



DUTIES OF THE SPASC SUPPORT BOAT DRIVER & CREW

PRE-RACE

- 1) Check in with the Officer of the Day (OOD) and confirm allocation of SPASC Support Boat driver and crew together with confirming the Course to be set.
- 2) Read the SPASC 'Safety Management System' document.
- 3) Check safety equipment in support boat against 'Boat Safety Sheet', to ensure it includes the following:
 - a) Automatic Inflatable Life Jacket Inflation (PFD) Survival Vests,
 - b) First Aid Kit, Sunscreen & Drinking Water,
 - c) Fire Extinguisher, Bailer, Ladder & Tow Rope,
 - d) Whistle or Air Horn, Torch, Knife, Shackle Key & Shorten Course Flag, and
 - e) Safety Management System document.
- 4) Put bungs in back of support boat, remove support boat from the clubhouse with assistance from members, inflate & load the required number of marks and attach anchors, and ensure a shorten course flag is in boat.
- 5) Make sure petrol tank is full, connect fuel line to O/B motor (petrol hose should have bulb at the tank end), launch support boat, attach sun canopy and start/warm up O/B motor.
- 6) Obtain a hand-held UHF radio, ensure channel is set at 77, and check reception with club (note, TASC channel is 77).

ON-WATER

- 1) We recommend persons driving SPASC Support and Committee Boats have a current general boat driving licence – if not, **you must not drive at more than 10 knots except in an emergency**, i.e. stay below planing speed.
- 2) Buoyancy vests or PFD's must be worn by all persons whilst on the water in Support Boats.
- 3) If you are going faster than 10 knots you must keep more than 30 metres from any boat, the shore (including any wharf or structure) and any person standing in or swimming in the water.
- 4) Position a start line long enough for number of boats starting race, using a stick mark with red & yellow flag and line up with clubhouse & purple roof house at Teralba (complete radio check to confirm working OK).
- 5) Lay marks for courses before races as per OOD's instructions, making sure top/windward mark is directly upwind from starting line, ensuring the anchor/weight hits the bottom (put anchor/weight & chain in water first).
- 6) Return to the starting area until boats are have commenced racing or take up position as per OOD's instructions.
- 7) Move to appropriate mark and display 'Code Flag S' if instructed to shorten the race.
- 8) Advise race office of any shark sightings and determine if it poses a threat to any competitors.
- 9) Complete radio check with clubhouse to determine who will be the last boat to completing the course, follow boat and pick up marks after race as per OOD's instructions.

POST-RACE

- 1) Return marks to clubhouse and take radio out and place it within the re-charger in the race office.
- 2) Remove petrol hose and tank, replace in cage, and remove other articles from boat; e.g. rubbish, buoyancy vests.
- 3) Put sun canopy down, call for assistance to put boat on trolley and hooked up at the front to haul boat out of water. Remove bungs and hose boat down. Run motor until it stops with fresh water (hose attachment is in cage). Put boat back into clubhouse, thread cable through boat handles, O/B leg & padlock. Lock up fuel cage, shut and lock roller door (set slide locks with padlock on one side and drop bar across middle).



HOW TO BE A SUPPORT BOAT DRIVER

DRIVING THE BOAT

- 1) The petrol hose should have the bulb at the tank end. When you first connect the hose, rhythmically squeeze the bulb until it becomes firm, to pump petrol up to the motor.
- 2) The important controls on the motor are:
 - a) **Forward / Neutral / Reverse lever** – won't work if the motor is not just idling,
 - b) **Starting** – only works if the motor is in neutral,
 - c) **Choke** – pull it right out – if the engine has been run within the last few hours it should not be needed – never pull the starting handle more than twice with the choke out or the motor will probably flood),
 - d) **Engine-cut-out button**,
 - e) **Tilt/Run lever** – BEWARE: if you run the motor in reverse with the tilt/run lever on tilt, the motor will leap violently out of the water!
 - f) **Twist throttle** – this should be set a bit up from idle when you want to start the motor).
- 3) Once the motor has started, check that there is a stream of cooling water coming out of the motor.
- 4) When coming in to the shore, stop the motor and tilt it up before the water gets so shallow the propeller would hit the bottom. Use the half-tilt position to get a bit closer to the shore whilst still using the motor.

DEALING WITH BOATS IN DISTRESS

- 1) **YOUR PRIME OBJECT IS SAVING PEOPLE** – only worry about saving boats if all the people are safe and be very careful not to run the propeller over people or sails.
- 2) If racing crew is separated from their boat and/or you are pulling someone out of the water, approach slowly travelling upwind being propeller aware.
- 3) You should coast up to them with the motor out of gear, utilise the ladder (pull side leg out of ladder & clip to the top of gunnel, ideally on port side ahead of canopy pole) to help people out of the water (rescue crew will need to balance boat while boarding), and do not put motor back into gear until the person is safely aboard.
- 4) When lives are not in danger, offer help, but only provide assistance when it is requested.
- 5) Try not to approach a boat in distress from upwind because in any sort of wind you will drift uncontrollably down on to it, i.e. approach from the leeward side and make sure crew are OK.
- 6) If a sailing boat is capsized and needs to have its sails taken down or its rigging repaired before it can be righted, it is a good idea to get the tip of the mast into the support boat and hold it there. That keeps the sailing boat stable while the crew work on it. Sailing boat will probably also be easy to right by just throwing the mast tip into the air.
- 7) If you are towing a disabled boat:
 - a) It is best if the tow rope is not actually tied to that boat to ensure the rope won't damage their boat,
 - b) Do not use the support boat to pull hard on the tow rope while it is pressing on a sailing boat's hull since the rope could easily cut into the hull,
 - c) Centreboards should be up and confirm sailors are ready to be towed, and
 - d) If possible, the rope should be wrapped 2 or 3 times around something strong and then held so that it can be released quickly if necessary.