

Safety Boat Manual.

This document contains the club's operating procedures and relevant information for safety boat personnel. The document is a guide only and should be read in conjunction with the safety statement issued by the club.

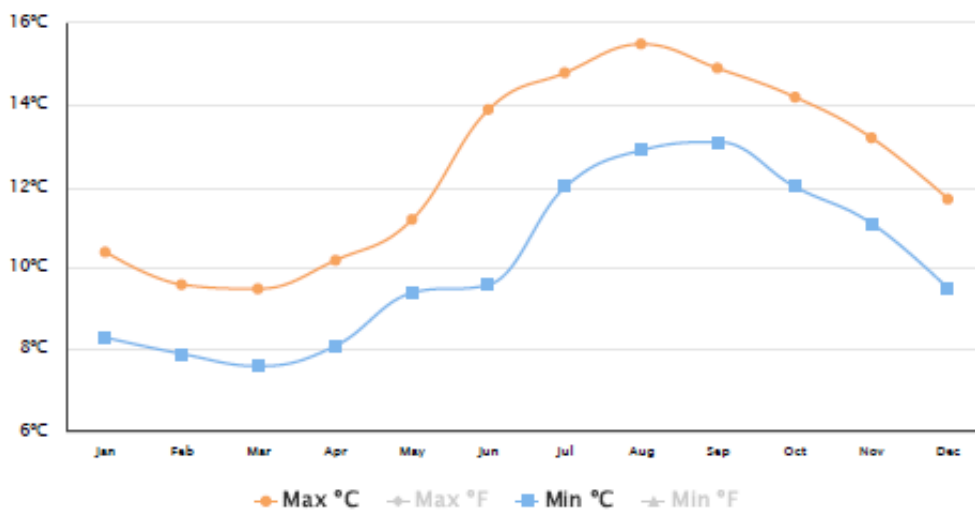
RIBs Currently Available

The club has access to 3 RIBs, a Humber 400 Assault with a 40 HP engine and a Humber 550 Assault with 60hp engine and (details of RIB 3 here). All RIBs are category C with the following details:

Boat	Boat + engine weight	Max Payload	Max persons
400 Assault	195+115 = 310kg	575kg	5/375kg
550 Assault	320kg 170 =490kg	975kg	8/600kg

Sea Temperatures and Weather

Max and min sea temperatures around Donegal.



Irish Coast Areas and headlands

Beaufort number	Wind speed				Mean wind speed (kt / km/h / mph)	Description	Wave height		Sea conditions	Land conditions
	kt	km/h	mph	m/s			m	ft		
0	0	0	0	0-0.2	0 / 0 / 0	Calm	0	0	Flat.	Calm. Smoke rises vertically.
1	1-3	1-6	1-3	0.3-1.5	0.2 / 0.4 / 2	Light air	0.1	0.33	Ripples without crests.	Wind motion visible in smoke.
2	4-6	7-11	4-7	1.6-3.3	0.5 / 0.9 / 6	Light breeze	0.2	0.66	Small wavelets. Crests of glassy appearance, not breaking.	Wind felt on exposed skin. Leaves rustle.
3	7-10	12-19	8-12	3.4-5.4	9 / 17 / 11	Gentle breeze	0.6	2	Large wavelets. Crests begin to break; scattered whitecaps.	Leaves and smaller twigs in constant motion.
4	11-16	20-29	13-18	5.5-7.9	13 / 24 / 15	Moderate breeze	1	3.3	Small waves.	Dust and loose paper raised. Small branches begin to move.
5	17-21	30-39	19-24	8.0-10.7	19 / 35 / 22	Fresh breeze	2	6.6	Moderate (1.2 m) longer waves. Some foam and spray.	Smaller trees sway.
6	22-27	40-50	25-31	10.8-13.8	24 / 44 / 27	Strong breeze	3	9.9	Large waves with foam crests and some spray.	Large branches in motion. Whistling heard in overhead wires. Umbrella use becomes difficult.
7	28-33	51-62	32-38	13.9-17.1	30 / 56 / 35	Near gale	4	13.1	Sea heaps up and foam begins to streak.	Whole trees in motion. Effort to walk against the wind.
8	34-40	63-75	39-46	17.2-20.7	37 / 68 / 42	Gale	5.5	18	Moderately high waves with breaking crests forming spindrift. Streaks of foam.	Twigs broken from trees. Cars veer on road.
9	41-47	76-87	47-54	20.8-24.4	44 / 81 / 50	Strong gale	7	23	High waves (2.75 m) with dense foam. Wave crests start to roll over. Considerable spray.	Light structure damage.
10	48-55	88-102	55-63	24.5-28.4	52 / 96 / 60	Storm	9	29.5	Very high waves. The sea surface is white and there is considerable tumbling. Visibility is reduced.	Trees uprooted. Considerable structural damage.
11	56-63	103-117	64-72	28.5-32.6	60 / 111 / 69	Violent storm	11.5	37.7	Exceptionally high waves.	Widespread structural damage.
12	>63	>117	>72	>32.7	N/A	Hurricane	14+	46+	Huge waves. Air filled with foam and spray. Sea completely white with driving spray. Visibility very greatly reduced.	Massive and widespread damage to structures.

