



TEWKESBURY CRUISING AND SAILING CLUB

OPERATING PROCEDURES

SAFETY BOAT

Thank you for undertaking your Safety Boat duty. If you have any issues or concerns with carrying out your duty please bring these to the attention of the OOD.

Please arrive at least 30mins, preferably 1hr, before the advertised race start time. As Safety Boat crew your primary responsibility is the safety and rescue of sailors, although you may be asked by the Race Officer or OOD to assist with race management if weather conditions allow.

Collect one of the 2-way radios from the Clubhouse and carry out sound checks with the OOD, Clubhouse and Race Officer.

Your first priority is the safety of people. The safety of boats is your second priority and you must abort a salvage operation if the safety of a sailor is in danger or unknown.

History tells us that occasionally it may be necessary for a member of the safety team to enter the water to assist a sailor – you should be prepared and wear suitable clothing for entering the water immediately and always be wearing a life jacket or buoyancy aid (PFD)

The most common danger to sailors is from the rescue boat itself. If you are unsure about a situation then take the lead from the sailors – do not engage the engine when close to swimmers or rigging, use the paddles.

Before launching, the safety boat crew should check that all safety boat equipment is on the boat and in working order.

All safety boats must have on board:

- Key and kill cord, always kept in the boat.
- Separate painters at bow and stern.
- Paddles.
- First aid kit, sealed water-borne version in a white cannister with red lid, see label for contents.
- Rope knife.
- Tow-line with stern bridle for towing in-line.
- Two-way radio from clubhouse.
- The correct petrol can from under the race hut.

Reasons for the engine fading may be:

- When connecting the fuel tank to the rescue boat loosen the air bleed (if fitted) or loosen the filler cap.
- Make sure the fuel pipe is not trapped under the seat.
- Always wear the kill cord when the engine is in gear, but make sure that you are not pulling on the kill switch.

The safety boat driver is responsible to check that all equipment is correct and accounted for. Any missing items, either noted at the start of the day or during the day, should be communicated to the Bosun and OOD as soon as possible.

The safety crew should be ready and alert when boats are on the water.

Get buoy laying instructions from the Race Officer. All buoys should be placed in the middle of the river, with consideration for moored boats, fishermen and other river users. Try to place the buoys in a wide part of the river where there is clear wind around it. If the rescue boat is moored by the start line then ensure it is tied as far upstream of the staging as possible so that the start line is not obstructed.

During racing the Race Officer and safety boat crew should be able to see the whole sailing area. This means that if the Race Officer requires boats to sail upstream around the bend, the safety boat should be positioned upstream during racing.

Being on a shared piece of water the speed of the safety boat should not affect other water users or cause confrontation through reckless driving or speed. Courtesy and consideration should be shown towards other water users at all times. The safety boat should abide by the speed limit unless responding to a sailor in distress.

When motoring past sailing boats, the driver should ensure that the wake of the safety boat does not disturb the sailing boat, especially in light winds.

When both rescue boats have been taken out of the basement then swap the order when returning them to ensure both engines are used evenly though-out the sailing season.

The orange boat, Rescue 1, uses the long trailer with only front bar guides.
The white boat, Rescue 2, uses the short trailer with front bar guides which are painted white.

The TCSC Clubhouse telephone number is 07827 067479.

Please report any issues with the rescue boats to bosun@tc-sc.co.uk