

# NEDLANDS YACHT CLUB

## GUIDE TO ON WATER PATROL FOR CLUB RACES (ex RN Nov2018)

### SUPPORT BOAT 1

- Please have your RST with you when out on the water. The law not only requires you to have an RST to drive a Support Boat but to produce it when requested by the water police. There is a potential fine of \$200 if you are unable to do so.
- Check the boat is fully equipped before leaving the jetty using tick box checklist handed to you by the OOD or the Management Rep. This checklist is to be completed and handed back to the OOD by the end of the day.
- PFD's (life jackets) to be worn by all persons in the boat at all times regardless of conditions.
- Patrol area for Support Boat 1 is from an imaginary line from NYC to Point Dundas (old Majestic site) and South to Lucky Bay.
- The primary purpose of Support Boat 2 is the safety of the juniors and to cover the waters sailed by the junior fleets. Check course sailed on the day.
- Support boat crews should make themselves aware of the marks being rounded in the course, and adjust their patrol area accordingly. All courses are listed elsewhere in this guidebook.
- If you're in close proximity to the other Support Boat, you're both patrolling the same area. Move apart.
- It is recommended that the crew face the opposite direction to the driver when on patrol for all-round observation. Catamarans can come up behind you very fast and silently.
- If there has been a long period of radio silence, check your radio is on the correct channel and make a radio check call to the tower on VHF radio channel 77.
- After assisting a boat, for whatever reason, notify the tower of its sail number.
- When rescuing someone from the water, do not drive directly to them as this can scare them. Approach off to one side. Turn off the engine when assisting them into the boat.
- **Do not jump into the water to help someone or help right a boat.** This can lead to two people having to be rescued, with one less in the Support Boat to do so. Only enter the water if absolutely necessary, for example, if the person in the water is face down or appears unconscious. There is a surfboard in the bow that can be put over the side to assist helping someone into the boat, or towing them back on if you're unable to get them in the boat
- **Under no circumstances enter the water to attend to a boat.** If crew need to be taken to shore immediately leaving the boat unattended, attach the sign:-
- "CREW SAFE. WILL RETURN FOR BOAT N.Y.C." if possible before returning to recover the boat later.
- Whilst Support Boats have priority at all times, you should keep well clear of all sailboats if you are not assisting a boat in trouble.
- Towards the end of the race, identify the back markers with the assistance of the OOD in the tower. Position yourself at a clear distance from the last mark (day buoy) and only lift the mark when the control tower confirms the last boat has rounded it. Check with the OOD that all boats have been accounted for and you have permission to stand down from patrol. If so, request retrieval crew have the trailer ready for you on your return to the ramp finger jetty.
- Use fenders on the Port side when approaching the finger jetty to protect boat signage.
- Whilst Support Boats have priority at the ramp, this only applies when their trailer is on the ramp ready for them. If the trailer is not ready, the Support Boat shall stay clear of the finger jetty allowing the cruisers to continue with their retrievals. The OOD should remain in radio contact (tower radio or handheld) with the Support Boats until it has been confirmed the retrieval crew are on their way and recovery of both Support Boats is underway.