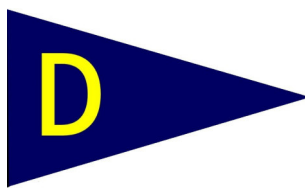


Standard Operating Procedure

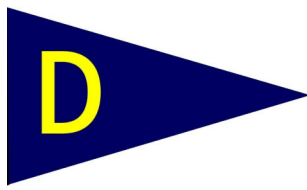
DSC Support

Boats



1. Document history

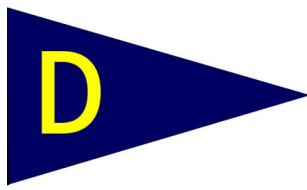
Version	Date	Amendment	Amended by
1.0	17/6/20	Document creation	Paul Jackson
1.1	18/6/20	Covid Appendix added	Paul Jackson
1.1	23/6/20	Authorised	Roger Sydenham, Vice Commodore Sailing



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3. Introduction

Support boats should only be operated by people who are competent to do so. The Dabchicks Sailing Club organise and run a Coxswains course each year covering many aspects of support boat driving and the recovery of persons in the water. This would be considered adequate experience to drive the support boats, alternatively an RYA Powerboat 2 qualification or above. Never use a boat in conditions where you feel you or the boat are unsafe.

The Dabchicks sailing club endeavour to keep their boats in full working order, but they are intensively used. Please advise the Club Manager if you find any fault as the sooner we know the earlier we can repair or replace. **NEVER** use a boat which has been withdrawn from service.

Support boats should normally be operated by two people.

The boats as a norm are configured for safety operations, when you are operating in a Race management role, please discuss with the Race Officer prior to the event any extra/alternative equipment you need so it can be sourced from the stores.

4. Guide to use and operation of DSC Support Boats DSC1, DSC2, DSC3

4.1. Keys & Equipment

Collect the Keys and kill cords (DSC1, DSC3) for starting the engines in the Race box (These are stored next to the radios in the race box and are marked to match the boats names.



Additionally take one of the safety packs, once again these are all named with the boats name. Please take and wear your lifejacket. The boats are usually fuelled, but check in the fuel locker for any green containers which

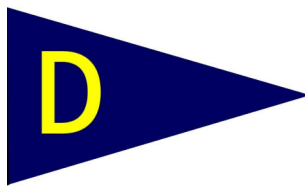
need to be carried to the boat



The boats are moored on the swinging moorings in the proximity of the hammerhead, you will need to organise for yourself how you get out to the moorings, but if you need to

take the dinghy (DSC 6) located on the DSC Apron, please do so. The oars are in the start

box and the boat should be returned to where you collected it.



4.2. On Arrival at the boat

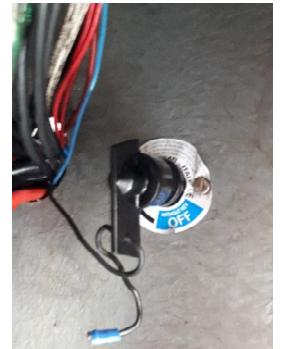
Remove the console cover and place either under the seat or in the aft locker. Place the keys in the ignition and connect the kill cord. Put the safety packs in their holders (A frame) on the Ribs or in the forward locker in DSC2.



Check that the Anchor and Tow bridle are securely fitted. The Tow bridle should be inboard when not in use

Ensure that the RIB tubes are inflated – use the foot pump (under the seat) if they are a little soft. The pressure will change with temperature so just because they are a little soft does not mean there is a leak

Turn on the Battery switch. This can be found inside the door on the portside of the Rib console and on the end of the starboard locker on DSC 2.



4.3. Fuel

Check the fuel gauge to be sure you have adequate fuel. If below half, refill from the spare fuel containers (green) stored in the anchor locker. When you have emptied them please take them ashore and place them inside the fuel locker for refilling.



Open breather vent on fuel tank.

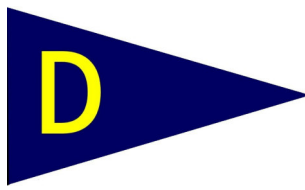
The fuel in DSC 2 will have been filled and you have no action to take.

