

Advice to Safety Boat crews

Before going afloat

1. Take Safety Boat emergency bag (exposure bag) with you
This should contain as a minimum, Sharp knife, First aid kit, sun cream, spare kill cord, foil blanket.
The hand held fire extinguisher is located in the left hand hatch at the bow on JAFFA and under the passenger seat on the RIB
The Safety Boat Emergency bag on JAFFA also contains Clock & Race finishing kit
2. Check you have enough fuel
3. Radio check – with race box and other safety boats
4. Safety Boats must be crewed by 2 persons
5. Wear adequate clothing & Personal Buoyancy at all times
6. If it has been awhile since last time on a safety boat please familiarise yourself or ask for assistance
7. **Helm to Use Kill cord at all times while engine is running – do not attach Kill Cord to Key**
 - **Should the helm fall overboard, the kill cord goes with him & the engine cuts out. The crew then still has the key & spare kill cord to enable a man overboard rescue!**

On the water

8. People before property - Boats can be recovered later
9. If attending an incident keep a watchful eye on the rest of the fleet & let the race officer & other safety boats, know your attending.
10. In serious situations, safety boat crew override helmsman in safety decisions
11. Attend all capsizes to ascertain if there are any difficulties
12. Help dinghy crews to help themselves before taking over
13. Cut engine when dealing with people in the water
 - A. When approaching people in the water, do so from the windward side and drift towards them (Tide will be the same for you both) Turn engine off.
 - B. If you need to get a person out of the water and cannot manage to help them over the side (JAFFA) the front of the boat can be lowered or with the engine turned off the person could stand on the trim fin above the propeller and the engine can be raised at assist or use emergency ladder attached – on (RIB) the side can be deflated – The pump to re-inflate is kept in the console front locker and again the engine trim fin can be used
14. If the need is to recover a dinghy to take to safety, the best way is to hold along side, the dinghy bow positioned at least 3rd of the way back from the bow of the safety boat, turned in towards the safety boat, with the dinghy bow lines secured forward with a spring to the back, lower all sails where possible.
15. Astern Towing boats (say lack of wind) use a suitable length of rope between towed boats, safety boat crew to keep constant watch on boats being towed, lower all sails where possible.
16. Safety boats crew responsibility ends only when all craft are ashore