



RUNSWICK BAY BEACH AND SAILING CLUB

PRESIDENT: THE MOST HONOURABLE THE MARQUIS OF NORMANBY

Rules for the use of the safety boat

The safety boat will be in the care of the Bosun and the current coxswain who will be responsible for the general day to day upkeep of the outboard engine, and ensuring that the boat is satisfactory in all respects for use. Should there be defects, or deficiencies these are to be noted and reported to the Boson and issues written within the Bosons work book for consideration. All engine work will be discussed with the Bosun, before any work is undertaken.

1. The main provision and responsibility of the safety boat is to provide safety cover on the water for all RBBSC water sport participants, this is first and foremost.
2. The secondary provision is to provide assistance with the starting and finishing of the races, time keeping and setting the race buoys.
3. When sailing is to take place, it is recommended that the first boat to be moved onto the water is to be the safety boat. The following kit is to be onboard the safety boat:
 - A. Anchor and warp-a trip line is to be carried for anchoring at sea.
 - B. Towing warp and bridle.
 - C. Qty 1 Plastic crate.
 - D. Qty 2 fenders.
 - E. Fire extinguisher (later).
 - F. A full fuel tank and fuel line.

G. Bucket and a bailer.

H. Hand held communication device (VHF radio)

I. Qty 2 paddles.

J. Basic tool kit

K. Spare fuel, and funnel if time afloat is likely to be prolonged.

L. First aid kit.

M. Flare Kit

N. Waterproof Binoculars

O. Kill cord

P. Laminated checklist

4. The safety boat is highly recommended to have a crew of two minimum. Weather conditions and sea state must be taken into account when deciding on helm and crew.
5. Children/teenagers are generally not allowed in the safety boat unless their training/safety requires it.
6. No person is to be allowed to sit to the rear of the boat other than the coxswain operating the boat. When at anchor during training sessions this area of the boat may be used with caution.
7. The "Kill Cord/Safety Lanyard" must be worn by the coxswain around his wrist when the engine is in operation. Therefore should the coxswain fall over board the kill cord will automatically stop the engine.
8. The coxswain is to be aware of the training hand signals, and method of indicating "I require assistance".

9. The coxswain is also to know the actions to be taken by dinghy crews to prepare for a tow, be able to tow astern, and how to give assistance when requested to capsized craft.
10. The coxswain and his crew must be competent to operate in adverse sea conditions, be able to heave lines, come alongside, and position correctly to tow craft. A satisfactory knowledge of rope work in regard to knots, bends, and hitches is necessary.
11. Man overboard procedure for dinghies and powerboats must be known, and fully understood.
12. Course turning marks are to be laid well clear of obstructions, and the distances between them are to take account of the sea conditions and the need to avoid loss of control, for example, the risk of the safety boat crew being faced with a widely dispersed / split fleet.
13. Course marks must be lifted at the end of each day's sailing. Any marks left fast should be marked with a small buoy.