The RIB's all take unleaded 4-stroke fuel and will have no oil added to the tank. DSC2 uses diesel fuel, stored in black cans



4.4. Electric Trim & Tilt - (Not applicable for DSC 2)

The RIBs have outboard engines equipped with electric trim & tilt. The trim & tilt mechanism is operated using the switch toggle on the side of the engine control lever or on the engine itself. At this stage check that the tilt lock on the engine is not set. If set release it and then lower the engine fully down. If you cannot lower



it fully down then do not force it into the bottom you will have to wait.

Ensuring that there is adequate clearance, check that the trim & tilt mechanism works correctly.

4.5. Kill-cords

Check that a kill-cord is fitted to each engine control box. A spare kill-cord can be found in the Rescue Kit Bag or in the Race Box. Ensure that each boat is prepared ready for operation with main plus spare.

The boat must NOT be driven without the kill-cord being attached to the driver's leg, buoyancy aid or wrist.



4.6. Testing & Warming up the Engines.

4.6.1. 4-Stroke Engines

Check the engine is in neutral - it will not start if it is in gear.

Start the engine using the ignition key and leave to warm up for a few minutes. Water should now be running through the engine and you will get a telltale stream of warm water as shown in picture below.

When the engine starts, there will be a beep from the rev counter on the console for a short time. If the beep continues, or the red light stays on, turn the engine off immediately and contact the Bosun

If the light comes on or the beep starts during engine operation, stop the engine immediately to investigate.

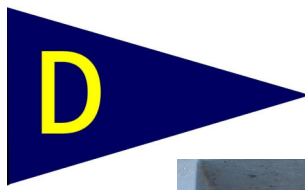
When the engine starts, revs will go high for a short time (~1-2 seconds) before dropping to normal idle. It should not be necessary to use the fast idle control on the top of the engine control console.



Do not put the engine in gear whilst on the mooring.

Stop the engine by pulling out the kill cord (testing to ensure it will work later if it has

to be used). The cord should be re-inserted into the switch ready for use by pushing the button away from the housing – use the key end to do this if necessary.



4.6.2 Diesel Engines

The engine seacocks are usually left open

The starting of DSC2 just requires you to turn the key to the heating position and hold it for 5s. Continue past that point until you hear the engine start. When started allow the engine to warm up for 5 minutes. Check that there is water coming from the exhaust pipe.



4.7. Radio

Now is the time to turn on the radio and where fitted the chart plotter. Select the radio working channel. Advise the Race Box or Race Officer that you are now ready for duty.



4.8. Leaving the mooring

Check that all the equipment is placed tidily in the boat and you have some room to move around

Proceed slowly in the moorings keeping a good lookout

4.9. Use of the Electric trim

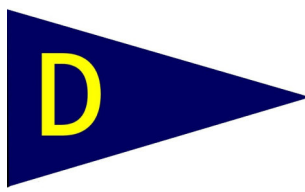
When the boat is on the plane, the trim can be adjusted with slight use of the up and down tilt switch – you should be able to “feel” and determine from the wash where the best trim is to obtain the most comfortable ride and power. Trim should be re-adjusted to the “down” position if motoring from rest.

4.10 Communication with Shore / Good seamanship / Safety Considerations

Communication should be kept with the Race Box whilst course setting and during your duty. However, do not communicate with the Race Box unnecessarily, especially when boats are being recorded passing the start/finish line.

Position yourself / patrol the race area so that you can keep an eye out for any casualties but keep away from boats unless attending a capsize, and do not cause competitors to need to avoid you or be impacted by your wash. Conserve fuel by not joyriding.

REMEMBER YOUR PRIME RESPONSIBILITY IS KEEPING A GOOD LOOKOUT, THE PERSONAL SAFETY OF THE COMPETITORS, YOURSELF AND YOUR CREW –THIS MEANS CHECKING THEY ARE SAFE AND GETTING PEOPLE ASHORE BEFORE YOU WORRY ABOUT BOATS.



4.10. Operating Problems encountered afloat

If the engine cuts out

- Check you have not inadvertently pulled the kill cord
- check that the battery isolation switch is still in the “on” position,
- that sufficient fuel is held and that the fuel line has not been inadvertently disconnected / obstructed

If an engine warning light comes on or a beep starts during engine operation, stop the engine immediately to investigate.

If the engine is over-revved, a warning buzzer will sound and result in a severe loss of power. Switching off for 4 secs will reset the engine management control allowing the engine to be restarted and normal operation resumed.

