RESCUE BOAT OPERATIONS

Emergency Contacts

Port Dalrymple YC operates on VHF radio channel 77.
We use this channel for all club activities.

All on-water emergency activity is to be co-ordinated through the Race Officer (RO) on Channel 77 in the first instance.

Telephone / VHF Radio
Port Dalrymple Yacht Club 6383 4110, VHF Channel 77
Police, Ambulance, Fire 000
Tasports Bell Bay Emergency Channel 16*

Other Yacht Clubs
Tamar Yacht Club VHF Channel 9

Notes:
Channel 77 is an open VHF channel. If you have an on-water medical matter, Channel 77 will reach the Race Officer who will co-ordinate arrangements for medical treatment, calling an ambulance if required, etc.

Channel 16 is the internationally recognised call-up frequency monitored by the Tasports Corporation. The radio operator will probably ask you to go to another channel to converse once you have made initial contact. In an emergency this service will make contact with police and other services. If Channel 77 is not monitored for any reason (e.g. private training day), use this frequency.

Introduction

Dinghy sailing in Australia has a great safety record. This is due in no small part to the work done by volunteer rescue boat operators. These guidelines are based on guidelines developed by the Sandy Bay Sailing Club, adapted to the local operating conditions at Port Dalrymple Yacht Club.

The guidelines are based on Yachting Australia's Safety Boat Handbook, which in itself is drawn from the UK's Royal Yachting Association. The guidelines do not seek to repeat the material in the Yachting Australia Rescue Boat Handling course, a supplement to the National Powerboat Course, TL3. They do however, endorse that material.

These guidelines are designed to set the parameters for the operation of rescue boats at our Club. The numbers of boats referred to below relate to a typical Sunday of racing and not a regatta situation where there are large numbers of boats competing.

Arrangements specific to the larger regattas will be put in place to suit the occasion.

Roles of the Boats

Ideally, there should be sufficient rescue boats on the course area to allow for at least two fully-equipped boats (see below) to be dedicated to a rescue and support role, with a third vessel allocated to mark-laying duties and general errands.
In reality, these roles will be shared and it is the responsibility of the Race Officer to allocate the duties to fit the needs of the day. Safety is the first priority and the RO will ensure that rescue needs take precedence over course setting.
We aim to have one rescue boat for every 10 competing boats, although where a large proportion of the boats are crewed by competent adults with demonstrated self-rescue skills, this requirement can be relaxed.

Types of Boats

PDYC has two types of rescue boats at its disposal. Stessl 4.65m Truck, centre-console aluminium runabouts and Aquapro rigid inflatable boats (RIB). They are each ideally suited to a specific role. Both types of rescue craft are ideal for quick response work where a boat requires urgent attention and assistance. The runabouts also double as mark laying boats. Once urgent attention and assistance has been rendered, the rigid inflatables are ideal for rescue work or standing by a boat performing temporary repairs.

Boat Details

Hull	Age	Engine	Age
Rescue 1. "*Wilf Alison"* *(Max Capacity 4 Persons)*			
Aquapro 1403 Euro Rib, centre console	2009	40hp Yamaha 4 stroke	2009
Rescue 2. "*Noel Mundy"* *(Max Capacity 5 Persons)*			
Stessel 4.65m Truck, centre console	2002	40hp Yamaha 4 stroke	2010
Rescue 3. "*Ian McElwee"* *(Max Capacity 5 Persons)*			
Stessel 4.65m Truck, centre console	2003	70hp Yamaha 4 stroke	2012
Training Rib. "*West Tamar Council"* *(Max Capacity 3 Persons)*			
Aquapro 1001 Rib, tiller steer	2005	8hp Yamaha 2 stroke	2005
Start Boat. "*Dalrymple"* *(Max Capacity 8 Persons)*			
Aluminium Displacement launce	19??	40hp Perkins diesel	19??

Special Tips for RIBs

a) Keep RIBs inflated as hard as can be achieved with the supplied foot pump.
b) Retrieve mark lines and anchor line over the special Teflon strip on the bow.

Special Tips for blue float tubes on Rescue 2

a) Float tubes are for the purpose of a soft contact point when coming alongside dinghies they rely on not being tightly inflated, to provide that cushioned contact.
b) Do not treat them as a fender by tying up the boat tightly alongside pontoons or other boats; take care when retrieving anchors over the float tubes.

Required Equipment

Human Resources

Each boat should have two competent adults on board. At least one and preferably both adults shall hold a current powerboat licence.
Yachting Australia TL3 with Rescue Boat Handling endorsement is an ideal supplement.
Rescue boats do not double as spectator boats. In genuine emergencies, there needs to be maximum amount of carrying capacity (up to the legal limit in the boat) and rescue crews should not have to be concerned for the wellbeing of people other than themselves and the sailors on the course. Every person on board must at all times wear an approved PFD. It is recommended that at least one person should be prepared to enter the water to affect a rescue

Qualifications and Other Information

PDYC recommends the Yachting Australia Powerboat Handling (TL3) with Rescue Boat endorsement as the appropriate qualification for rescue boat operation. Yachting Australia publishes a safety boat handbook as recommended reading.

