

The Safety Boat.

Setting up the safety boat.

- On arrival, the boat is more than likely to be 2” deep in water due to rainfall during the week. The bailer is stored in the front of the boat. Unless you are wearing wellies start from the jetty.
- You will need to take the oars and the safety canister, stored on the right of the entrance hallway. The safety canister (white with a red lid) has a map of the lake on the outside so that you don't get lost on the lake. (A hangover from an RYA inspection).



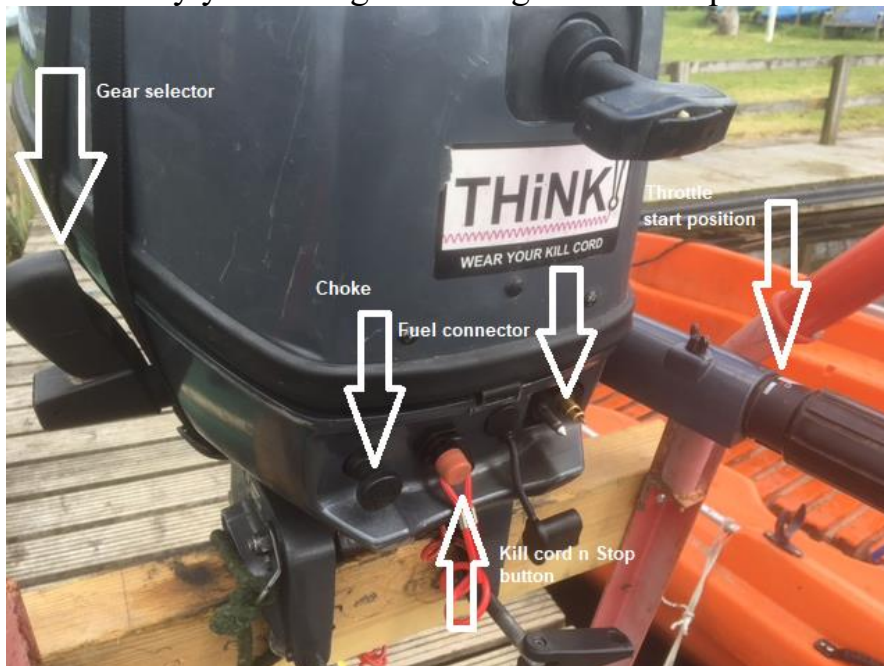
- There is a padlock securing the boat to the jetty. The ASC gate code will unlock it. Having separated the boat from the jetty, put the lock through the end of the loop and lock it, then put the curly wire, loop, and padlock into the anchor stowage in the front.

- The fuel can lives in the metal cabinet just beside the gate. Again, the padlock responds to the magic ASC gate code. The fuel can for the green boat has a supply tube attached, the fuel can for the orange boat hasn't. Select the fuel can that you want and take it to the boat.



- On the orange boat the fuel can lives in the covered stowage on the front. Put the can in the stowage with the fuel connector pointing to starboard. The end of the fuel supply line is in the anchor locker and has a silver lever to push in as you push the connector onto the fitting on the fuel can. Job done here, put the lid back and secure it with the bungee cable.
- The preferred outboard engine for the orange boat is the short shaft engine. It is labelled as such on the top of the engine. If the short shaft engine is not available, you can use the long shaft engine but be aware that the prop guard may well touch the bottom in shallow waters near the reeds.
- Both engines are kept in the engine store at the southern end of the Clubhouse. You will need a key to get in. Various committee members have a key.
- Wheel the porter's trolley and engine to the end of the jetty. Turn the handle of the winch a little bit to find out which way the rope goes as you turn. If it is tightening the rope, you need to flip the little ratchet at the bottom of the winch to reverse the motion and let out rope.

