



CCSC Safety Boat Basics

1. Introduction

Training in the use of the Club's Safety Boats (SB) has been introduced in 2021 to build confidence and skills. These notes back-up the practical programme and are a summary of CCSC's SB procedures. They are designed to refresh and/or guide new members' knowledge of the Club's equipment.

RYA Powerboat Level 2 is the minimum qualification required to drive a CCSC SB; we recommend members undertake the 2-day RYA Safety Boat course. The club training officer may be able to advise on discounted courses and can give guidance on SB good practice .

2. The Boats

The club has 3 RIBs: Idler, Camelot (right) and Loafer. Camelot and Loafer are used for SB duties



Tern Too is a GRP outboard displacement boat (pictured here behind Loafer).



Idler, the primary and lead SB, is operated by a permanent CCSC rescue driver (or specially trained member), who can offer advice and help to volunteers.

3. Collect and check equipment:

- a. Collect a **boat key, kill cord and safety pot** from the Chartroom (first door on the left as you enter the club). **Sign out in the book** provided.
- b. Also from the Chartroom, collect a **VHF radio** from charger and **sign out in the red book**. (Consider a spare radio if available.) Normally CCSC radios are pre-set to operate on Channel 37 (aka M1), the operating channel for race team communications. Ensure they are fully charged and test it with another before going on the water.
- c. **You must wear a buoyancy aid (or lifejacket)**. If you do not have your own, life jackets are available in the boat store downstairs, turn immediately right as you enter the door to the changing rooms. Check the lifejacket fits you correctly (neither too tight nor too loose) by putting your clenched fist inside the (done-up) chest strap.
- d. Check that the safety pot includes a knife and spare tow line.
- e. Transferring (red) fuel tanks between boats has risks and may injure you but leaving them on the RIBs also has disadvantages. Check before going on the water whether you need to collect one from the fuel cage under the flag staff. Collect a spare green fuel can (containing unleaded petrol) and filling spout (same place). The Club key unlocks padlock.
- f. Race crews meet (an hour before the race start at the latest) beside the flag staff. Then take the equipment to the pontoon, normally the ferry will transfer you to the SB.

- g. If rowing a tender out, **you must wear a buoyancy aid (or lifejacket) and carry a VHF radio.** This short journey is likely to be the highest risk element of the duty! Take great care when boarding and transferring kit. **Do not attempt to row out** if conditions are poor and/or you are uncertain of your ability.

4. Operation - starting

- a. Check what is on board – anchor, paddle, bucket (and the kit listed above).
- b. Turn master isolator switch on – hatch at the front of the steering column on Camelot and Loafer, at the stern of Tern Too.
- c. Attach tank and release air vent on top of tank. Prime fuel with the bulb.
- d. Check the prop for damage before lowering the motor.
- e. Check support brackets before lowering. To release, pull motor forward and manually push support brackets backwards.
- f. Control buttons to lower the motor are on the side of throttle lever and on the engine on Camelot and Loafer.
- g. **Attach kill cord, always secure it around the thigh.** Insert ignition key (left side of column). Check the kill cord functions (by pulling it out) after starting the engine.
- h. If very cold, put throttle/gear lever in neutral, lift fast idle / choke lever. NB you **cannot engage gear with fast idle working** (a safety feature). After engine start, return fast idle to idle position.
- i. Check 1) coolant tell-tale is working 2) steering 3) forward / aft gear engages **before leaving the mooring**. If in doubt, shut down, do not use the boat and report the fault.
- j. Untie pickup buoy. Unclip mooring carabiner and re-clip strop aboard. Ensure mooring lines are well clear before engaging gear.
- k. **One hand steer, one hand gear** - maintaining one hand on the throttle and the other on the wheel improves both situational and engine-status awareness.

5. Operation - at the end

- a. Mooring: Use the pick up buoy to pull up the anchor chain, fasten the carabiner to the mooring chain, secure the pick up buoy rope to the eye inside the bow **leaving some slack in this line**.
 - b. Lift motor and apply support brackets (if present).
 - c. Disconnect power at isolator switch.
 - d. Ashore (by ferry or tender) return the tub, key, kill cord and radio (to Chartroom).
 - e. Complete both SB and Radio books in the Chartroom.
 - f. **Faults should be reported by phone/message to contacts shown in Chartroom** and/or reported to OD.
6. **Clothing:** Waterproof/windproof clothing is desirable. Wearing a buoyancy aid (rather than a lifejacket) avoids the danger of inadvertent inflation when assisting a dinghy. Whilst the overarching guidance is that SB crews **ONLY enter the water as a LAST RESORT**, wearing a wetsuit allows this flexibility.
7. **Communication.** As above, Club teams communicate on Channel 37. Use the SB's name as your call sign. (Personal SRC VHF radio operator licences are required to communicate on most channels). The OD or Idler driver may use other channels (16 - Coastguard/Distress, 12 for Weymouth Harbour, 74 for Portland Harbour Master, 80 for Portland Marina).
8. **Coordination:** During the event maintain station, take guidance and coordinate activity with Idler (or OD). Keep speed to a minimum when manoeuvring close to dinghies. Obey the 6 knot speed limit within the 6 knot buoys **unless responding to an incident**.