

## Daily Checklist and Instruction for All People on Safety Boat – Safety 1

- When taking off the boat cover, and putting up the shade cover, take particular note of how it goes together.
- Check fuel level. If less than half tank see below for refuelling procedure.
- Connect battery terminal by turning the green circular knob on the battery terminal until firm – you can check the connection by turning on radio or tilting the outboard.
- Make sure some drinking water is onboard.
- Lower engine into the water using button on top inside gearstick. Engine will only start if gearstick is in neutral (vertical).
- Pump fuel bulb (On Safety 4 midships port side) (On Safety 1 beside outboard)
- To start engine turn key clockwise while pushing in to engage choke. If need be, lift the throttle lever. Throttle lever needs to be down again to engage forward or reverse.
- To turn off engine turn key anticlockwise.
- Lifejackets, toolbox and first aid kit are located under the seat (Safety 1 lift seat top) (Safety 4 remove rear seat vertical wall by pulling up and back). Identify safety knife location.
- Crew are encouraged to wear safety vests. If a crew needs to enter the water to effect a rescue, the crew must be wearing buoyancy vest.
- Turn radio on by rotating large circular knob on front of radio clockwise. Use up and down arrows to locate channel 71. Call another safety boat or the “VM4SK Townsville Sailing Club Base” for radio check.
- All crew to read attached page on rescue procedures.

### Refuelling

- Proceed to fuel pontoon. On the boat keyring is a white magnetic card you can remove from its holder. Read the passcode on the back of the card. Insert card in the console on the fuel dock. Follow instructions to enter passcode and then the fuel hose number you will use (**Note only hose 1 or 2 have unleaded fuel**). Return to boat and fill with **straight unleaded fuel**. No oil is required. Do not use diesel ! After filling the tank, hang up the hose and return to the console. Insert card again and follow instructions to print the receipt. Write your name on the receipt and put it in boat key box.

### Returning to dock

- After returning to the dock in slow forward, gently nudge the bow of the boat onto the pontoon. Use the engine to line up the boat straight on the pontoon. Throttle up to drive up on the pontoon. Don't worry, it is impossible to go too far as the outboard will hit the pontoon and stop. The bow of the boat should be almost over the rope that ties it to the pontoon.
- Turn off motor, raise motor, **For Safety 1**, there is a black hose fitting on the port side of the engine. Unscrew it. There is a screw-on garden hose fitting in the console. Screw the garden hose fitting onto the hose on the side of the outboard. Clip on the hose and run the hose for two minutes. You will see water coming out of the engine exhaust trail. **Do not start the motor !** After about two minutes, disconnect the hose and hose fitting. **Make sure you screw the black hose on the outboard back together.**
- Hose down outboard and mountings.
- Disconnect battery terminal by turning the green knob anti clockwise.
- Tidy boat and take lunch box, empty water bottles and keys to the Club office
- **Thank you**

## Daily Checklist and Instruction for All People on Safety Boat – Safety 4

- When taking off the boat cover, and putting up the shade cover, take particular note of how it goes together.
- Check fuel level. If less than half tank see below for refuelling procedure.
- Connect battery terminal by turning the green circular knob on the battery terminal until firm – you can check the connection by turning on radio or tilting the outboard.
- Make sure some drinking water is onboard.
- Lower engine into the water using button on top inside gearstick. Engine will only start if gearstick is in neutral (vertical).
- Pump fuel bulb (On Safety 4 midships port side) (On Safety 1 beside outboard)
- To start engine turn key clockwise while pushing in to engage choke. If need be, lift the throttle lever. Throttle lever needs to be down again to engage forward or reverse.
- To turn off engine turn key anticlockwise.
- Lifejackets, toolbox and first aid kit are located under the seat (Safety 1 lift seat top) (Safety 4 remove rear seat vertical wall by pulling up and back). Identify safety knife location.
- Crew are encouraged to wear safety vests. If a crew needs to enter the water to effect a rescue, the crew must be wearing buoyancy vest.
- Turn radio on by rotating large circular knob on front of radio clockwise. Use up and down arrows to locate channel 71. Call another safety boat or the “VM4SK Townsville Sailing Club Base” for radio check.
- All crew to read attached page on rescue procedures.

### Refuelling

- Proceed to fuel pontoon. On the boat keyring is a white magnetic card you can remove from its holder. Read the passcode on the back of the card. Insert card in the console on the fuel dock. Follow instructions to enter passcode and then the fuel hose number you will use (**Note only hose 1 or 2 have unleaded fuel**). Return to boat and fill with **straight unleaded fuel**. No oil is required. Do not use diesel ! After filling the tank, hang up the hose and return to the console. Insert card again and follow instructions to print the receipt. Write your name on the receipt and put it in boat key box.

