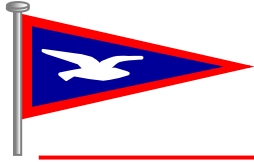


# THORPE BAY YACHT CLUB

## Support Boat Guidance

### Number of Support Boats

- RYA guidance states:  
*'The number of patrol boats at an event depends on the competition level, age, ability and number of competitors, anticipated conditions, etc. There is no recommended ratio as there are too many variables to consider - so it's a matter of common sense'*
- TBYC owns 6 support boats – 3 RIBS and 3 displacement boats.  
Seasafe 2 & Seasafe 3 ( SS2 & SS3) – Displacement boats  
SS6 (Polly) – displacement boat  
SS5 – 5.4m RIB 60HP engine  
SS7 – 4.8m RIB 50HP engine  
SS9 – 3.4m RIB 15HP engine (Cadet/training RIB)  
( N.B. a further 5.4m RIB is likely to be purchased and will be SS8)
- TBYC also owns 1 Committee Boat which can be used as a support boat facility.
- TBYC allocates a helm and a crew in its duty roster to each of the 2 displacement support boats and 2 RIBS for all week-end club races between 1 April and mid-October and to each of 2 RIBS only for all club races between mid-October and 31 March. Summer mid-week races have 2 displacement boats.
- TBYC considers that this will provide a reasonable maximum requirement for support boat cover for all types of club racing event in its sailing calendar including the Pico series racing.
- The number of support boats actually deployed on any race may vary from the maximum number in the duty roster.
- The Race Officer of the day may make a judgement that the sailing conditions and/or number/types of racing boats/sailors do not require the maximum number of support boats.

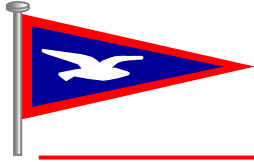


# THORPE BAY YACHT CLUB

- Frequently racing is practical with less than 4 support boats. It may be possible to undertake racing with just one support boat.
- For open meetings the number of support boats required will be reviewed for each event and additional support boats may be made available.
- Some individual club members own RIBS which are made available on agreement for some circumstances. ( e.g. Cadet Week, Open Meetings)

## **Support Boat Helm and Crew**

- All helms shall be assessed for competence by the Sailing Committee on behalf of the Rear Commodore (Racing) and a list of competent helms maintained. Competence will be judged on qualification and/or experience.
- TBYC has a programme of training helms for the RYA Powerboat Level 2 qualification but only a minority currently have that qualification.
- Only those who have been assessed as competent shall helm a support boat.
- A TBYC By -law states:  
  
*'Club Committee and support boats may only be used at such time and by such persons as duly authorised by the Flag Officer ( Sailing) or, in his/her absence, another Flag Officer or the Duty Officer'*
- Allocation of a helming duty in the Duty Roster by the Sailing Committee is deemed as authority to helm a support boat.
- No-one under the age of 17 shall be in charge of a support boat
- Support boats should normally have a minimum of two persons (helm & crew) aboard
- It may be appropriate to have just one person (helm) aboard on some occasions.
- It would be unusual to have more than three people aboard.



# THORPE BAY YACHT CLUB

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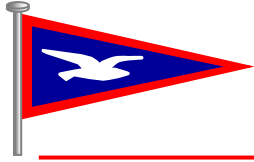
- Support boat crews will not have been assessed for competence or have had any training but shall be fit and capable enough to assist a person from the water into a support boat if necessary. It is unlikely that a person under the age of 15 would be suitable for crew.
- Support boat helms and crews should bring suitable clothing and be prepared for the prevailing weather conditions and possible changing weather during the course of their duties..
- Adequate personal floatation devices must be worn at all times whilst afloat.

## **Support Boat Equipment**

- Each Support boat shall have the following equipment
  - a fully functional VHF radio;
  - an anchor and warp;
  - a sharp knife (preferably serrated);
  - a kill cord ( for RIBS)and an easily accessible spare;
  - safety tape to identify abandoned boats;
  - paddles and bailer;
  - 1 tow rope
  - distress flares;
  - a waterproof first aid kit and
  - survival bag or thermal protective aid.
- Equipment available from the Bosun's Hut
  - wire cutters
  - a tool kit
  - spare radios.
  - Additional tow ropes

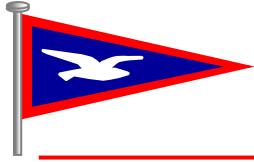
## **Support Boat Operation**

- Displacement boat start-up instructions are posted in each boat and refer to checks on fuel, oil and water levels and filters.
- RIB launching/recovery, start up checks and cleaning/engine flushing are covered in training.
- Helms should ensure that each boat carries enough fuel to cope with any emergency.



# THORPE BAY YACHT CLUB

- A RIB driver must use the kill cord at all times when under way. A RIB shall not be used if a serviceable kill cord is not available.
- RIBS shall not carry more passengers than the maximum stated capacity.
- Helms should be competent in operating the support boats covering:
  - coming along side jetties and moored boats with reference to the tidal current, wind and wave patterns likely to occur in the sailing and launching area.
  - Towing of dinghies
  - Standing off or assisting capsized boats
  - Recovery of persons in the water
- TBYC does not fit propeller guards to its support boats but, as in RYA guidance, believes that the focus should be on following several basic and essential good practices to avoid prop strikes, including:
  - Keep a proper look out at all times
  - Check the area around the engine for hazards before starting the engine
  - Use a kill cord whenever the engine is running
  - Operate at a speed appropriate to the conditions
  - Stop the engine when dealing with a person or people in the water
  - OR stop the engine when there is a risk of contact with someone who is in the water
  - Ensure passengers and crew are aware of the need to maintain good handholds whilst under way
  - Communicate changes in direction or speed to passengers
  - Warn passengers when approaching wash or areas of rough water
  - Warn passengers of the hazards associated with falling in, in particular prop strike
  - Be aware of possible swimmers near the shore, moored boats and launching areas.