In case of battery failure, the 4-stroke engines can be started manually with the pull cord – ensure that the ignition is switched on.

If the Electric Trim and Tilt fails, do not attempt to run in shallow water with the engine in the fully down position. The engine is able to be lifted by first turning the flat headed screw located in a hole on the lower side of the engine then raising the engine by hand. This will be a difficult operation at sea so seek assistance to undertake this.

4.11. Returning to the mooring

On final approach to the mooring, slow right down..... Grab the ring on top of the mooring buoy and either clip the carabiner to the ring or pick up the mooring lines and tie to the Samson Post.

Let the engine idle for 2 minutes and then switch off. During this time double tie the mooring

Lift the engine to the fully tilted position

Remove the key and kill cord and put in a safe place

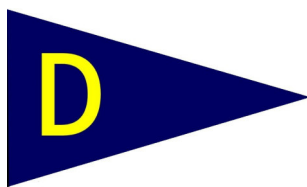
4.12. Day End Procedure

Switch off the radio, lights (if used), bilge pump, chart plotter.

Close the fuel tank breather to prevent water getting into the fuel whilst washing down and also to prevent moisture from the air being absorbed into the fuel system.

Using the brush located on the A frame clean down the boat with copious sea water

TURN OFF THE BATTERY ISOLATOR SWITCH



Replace the cover on the boat

Remove all equipment from the boat including the safety box, empty fuel cans, marks, ground tackle etc and return them to the clubhouse

Return safety boxes and ignition keys to race box.

Finally, please report any problems or faults to the Club Manager for remedial action to be taken

5. Covid Appendix

This standard operating procedure allows for operating the club Ribs in a safety role during the Covid pandemic. Whilst the risk of catching the virus operating in a safety role is small, the risk of drowning remains the 3rd highest cause of death. Rule 1.1 “Helping those in danger” of the racing rules of sailing is a fundamental rule of Part 1. We have therefore introduced the following mitigating actions to protect all and they shall be followed. These actions are in addition to the standard SOP:

5.1 Crewing

The boat should where at all possible be operated by two people, only in very exceptional circumstances is it acceptable to operate on your own. When the decision has been made to operate singly, the driver should be suitably qualified and experienced

- Where possible crews should first be
 - From the same household
 - From separate households taking care where possible to socially distant
- Decide who will be driver(helm) and who will be crew. Under current regulation you should not change jobs. The driver will be responsible for driving and positioning the boat.
- Only one person uses the radio to avoid cross infection.
- The crew will be responsible for the operation of the boat, whether this is rescuing or mark laying.
- Please consider sitting back to back on DSC1 & 3, or side to.
- In DSC2 one can stand towards the bow and one drive.

5.2 Personal Equipment

- Lifejackets must be worn by all
- Please wear sailing gloves

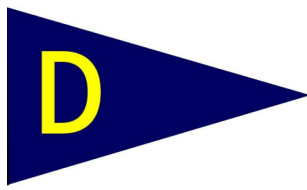
5.3 Boarding

When arriving on board the boat please give the tubes a wash down with the brush provided using lots of salt water.

5.4 Recovering people from the water

Consider using the following techniques when recovering people from the water

- Back to tube lift; Where the sailor is conscious and lighter than yourself, it is easiest to turn



- them so their back is against the tube. Place your arms under the armpits and lock your hands together. Bend your knees, straighten your back. Then lift by straightening your
- knees to sit them on the tube
- When the sailor is significantly heavier than you and conscious you can use the engine tilt. **Stop the engine and remove the kill cord.** Lower the engine fully down. Ask the sailor to go to the back of the boat and put their feet on the propeller guard plate (not the propeller). Wrap their arms around the engine. The driver then raises the engine and the crew gives the sailor a hand to get on board
- Par Buckles. Both Ribs are equipped with par buckles under the seats. Fit them to the tube, with a space roughly the length equivalent of the hips to shoulders of the sailor. When a patient is unconscious, lay them alongside the RIB, and pass the straps one under the shoulders of the sailor and the other under the hips. Hold the straps tightly and pull. The



sailors should roll over the side as shown in the photograph. If you have not already done so seek further assistance using the code red procedure.

5.5 End of day procedure

Please follow the end of day procedure and ensure that the boat is thoroughly cleaned prior to leaving