Rescue boat on water times

Dinghies should not leave the beach until manned rescue boats are in attendance.
On normal race days with club starts it is desirable that rescue boat crews are ready to depart at least 15 to 10 minutes prior to the first warning signal for the day's racing. This usually means a 1305 to 1310hrs departure from the club Jetty. Similarly, rescue boats should not leave the fleet until all boats are safely ashore on the completion of racing.

On days of committee boat starts and major regattas it is desirable that rescue boat crews that are rostered on mark laying boats, (Rescue 2 & 3) are ready to depart at least 45 to 50 minutes prior to the first warning signal for the day's racing. This allows time to get to the course area and complete the setting of marks under the ROs instruction prior to competitor's arrival, allow racing to get away at the nominated start time. This timing also allows, if conditions are marginal, for more rescue boats will be free to perform rescues if required as competitors arrive in the starting area.

Essential Equipment Checklist

The nominated skipper of each rescue boat should perform a check of all equipment prior to leaving the club. The following equipment is required:

- ☐ Functioning radio. Do a radio check call to PD Control (PDYC Start box)
- ☐ Tow lines (at least 2 and preferably more).
- ☐ Green floats clip on floats to attach to boats, where the crew have been rescued and the boat left for later retrieval.
- ☐ Sharp knife.
- ☐ First aid kit.
- ☐ Anchor, chain and warp.
- ☐ Sun screen.
- ☐ Adequate fuel for the day's activities with plenty in reserve.
- ☐ Hot/cold (non-alcoholic) drinks and food are desirable.

Radio Use

a) PDYC recommends taking an accredited Radio Operator course.
b) Ensure radio is working prior to leaving the beach. If it is not working, the club has a spare and hand-held VHF radios that can be used in an emergency.
c) Ensure radio is on Channel 77
d) Do not touch or stand close to the fixed aerial during transmission.
e) Ensure radio is on 'Lo' (1 watt) transmission power. to set low power small Lo in bottom right of display, to change to low power press and hold lamp button to Lo appears with beep).
f) If the radio is switched off or there is a loss of power ensure it has reset to the appropriate channel when turned back on or power is restored.
g) Take care not to use inappropriate language or make criticisms of others on radio as one can never be sure of one's audience.

Detailed Equipment Checklist and operation procedures

Check lists and procedures.

1) Safety Equipment

a) PFD for each person (Supply own or available from sailing office).
b) First Aid Kit.
c) Fire extinguisher.
d) Anchor, rope and chain.
e) Paddles.
f) Operating Radio (visually confirm radio is on CH77 and set low power small Lo in bottom right of display, to change to low power press and hold lamp button to Lo appears with beep).
h) Turn on depth sounder (essential for mark laying duties).

2) Boat and trailer preparation

b) Full fuel tank.
c) Drain plugs secure.
d) Tires inflated.
f) Boat is secure on the trailer (safety chain and winch strap forward).

3) Launching the boat

a) Ensure rear drain plugs are in.
b) Back boat into the water.
c) Lower engine into the water maintain at 10-15 deg up tilt on motor till clear of ramp.
d) Pump fuel up to the engine using the hand squeeze bulb in the fuel line (only for first start of the day).
e) Turn the key and start the engine, release the key.
f) Allow the engine to warm, revs displayed will drop from 11-1200 to 800 when engine is warm, ensure water is flowing from the tell-tale (check LHS of motor when facing, tell-tale exists just below engine cover.
g) Disconnect the boat from the trailer and reverse off.

4) Loading equipment into each boat (for non-Club start days).

a) Rescue 2 and 3 (Typically one boat will be carrying the start and leeward mark and the other will have the windward, wing and change of course marks)
b) Inflatable Course marks Red (Pin end start mark) Yellow (Leeward, wind and wing marks) Green (change of course mark)
c) Anchors and warps on winders.
d) Buoy weights
e) Course details
f) Change of course signal flags and whistle
g) Personal equipment (protective clothing, sunscreen, drinks)

Mark laying

5) Laying the course marks (for non-Club start days).

a) Rescue boats 2 & 3 will be required to lay and/or retrieve course marks.
b) RO will advise which marks go in which boat. (Typically one boat will be carrying the start and leeward mark and the other will have the windward, wing and change of course marks)
c) Have crew check mark is prepare to lay, attach lead line from anchor line winder to the mark strop, attach buoy weight at same location, double loop and clip line clips back on themselves, to avoid accidental release when going over boat gunnel.
d) Proceed to the course area after ensuring that radio contact is established with Race Committee boat.
e) Race Committee will direct rescue boat to appropriate position often with assistance from other rescue boats.
f) Once on the approximate mark location, confirm depth of water you will be laying mark in.
g) Un-wind the requited amount of mark line from the winder keeping in mind the mark has a metre strop already connected.
h) While drifting, trail the anchor and chain in the water then progressively feed out the mark line until it is all over the side, followed by the mark.
i) Confirm with Race Committee that the mark is in the correct location.
j) Proceed to set further marks or remain on station at direction of Race Committee.