# THORPE BAY YACHT CLUB

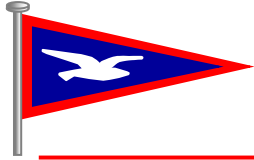
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## **Support Boat Duties**

- Ferry the Race Officer team to/from the Committee Boat
- Ferry Sandhopper sailors to/from their boats. Generally, a displacement boat shall remain after racing to ferry all Sandhopper sailors ashore.
- Bring out/take in/ place/move race marks at the instruction of the Race Officer.
- Patrol the race area and undertake support and rescue as necessary.
- Tow in boats in light winds when a race has been abandoned/completed and at the agreement of the Race Officer.
- Tow in damaged boats when requested by the boat's helm and with the agreement of the Race Officer.

## **Support Boat Patrol and Rescue.**

- Assistance and/or rescue by support boats is not required in most races. But emergencies can arise on any day.
- The helm and crew should be aware of the course(s) to be sailed.
- A patrol plan for the support boats should be agreed with the Race Officer (or a person nominated by the Race Officer) to cover areas of the course(s), the legs, the gybe mark(s), etc.
- Keep alert at all times and survey the area for boats needing assistance or trying to attract your attention.
- Think about wind and tide direction, count heads and take great care as you approach a capsized boat.
- Assist with righting a capsized boat if requested by the helm (if you help then they will be disqualified from the race) or if it is clear that someone may be trapped or in danger. Methods of righting capsized boats are set out in the RYA Safety Boat Handbook.
- Righting an upturned boat is the best method of assisting in a suspected entrapment.



# THORPE BAY YACHT CLUB

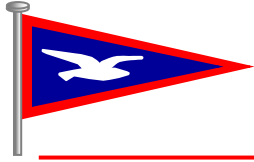
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- Stand off from a capsized boat if not assisting with righting the boat – down wind – beware of tide
- In the case of an injury afloat the safety boat crew should ‘scoop and run’ the casualty back to shore. ( see emergency guidelines)
- People are of primary importance and boats much less so.
- Abandoned boats may be moored to buoys etc. or anchored to be dealt with and towed in later if necessary. Abandoned boats should have a safety tape tied to them if possible and the Race Officer and other support boat crews informed.

## **First Aid and Medical Assistance**

- TBYC does not have trained first aiders or medical personnel at its race events.
- TBYC do not have on-shore duty officers during racing.
- First Aid kits are available in each Support Boat and in the Bosun’s Hut.
- A defibrillator is kept on the wall next to the clubhouse bar.
- TBYC relies on medical services from the local hospital in cases of emergency.
- The Ambulance Service can be called using 999 or via the Coastguard
- The set down point for any casualty is likely to be the club slipway. The address is:

Thorpe Bay Yacht Club Slipway, Thorpe Esplanade ( west of Maplin Way) , Southend-on-Sea.



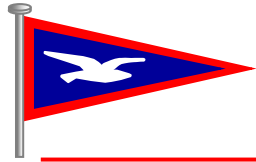
# THORPE BAY YACHT CLUB

## **Emergency Guidelines**

- In the event of an emergency occurring (including severe injury to a sailor or event personnel or structural damage endangering the safety of a boat in the event), the helm/crew of first boat on the scene, should inform all stations using the term 'Code Red' and the location of the incident.
- The helm of the first boat on the scene shall take the immediate lead on resolving the situation but may pass this control to the Race Officer or another support boat helm.
- An immediate assessment of the situation shall be made.
- The Ambulance service shall be called by mobile phone (999) or via VHF radio to the Coastguard, if necessary. (*see emergency communications*).
- Any injured person shall be taken to shore to meet a called ambulance.
- The Race Officer shall decide whether or not to abandon the race.
- If the club support boat teams cannot cope, the Coastguard shall be called.
- An emergency is only declared closed when the situation has been resolved. The race officer will only then inform all stations that 'CODE RED' is cleared.
- A written report of the incident shall be made by the Race Officer.

## **Emergency Communications ( Search & Rescue)**

- If the Race Management team do not believe that they can cope with a particular emergency then maritime search and rescue (SAR) services may be required.
- Thames Coastguard, based at Walton-on-Naze, is responsible for coordinating all maritime (SAR) activities in Thames Estuary to the east of Canvey Island.
- There is a Royal National Lifeboat Institution (RNLI) station at Southend. In an emergency, RNLI are coordinated by the Coastguard.
- Call for help from the Coastguard by either:
  - dialling 999 and asking for "Coastguard"
  - calling on VHF Channels 16 or 67 - Call Sign: 'Thames Coastguard'



# THORPE BAY YACHT CLUB

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## **Background Documents**

- RYA - Race Management Guide - 2009
- RYA – The Legal Aspects of Race, Training and Event Management. - 2009
- RYA - Research into Dingy Entrapments – March 2005
- RYA - Safety Boat Handbook- 2007
- Racing Rules of Sailing 2013-2016
- Port of London – Thames Bye-Laws 2012
- TBYC Rules and Bye-laws