

2. At the start of each period the boat is to be signed 'Out' and at the end of each period the time 'In' entered. Including crew change over. (*N.B. The log first page is current page*). Engine hours should be noted (*ignition must be switched on to read this*).

## READINESS

3. The boat shall be maintained at a state of readiness with all essential equipment onboard for all periods of NFDS sailing.

## ESSENTIAL EQUIPMENT:

4.
  - a) Sufficient fuel for the day.
  - b) Keys and killcord, (*found on the hook just inside the NFDS hut door & replaced there at the end of sailing*). These are to be retained onboard while on safety standby & positively handed over to successive custodians. **The Kill Cord must always be worn when the boat is under way.**
  - c) Anchor and line.
  - d) Mooring warps.
  - e) Towing lines. Throwing line.
  - f) Paddles and boathook.
  - g) 2-way radio. (*earpiece should be used for audibility above engine and wind noise*)
  - h) Safety/First aid container.

## BOAT & ENGINE CHECKS

5. The first crew of the day is to carry out the following checks prior to the start of sailing:
  - a) Inspect hull and engine mounting.
  - b) Check engine lift.
  - c) **Inspect propeller and underwater unit. [ESSENTIAL to minimize potential damage from fishing line fouling]**
  - d) Check steering function.
  - e) Release fuel tank breather cap.
  - f) Fuel and oil levels, cooling water function.

Checks should also be made when securing the boat to ensure that any defects are found and logged. **If fishing line is found around the underwater gear, the engine is to be noted as UNSERVICEABLE. Prompt action is required to minimize damage to the gearbox oil seals.**

### **WHEN NFDS SAILING IS IN PROGRESS**

6. The duty Safety Boat driver is responsible for deciding if it is safe to sail and how boats should be reefed. The sailing area may also be limited so that timely cover can be guaranteed. **For on-water safety aspects, the decision of the Safety Boat driver is final.** *(If the SB driver is not an experienced sailor, advice should be taken from the most experienced Volunteer present)*
7. The SB crew must ensure that someone is attentive at all times to activity on the water.
8. When racing is taking place, the Safety Boat **must** be on the water.

### **PASSENGERS**

9. Unless fully briefed and acting as crew, passengers should not normally be carried in the Safety Boat. If 'trips round the bay' are required while sailing is in progress, the nominated Safety Boat driver remains responsible for preparing and manning an alternative boat to provide continuous SB cover.
10. A permitted exception to the 'passenger' rule is whenever a carer with specialist equipment or training is required to remain close to a disabled sailor. In this case, that carer may be considered as 'crew'. However, no one sailor should be allowed to monopolise SB cover to the detriment of the whole fleet. Each case must be properly risk-assessed and consideration should be given to manning a second Safety Boat to cover all other boats.

### **END OF SAILING**

11. The last crew of the day is to secure fuel cap breather and remove keys, killcord and all loose equipment from boat and store in NFDS hut. Boat should be left clean and any rubbish disposed of. The only gear left permanently onboard will be:

Anchor and its line

Fuel tank

Mooring lines and the towing bridle.

### **SECURITY**

12. Boat to be correctly secured (Bow and Stern lines) and padlocked to the berthing pontoon.

### **DAMAGE REPORTING:**

13. Any damage or malfunction noted before, during or after operation **must be recorded in the log and reported immediately to the NFDS Boatswain** *(Spike, or any other NFDS Trustee)*. In the event that any defect could affect safe operation or lead to further damage, the boat must be immediately taken out of service and clearance obtained to use one of the Spinnaker Safety Boats. Defects to Spinnaker boats must be reported to the Spinnaker Club Boatswain.

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