6) Setting the Start line

Note for most dinghy races you will be laying marks in 2 - 4 metres of water, with 5 - 7 metres of ground tackle, this means the mark anchor needs to be laid to windward of the desired mark location. The aim in laying the start line is to get the start line from the signal mast of the committee boat and the pin end start buoy at 90deg to the wind or with the pin end mark slightly to windward.

a) to lay the start mark first confirm the line length (distance from the committee boat) from the RO once at that distance deploy the start buoy and weight, then motor to windward, with boat crew ready to drop the anchor and chain.
b) Upon advice from the Race Committee, release the anchor and chain. The anchor will drop to the bottom while the mark should remain in the desired position.
c) Remain on station to effect adjustments to the start mark as required.

7) Retrieving course marks

a) Confirm that the mark is no longer required by contacting the RO
b) Approach the mark into the wind
c) The crew should pull the mark into the rear of the boat; skipper should keep the boat motoring slowly forward to assist in retrieving the anchor.
d) The mark line is then pulled aboard, taking care of the blue fender bags when the anchor and chain come over gunnel.

Rescue, assisting and towing

8) Assisting a capsized boat

(Note: Once you render assistance to a capsized boat, it is automatically disqualified from the race. We therefore give the crew every opportunity to right the boat and sail on. The following notes relate to a boat that has agreed to accept assistance or where, in the view of rescue boat crew, the crew are in need of assistance.)

a) It is best that the crew sail the boat home rather than requiring a tow as this takes a rescue boat off the course. A tow should only be offered where it is clear that the crew will be unable to proceed unaided.

Important note: once you are alongside a dinghy being rescued with any crew in the water, turn off the motor and remove the kill switch tag from the motor controls, to guarantee no accidental restarts.

b) "Walking the mast up" by hand may be all that is required to get the boat upright.

c) Unless in a RIB, rescue boat crews need to take additional care to ensure they do not get too close to people in the water and to avoid damage to boats.

c) If the crew or skipper is exhausted or suffering from cold, consider getting them into the rescue boat before dealing with the capsize. It is in this instance that rescue boat crew may need to enter the water.

d) When dealing with one boat, keep a lookout for other incidents which may take priority. Provide the RO with updates on progress with the incident, especially where one of the rescue boat crew need to enter the water.

e) Where there are multiple capsizes and conditions are becoming severe, rescue boat crews may be asked by the RO to rescue crews and abandon boats for later retrieval. In this case rescue boat crews should attach green floats to the boats to indicate that the crews are safe.

9) Towing a dinghy safely

a) Consider whether towing alongside or astern is most appropriate. In light to medium weather either is ok if a short distance. In heavy weather or over a long distance, towing astern of the rescue boat is recommended.
b) Agree arm signals before starting a tow.
c) Use a sufficiently long line to keep the boat and line clear of the rescue boat's engine.
d) Spread the load of the towline on dinghy strong points. A wrap around the mast and then the towline held by the crew is often preferable to using the fixed towline.
e) One end of the towline must be capable of quick release. Either a wrap around a cleat and held by the rescue boat crew, or a wrap around the dinghy's mast as described above.

Recovery and packing away

10) Recovering the rescue boat

a) Back the trailer into water, until the tow vehicle wheels are just clear of the water.
b) The crew prepares the winch line by extending approx. 1.5m.
c) The skipper tilts the motor to 10-15deg then drives the boat onto the trailer.
d) The crew connects the winch line and winches the boat the rest of the way, and connects the safety chain.
e) Tow the boat to the top of the ramp.

Recovery and packing away continued

11) Wash down and cleaning out

a) Connect engine flush snap on hose fitting to flushing point and flush motor for approx. 60seconds, Remove the boat drain plugs, reconnect motor flush point and wash down boat, hull, deck, inside hull, console, motor (ensure you wash down around the tilt ram area of the motor) and trailer.
b) Tidy up ropes, lines and equipment. If turning marks have been used, disconnect weights and anchor line, re wind anchor lines on to line winders.
b) Unload all rubbish.
c) Turn the radio and depth sounder off. Lower wind screens and aerials on trucks remove aerial on rib and store on console.

12) Storing boat

a) Reverse the boat into rescue boat shed. Moving last few meters manually use jockey wheel. Boats are stored 1, 2 and 3 order north to south in the rescue boat shed. Full lower motors so they clear the shelf at the rear of the shed
b) Ensure safe manual handling skills employed. Take care of your back. Do not lift more than you are comfortable. Bend you knees. Get a mate to help.
c) If turning or training marks have been used **remove all marks, mark weights and ground tackle from the boats** to shelf and storage drums at rear of shed (anchors chains and weights are steel, boats are aluminium combination of the two in a wet salty environment is a battery and the boats will come off second best).

Major Events

Rescue Plans will be developed for major events. They will be based on the information above, but as they often involve personnel from other Clubs and from interstate, they will be very detailed and may have information specific to a particular class of boat. The RO for the major event will sign off the rescue plan which will then be distributed and discussed at pre-regatta briefings.