- Unlatch the hook from where it is stowed and run out enough cord to hook onto the harness on top of the engine. Flip the ratchet thingy again and start to lift the engine off the porter's trolley. Move the trolley out of the way when the engine is clear.
- Swing out the engine over the boat. You **can** do the next part solo, but I advise that you have a helper to position the engine over the transom of the safety boat.
- Flip the ratchet again, (mind your fingers here as the weight of the engine can suddenly run away). Lower the engine onto the transom and with suitable jiggling in the last four inches you can get the mounting flange settled over the transom. Tighten the two clamps nice and tightly to secure the engine to the boat. (If it is not tight enough, as you ground the propeller guard in the reeds you will find the engine will come off the transom and leap into the water.
- To mitigate this sort of disaster there is a carabiner on a rope, attached to the engine that hooks onto the starboard side of the transom. There is also a rope attached to the safety boat's port side that is passed round the rear of the engine and its carabiner hooks onto the same eye starboard side as the engine's retainer rope.
- The fuel line from the tank in the front runs down a slot in the floor. At the engine end of this line is a connector that fits onto the engine. Depress the silver lever in the connector and push it onto the engine's fuel port. There are two prongs on the engine, and they are different sizes so theoretically you can't get it wrong but see the picture below.



- Squeeze the black fuel line bulb when both ends are connected until you feel resistance. This fills up the carburettor and stops air bubbles in the supply line to the engine.

- **Starting.**
 - Ensure the safety cord is under the kill button. (Red curly critter)
 - First of the day, pull out the choke fully.
 - Twist grip throttle has an orange caret on it, line this up with a depression on the casting.
 - Make sure you are in neutral. Good time to try the gear selector, push it away from you into reverse, then towards you into forward gear. Then back into neutral for starting.
 - Then the fun part. Pull the starter cord gently until you feel some resistance. Release the cord back to the start position. The best stance to take is standing up, left foot near the transom and the other toward the bow a bit. Don't yank the cord. We want a smooth, confident, quick pull all the way to fully out position.
 - If it starts, well and good, if not no biggie. Try again. No go? Push in the choke about a centimetre, now in half choke. Try again twice. No go? Call for assistance. (It should really be going by now)
 - If the engine has been recently used don't try any choke, it should go.
- When selecting a gear, reverse particularly, twist the throttle to the lowest idle setting. This causes the least strain on the gear box. Whilst tied up with the engine running try a few selections just to get a feel.
- Tie the red curly wire around your wrist or knee using the clip. This is the kill cord; the engine that is. If you do fall out this will stop the engine and stop the boat whirling round in circles hitting you with the propeller each time. This has happened but not, happily, at Aylesbury.
- Untie the boat and select reverse to back out. The boat will go roughly the direction the throttle handle makes. You're all ready to go.

Using the safety boat for rescue should have two crew on board. How to recover a crewman in the water and righting boats is a complicated process. Top tip is to get the bow of the dinghy into wind so that on getting the sail out of the water the wind doesn't flip it back over.

I have sourced three videos from YouTube and they all favour getting hold of the mast and walking the mast upright. They also advocate getting the crew to lie in the upturned hull such that when you walk the mast upright, the crew is in the boat as it rights itself. I have not seen this at Aylesbury, perhaps we should have a practice at this.

Good videos to watch on boat rescue.

<https://www.youtube.com/watch?v=Xny40ijRMnl>

Single crew Safety boat

This is a good video to watch if you are ever likely to be alone in the safety boat and need to right a capsized boat. In another video I have seen the crewman in the safety boat lift the mast from the bottom with what looks like a shepherd's crook. (Still looking for that clip).

<https://www.youtube.com/watch?v=OuMJ2ExA79k&t=251s>

Swanage sailing Club.

A nice video about righting various boats without all the usual health and safety fluff before getting down to business.

<https://www.youtube.com/watch?v=Qo1JMpkQ78A>

ENTRAPMENT PREVENTION AND RECOVERY

Good bit in the middle advocating carrying a mast head float in the safety boat. Having raised the mast head to the water surface, a carabiner is attached to the mast head float and used to attach to the mast head. This keeps the mast off the bottom and can release the safety boat to attend any crew problems.

Finally, please use the radios. Handy for communication between the race hut and the safety boat.

Also vital, on the day we dread with perhaps a head injury on the water. You will need to organise medical help, perhaps land the patient on High Bank ramp for ambulance extraction.