Safety Equipment

- A flare pack should be carried containing a minimum of 1 x pinpoint red, 2 x orange smoke in a watertight container.
- Carry a suitable folding anchor.
- Towing Rope and Painter
- A collapsible paddle, which can be stowed on board for use in the event of engine failure. Basic first aid kit.
- Kill cord to cut out the engine; the lanyard/kill cord must be attached to the operator's body, clothing, or PFD/lifejacket.
- A spare lanyard/kill cord should always be carried on board.
- Knife.
- Torch.
- Basic Tool Kit.
- Fire Extinguisher.
- Spare canister of fuel
- - Flare Box (2 red handheld, 2 orange smoke)
- VHF Radio
- Sponson Pump
- Towing Warps including; At least one warp long enough to tow several boats astern. At least two other short warps for towing alongside.

Training

- National Powerboat Certificate <https://www.sailing.ie/Portals/0/National-Powerboat-Certificate.pdf>
- Safety Boat Certificate <https://www.sailing.ie/Portals/0/documents/2018/Training/Safety-Boat-Certificate%202108.pdf>

Risk Assessments

Water, Weather. Flammable liquids, Engine Prop, Tide and currents, Ferry, Moorings, Pier including Fishing, Sandspits, Collisions

Procedures:

Pre-launch

Prior to use the following check should be carried out.

- At least two people should be present for launch on slipway.
- Ensure all tubes are correctly inflated
- Check the propeller for any signs of damage.
- Check that flares on board are in date and are still dry and sealed.
- Check the battery has enough charge.
- Oil level needs to be monitored (four-stroke engines will usually have a dipstick to check level).
- You must have sufficient fuel for the journey you are planning, plus a suitable reserve. *Remember, fuel consumption may significantly increase when heading into the wind or against the tide, or if sea conditions deteriorate while you are at sea. Carry a reserve tank if possible.*

On the Water

- Ensure you have a kill cord and attach it to your leg when operating.
- All capsizes should be attended immediately to ascertain the wellbeing of the sailors. Be mindful however of charging in and creating more difficulties with a large wake. Most members will be able to deal with the situation and continue, capsizing after all is a normal hazard and part of sailing dinghies.
- If the boat is inverted (turtle) do not wait to intervene.
- When on duty, the boat should be manned by two people (driver + one lookout). Other than in emergencies, the boat should not carry more than four adults.
- At least one member of the crew should be prepared to enter the water, if necessary (should be wearing appropriate clothing and a buoyancy aid instead of a lifejacket)
- Standing up in the boat is prohibited when under way – ensure 3 points of contact. In the event the Safety boat operators are also fulfilling OOD duty, the primary responsibility is safety/rescue activities. OOD duties are of secondary importance.

Mooring

- Boat should be secured with the painter attached to the bow winch eye and to mooring with a rolling hitch.
- A secondary line to recover the painter can be connected to the Sampson post or other inboard eye.

Towing

- Check all boats have their tow rope rigged correctly.
- Ensure their main sheet is unclipped.
- Ensure the dagger board is raised
- Ensure the helm is on the tiller and sits aft (unless you decide their condition warrants their removal from the boat).
- If the helm and crew are not in the boat remove the dagger board and put the rudder into the dagger board slot.
- On short tows the crew would be advised to keep some pressure on the main sheet to prevent the sail from flogging too much, flogging will quickly ruin a good sail.
- On a longer tow it may be best to remove the sail and roll it loosely in the boat, the main sheet can be used as a lashing.
- Be mindful of your speed and course, remember those behind you

Debrief

The OOD should ensure a space is provided to allow feedback after the event from all parties

involved.

This informal discussion should be presented with safety in mind and be beneficial to the further development of the club's safety procedures. This is to provide a channel of communication between rib operators, members and provide a fair and safe sailing environment for all participants.

Recovery

- At least two people should be present for recovery
- At the 3rd and fourth hour of the tide, tidal flow beside the pier can be significant.
- The slipway in Rathmullan is steep and it is recommended that the boat is driven onto the trailer.
- Check that the slipway is clear of weed.
- The trailer weight is approximately 500kg (actual weight is stamped on the trailer) which together with the boat and engine will be approximately 1000kg.
- The towing vehicle capacity can be obtained from the owner's manual or vehicle's plate. Note that each vehicle is different.

Training

- National Powerboat Certificate <https://www.sailing.ie/Portals/0/National-Powerboat-Certificate.pdf>
- Safety Boat Certificate <https://www.sailing.ie/Portals/0/documents/2018/Training/Safety-Boat-Certificate%202108.pdf>
- Short Range VHF Radio

Risk Assessments

Water, Weather. Flammable liquids, Engine Prop, Tide and currents, Ferry, Moorings, Pier including Fishing, Sandspits, Collisions

All Safety Boat operators should have or be on an identifiable pathway towards a National Powerboat Certificate, Safeguarding Certificate, Safety Boat Certificate & Short Range VHF Radio Certificate. Training can be arranged by the club.

No safety boat member should feel out of their depth or pressured to undertake anything they feel is not within their ability or comfort zone. Any issues regarding training etc should be raised to the OOD, Safety officer or committee, where further training or guidance can be arranged to help our team grow and our abilities improve.

Disciplinary Procedures on The Water.

If rules are broken by members on the water action must be taken to ensure safety of members.

A return to shore order is used to instruct a member to return to shore in the event of a breach of the club's rules.

In this event a member is asked by any rib operator to return to shore.

All minors must be taken ashore and parents contacted, they must be handed over to parents.

Parents must be contacted first and be on the beach ready for pick up. This is important so that RIB operator duties can continue without disruption. In the event parents cannot be reached minors must stay on the water under supervision. If unsafe activities resume the entire fleet can be called back to shore where a safety briefing can be held on the beach until such a time OOD and safety boat operators feel satisfied it is safe to resume or the entire event can be cancelled.

We're here to facilitate a fun and supportive environment for members to sail however these rules are imperative to maintain safety and control on the water.