

APPENDIX J – USE OF CLUB RIBS AND BOMBARDS ("Powerboats") IN SUPPORT OF ANY JUNIOR SAILORS (UNDER 18 YEARS)

Every time a powerboat is taken out on the water for organised junior training, a risk assessment form must be completed and either filed in the GYC junior cupboard or posted through the GYC office door prior to launch. **ALL CONDITIONS OF THE POWERBOAT FLOW CHART IN APPENDIX K MUST BE FOLLOWED.**

Please ensure that club ribs/bombards are returned to where you found them and that all safety packs, fire extinguishers, anchors and lines are removed and returned to the store unless otherwise instructed. Any breakages/issues should be reported to the Chief Instructor and emailed to rcjuniorsailing@gyc.org.gg.

Organised GYC activities under a Senior Instructor – two persons to be in the powerboat. A helm and a crew. The helm must be a GYC member and follow the Powerboat flow chart in Appendix K and the crew must be competent to assist sailors in the water. The crew can be an adult or Junior minimum of 14 years old. Where more than one safety boat is present the second safety boat may be manned by one person with the agreement of the lead instructor/Senior Instructor.

Private Tuition – The helm must be a GYC member and follow the Powerboat flow chart in Appendix K, the crew must be competent to assist sailors in the water. If no other organised sailing activities are being run under a Senior Instructor at the same time, then the helm or crew must be a Senior Instructor or Racing Level 2 coach. The helm must first ask permission and discuss their plans with the Chief Instructor, Rear Commodore Junior Sail or the Principal. Permission will be given based on the experience of the sailors under instruction and the weather forecast.

Leisure sailing – A powerboat is able to be used to support leisure sailing. Two persons to be in the powerboat, a helm and a crew. The helm must be a GYC member and follow the Powerboat flow chart in Appendix K, the crew must be competent to assist sailors in the water. The helm **MUST** first ask permission and discuss their plans with the Chief Instructor, Rear Commodore Junior Sail or the Principal. Permission will be given based on the experience of the sailors, the competence and experience of the Powerboat helm and the weather forecast.

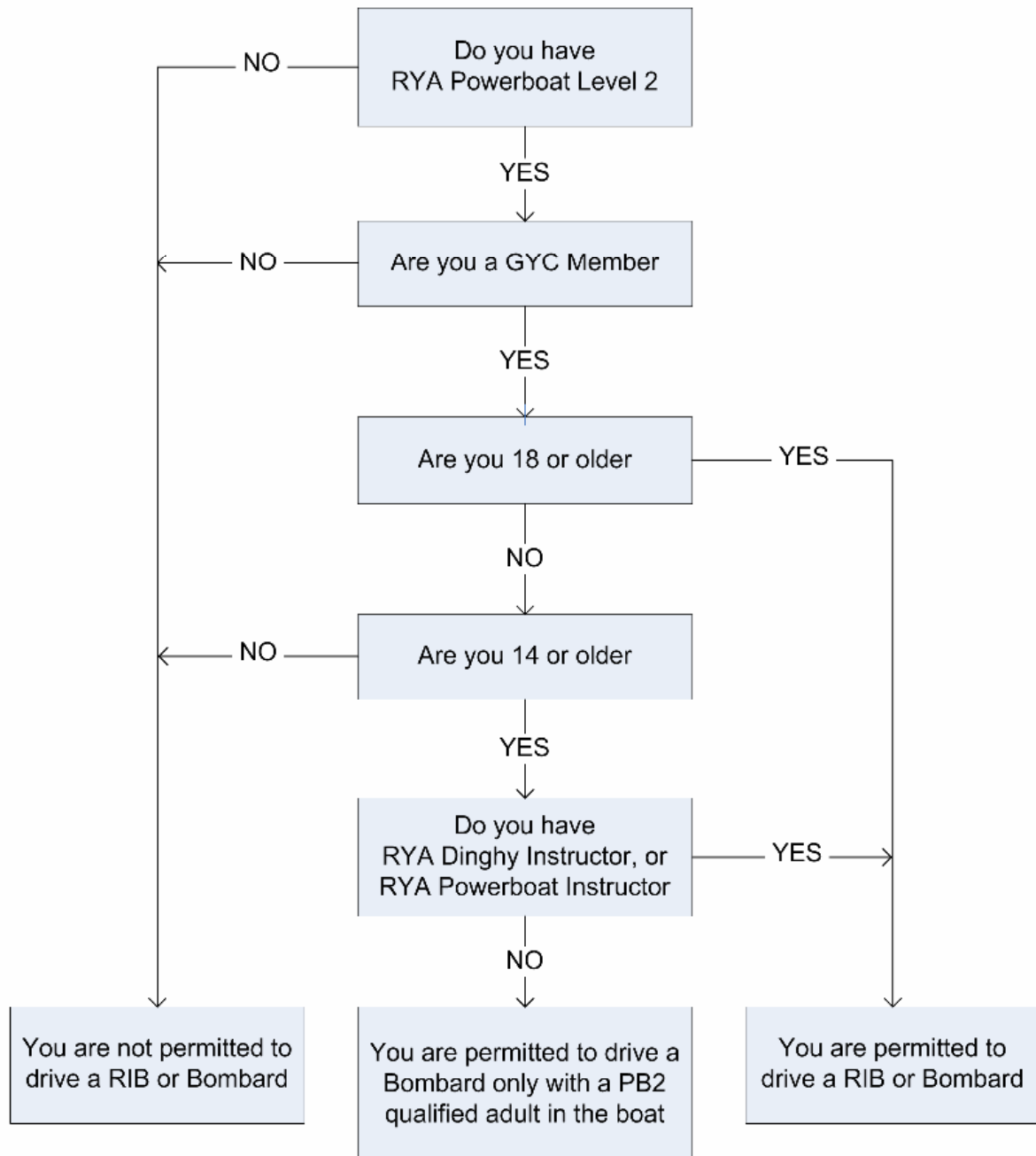
RYA Powerboat Training e.g. RYA PB2 and RYA Safety Boat - A helm, without RYA PB2, is permitted to drive a Powerboat for the duration of a training course with an instructor holding an appropriate RYA Power Boat Instructor qualification. A helm under instruction must be a GYC member.