### Returning to dock

- After returning to the dock in slow forward, gently nudge the bow of the boat onto the pontoon. Use the engine to line up the boat straight on the pontoon. Throttle up to drive up on the pontoon. Don't worry, it is impossible to go too far as the outboard will hit the pontoon and stop. The bow of the boat should be almost over the rope that ties it to the pontoon.
- Turn off motor, raise motor, **For Safety 4**, there are a pair of black ear muffs tied to a sauce bottle in the stern Clip the hose to the ear muffs. Slide the muffs over the water intake on the bottom of the outboard leg. Turn on hose and start engine. You will see water coming out of the engine exhaust trail. Run engine for two minutes. Turn off the engine. Take off muffs and hose down outboard and mountings.
- Disconnect battery terminal by turning the green knob anti clockwise.
- Tidy boat and take lunch box, empty water bottles and keys to the Club office.
- **Thank you**

## **Safety boat procedure for capsized dinghies**

In the event of a capsized dinghy the safety boat will adopt the following procedure.

The overall purpose of the safety boat is to provide security and encouragement to the capsized dinghy. Only as a last resort should the boat become involved in any form of rescue. The safety boat's first purpose is to standby the capsized boat and watch and encourage its recovery solely by the sailing crew.

A member of the safety boat crew should be dressed in a buoyancy vest and be ready to jump in the water if need be.

If the all sailor/s cannot be seen and the boat is fully inverted, the safety boat crew in the buoyancy vest should take the safety knife and jump in the water and swim under the boat to ensure the crew is not trapped under the boat.

The best position from which to observe the capsized boat is from directly down wind facing the capsized boat. In this way the safety boat will not drift onto the sailing boat and the outboard motor will be as far away as possible from the sailing boat.

Do not permit the sailing crew to leave their boat. Should an item float away from the sailing boat tell the sailing crew to stay with their boat and the safety boat can recover that item but only after it has drifted well away from the sailing boat.

If a sailor is in the water, as soon as contact is made with the person in the water, safety boat engine must be turned off.

Keep the other safety boat and the clubhouse informed as to progress.

If it is necessary to come alongside the dinghy this should be done slowly and from directly downwind. Ideally only allow the forward half of the safety boat to come alongside the sailing dinghy. If any person is to transfer from the sailing dinghy to the safety boat, the safety boat driver must ensure that the outboard is in neutral prior to the crew attempting to come on board. If a child then the safety boat crew should pull the child over the side of the boat rather than allowing the child near the rear of the boat.

If it is necessary to take the dinghy in tow this can be done by one of two procedures.

- a) come alongside as mentioned above and pass one end of the tow rope to the dinghy; or
- b) position well upwind of the dinghy and throw the tow rope into the water and allowing the rope to drift down to the sailing boat.

Under no circumstances should the stern of the safety boat come close to the sailing boat.

If it is necessary to tow the sailing boat this should be at a very slow speed with a tow line about 10 m long (as a rough guide twice the length of the safety boat.). Ideally (but not essentially) the crew should pull down the sails and wrap them up in the sailing boat prior to any towing and the vessel should be towed upright.

The sailboat must not tie the tow rope to the boat. It should be wrapped several times around the mast and held so it can be released urgently. The safety boat crew should likewise not tie off the tow rope. Wrap it several times around a tow post or cleat and hold it for quick release. That person should face aft and watch the sail boat at all times, calling instructions to the safety boat driver as to speed.

### **To Launch Self Inflating Marks**

- Open mark and lay it extended across the boat. Turn the boat side on to the wind so the wind is blowing into the buoy like a windsock.
- Connect stainless clip on anchor rope to shackle on bottom of the four strap bridle. Lift the edge of the stainless ring on the buoy just over the edge of the boat.
- Lower the anchor into the water ensuring the chain does not wrap around the anchor.
- When the bulk of the rope is on the water, lift topside of the mark to ensure maximum air intake. Lower the heavy chain weight over the side such that the mark is pulled into the water.
- Mark should self inflate such that the rope handles located on the side of the buoys are above the water. If this does not work, pull the buoy vertically out of the water until the steel ring clears the water and drop back in. Allow boat to drift away from the mark.

### **To Recover Self Inflating Marks**

- Position the milk crate on the starboard side level with fuel tank so that the weight will fall into the milk crate.
- Place the bag matching the mark colour on the fuel tank in the middle of the boat so that the buoy can be later packed into it.
- Disconnect the green white line running from the front of the canopy to the starboard gunwale to give more room to recover marks.
- There is a black toggle switch located on the front of the seat on the port side under the gunwale. This operates the winch in and out. There is also a remote control in the storage box under the wheel. Hold the middle button down until the blue light illuminates. Remote control now works the winch in and out.
- Approach the mark slowly aiming straight at it from downwind so it travels down against starboard side of the boat.
- Grab mark and connect the winch hook to the ring at the bottom. Continue to hold the top of the mark up. Engage the winch to pull the ring over the side of the boat until the chain weight falls into the crate.
- Once the winch is connected and raising the buoy, motor slowly forward to make it easier to pull the anchor in.
- Pull the rest of the anchor and place in the milk crate.
- Disconnect shackle from anchor snap clip slide the crate out of the road. Place the buoy into the bag.