Other activities eg refuelling, laying marks – a helm with RYA PB2 can operate without a crew, all other elements of the Powerboat flow chart in Appendix K must be followed. The helm must receive approval from the SI or RYA Powerboat Instructor overseeing the events on that day. Approval will be given on a case by case basis depending on the helm's experience and the weather conditions.

APPENDIX K – SAFETY BOAT OPERATING PROCEDURES

The person in charge of a safety boat must be thoroughly familiar with its operation and hold at least a Power Boat Level 2 certificate and be familiar with the tiller controls of the Bombard. See flow chart below for further guidance on permitted drivers and powerboats.

Powerboat Helming Policy for Junior Sail Training / Coaching



Regardless of flowchart, all under 18 helpers are required to ask permission from the Senior Instructor on duty on that day.

For normal operations there should be two people in the boat with one person dressed so that they can enter the water in an emergency.

The speed limit in any bay is 6 knots and should be adhered to at all times unless there is an emergency.

Before Launching

1. Ensure that you are fully briefed on your role by the SI or your DI. Check that you know the sailing area for each group. Know which group you are covering, and the task you are doing.
2. Ensure that you know & understand the Emergency Action Plan (appendix M). A copy should be attached to the outside of each of the safety packs.
3. Ensure you are wearing a lifejacket or buoyancy aid, that you are carrying a knife and that you are dressed for the conditions (ideally take some spare clothing, suncream and drinks with you).
4. Collect & check radio works. Check channel to be used. No unnecessary radio chatter. Safety boat driver to use the radio as detailed in **appendix L - Use of VHF radio**
5. Ensure boat is seaworthy & equipped with full kit as per the RYA Powerboat check list which includes:-
 - Safety packs (two yellow tubs, one square one round) with kill cord attached
 - Throw rope (length of rope with monkey's fist knot, or throw bag)
 - Tow-rope
 - Two Oars
 - Anchor and line for the boat (should already be on the boat)
 - Bailer
 - Fuel (check the level and that you have the right can for your boat)
 - Fender
 - VHF Radio (instructors will normally carry these)
6. Safety boat not seaworthy or missing item/s? Report to SI.
7. Ensure bungs (attached to strings on transom of Bombards) are installed where present
8. Visually check the engine.
9. After launching and starting the engine, check that exhaust cooling water is being ejected from the engine. Ensure that there is no-one in the water near the engine when the engine is running.
10. Check that the engine stops when the kill cord is removed from the engine cut-off switch.
11. Ensure that the trolley is stowed neatly.

THE DRIVER IS TO WEAR A KILLCORD FITTED TO THE ENGINE'S CUT-OUT SWITCH AT ALL TIMES

Dinghies may launch only when there is one safety boat (minimum) on the water, and are told they can do so by the SI/DI/RCL2 or OOD in charge.

Operations from/to the Lifeboat (Harbour) Slipway

Good communication with the Harbour Authorities using Ch12 on the VHF radios is imperative when the dinghies are being launched from the Lifeboat (Harbour) slipway. Ideally, Guernsey VTS should be informed prior to launch and, during the launching process, the dinghies should be corralled in Cow Bay (in the vicinity of the Local Layby pontoon) to avoid them interfering with other harbour users, notably commercial traffic.

Prior to departing through the pierheads the nominated safety boat (nominated by the SI during the pre-briefing) must call Guernsey VTS on Ch12 to inform them of the intention to leave the harbour and to confirm that the dinghies will not be interfering with the passage of commercial traffic. At the end of the session, and prior to permitting the dinghies to re-enter the harbour a similar call must be made to Guernsey VTS

On the water

Stay within your sailing area unless instructed to do otherwise by the SI, your DI or the OOD. When escorting the dinghies to and from the sailing area, position yourself where you can best see all the dinghies for which you are responsible whilst ensuring that they remain well clear of hazards.

Safety of students & yourself first.

- Observe & communicate.
- Be aware of dangers and hazards eg fishing lines, underwater rocks, buoys, etc.
- Manoeuvre your boat by the RYA method at all times.
- Drive safely & carefully. Keep your speed to the minimum required for your situation.
- Students in training may not yet know rules of the road, so be aware in how you drive.
- When swapping helm/crew, stop the engine if feasible, otherwise ensure the engine is in neutral during the change.
- No students in safety boats unless effecting rescue, transporting students to boat/shore or have the prior permission of the SI or OOD. Passengers must be briefed:
 - On the particular hazards applicable to that boat.
 - On the importance of keeping their hands inside the vessel when coming alongside the slipway and other boats, especially in windy weather and choppy conditions.
 - Not to dangle their legs over the side of a powerboat underway.

Landings at the shore to be controlled at all times.

Return to shore as soon as directed to do so or at the specified time. Do so when safe.

All the dinghies must be ashore before the last safety boat leaves the water.

Capsizes

- Inform the SI/your DI/the OOD that you are dealing with a capsize.
- Attend all capsizes as quickly as possible—count heads and keep the safety boat's engine away from anyone in the water as you manoeuvre towards the casualty. If at all possible the engine should be stopped when in an area where there are people in the water.
- In case of multiple capsize, safety boat crews should assess the situation and attend in priority order.
- If an inversion seems to be occurring, if safe to approach, apply weight to the centreboard to prevent this.
- If you are approaching an inverted boat and all of the crew are not accounted for, then the immediate priority is to return the boat from the inverted to a straightforward capsize position as quickly as possible (which may involve the safety boat crew adding their weight to the centre board).
- **In the case of a capsize entrapment**
 - **If you suspect that someone is trapped inside the hull RIGHT THE BOAT. In extreme cases it might be necessary to enter the water.**
 - **If needed cut any rigging etc that may be entangled around the casualty, and follow the Emergency Action Plan (EAP, appendix M)**
 - **If in any doubt, radio for help, either from another safety boat or from the shore.**

Return to shore / recovery

- Return to shore when directed to do so. One safety boat will remain on the water until all dinghies have been recovered on the slipway.
- Only approach shore when the slipway is sufficiently clear to ensure a safe approach.
- Ensure you have sufficient helpers to get the boat up the slipway. No students behind the boat on the slipway. Care – it can be slippery!
- Clean the boat, check boat for seaworthiness.
- Report any repairs required to SI. Effect repairs if possible.
- Put all equipment away in correct place.
- Check petrol level & inform SI if refilling is necessary.
- Boat returned to space.
- Attend SI & instructors debrief.
- Report any safety incidents not covered in SI debrief.
- Check all areas are clean & tidied.

See also Emergency Action Plan – appendix M