



## *Sailability Manly*

### *Safety Boat Skipper Operation & Information*

*Skippers and trainees must have a NSW Boat Drivers Licence or equivalent and the following knowledge and skills to operate the Safety Boat.*

#### Getting started:

- The Safety Boat, a tin whaler with a 60 hp outboard called Charlie's Chariot (CC) is moored off the beach at East Esplanade. The yellow mooring has a red top, the number is: ..... It is licenced to carry NO MORE THAN 5 PEOPLE.
- The key and lock hangs inside the right side cupboard door in the boat shed. Also on the key ring are the key to the padlock on the seat locker on CC, and keys for the two padlocks of the fuel locker, located opposite the top of the pontoon ramp.
- On Sailing Days, the Safety Boat skipper nominated by the Sailing Day Coordinator, rows out in Sailability's dinghy, kept in bay 25, in the outside area of the boat shed. Oars are marked and kept in the nearby oar rack to the left of the inner door.
- The dinghy and oars can be taken to the pontoon on one of the dinghy trolleys. A lifejacket from one of the bins MUST be worn when rowing out.
- On arrival make dinghy fast to the safety boat, put the oars onboard and climb aboard.
- Unlock the padlock on the seat locker, and insert key into ignition and engage red safety lock.
- Raise the motor with the switch on the end of the accelerator arm, go to the engine and disengage the engine rest, go back to the switch and lower the motor right down.
- Near the battery box at the starboard back corner of the boat, is a fuel filter which needs to be drained before starting, to keep water out of the fuel. A constant problem. Unscrew the cap on the bottom of the filter and drain about an inch of fuel into the cup provided, never empty the filter. Screw the filter cap back on tightly, and pour the drained off fuel into the red container, and replace cap tightly. This MUST be done before starting the engine.
- Check the level of fuel in the tank with the dip stick located in the seat locker. It's marked off in 10 litre marks. One of the rules is to fill the tank before returning to the mooring, but it's the skipper of the day's responsibility not to run out of fuel.
- Check the gear is in neutral, and start the engine with the key. No choke needed. Check there's water coming out of the motor, and let the engine tick over.
- Tie the dinghy painter onto the loop in the mooring line with a bowline knot. Cast off.
- Go for a motor around the outside of the moorings to check motor is running well.
- Turn on the radio, Ch 94, and do a radio check with Manly Sailability. Leave the radio on at all times and at a reasonable volume.

- There is an automatic bilge pump, but check there's no excess water in the boat, and if so, turn on the manual bilge pump located on right of console. Be sure to turn off afterwards.

### Reporting into the Pontoon:

- Come alongside either the end of the long jetty (set up fore and aft fenders from seat locker) or the floating pontoon, if there's room without compromising the dinghy launching process.
- Meet your designated observer, and ensure you have lifejackets on.
- Weather:  
Keep a constant eye on the weather as the MYC is often sheltered from prevailing winds. Communicating with skippers to find out how they're coping with the conditions is essential.

Access 303 class guidelines suggest reefing sooner rather than later in winds gusting 15knots and over. Reefing is much easier on the dock than on the water, so radio shore base and request that reefs are taken. Don't hesitate to send boats back to the pontoon by red flagging them if they aren't handling the conditions. Red flag kept in the seat locker.

- Ferry traffic:  
There are three ferries. Off peak Manly Ferry timetable leaves wharf at 15 mins past and 15 minutes to the hour. This is every 20 mins during Dec and Jan. But there are incoming ferries too. The Fast Ferry and Manly Fast Ferry also make regular trips during our sailing mornings. Most drivers are considerate, but a few are not.

Patrol the ferry lanes and have your observer watching for potential problems. Zoom in and stop dinghies crossing the ferry lanes when ferries are about to leave or are approaching the wharf.

If dinghies are becalmed in ferry lanes, TOW THEM OUT. Hook them with your boathook (stored in the bow) through the ring in the 303's bow if necessary, and get them out of there. Your observer's skill is key to a successful manoeuvre, so practice this operation.

- If called in to pick up passengers, the Safety Boat skipper decides if it is appropriate to do so, and over-rules the Sailing Day Coordinator if it is not.

Ask that passengers are ready on the pontoon to get onboard immediately, and any passengers onboard are ready to get off. Passengers should NEVER be winched aboard the Safety Boat. Never have more than 5 people on board, and never have the observer give way for a passenger. Everyone onboard must be wearing properly fitting life-jackets done up.

Maximum time spent on the pontoon should be 3 minutes.

### Regular Operations:

- Discuss procedures and conditions with your observer
- Set up a towline ready to throw, have the red flag ready

- Check you both have life jackets on, and how many are spare in the port front locker
- Take up position in the centre of the Sailing Area which is inside a line between Kilburn Towers and Dobroyd Head, East of the moorings in North Harbour, and not within 100m of the wharf. Between the Manly East and West YA marks is a good place.
- Familiarise yourself with the boat as the throttle and steering are stiff. Practise figures of 8, forwards and in reverse around YA marks. Bring boat to a stop at the mark, ahead and in reverse. Throw a fender (from seat locker) overboard, and practice MOB drill.
- When approaching an Access dinghy come alongside slowly from astern on the windward side. When leaving, do so gradually without leaving a wake.
- In light winds it may be necessary to tow boats through the moorings. This needs practice, cooperation between skipper and observer and sailor in the dinghy.
- Preferred method of towing in light wind and no urgency: throw or pass towing line to sailor and get them to make 2 turns around the base of the main mast, and keep hold of the tow rope while they CONTINUE TO STEER THE DINGHY. Pay out about 5-6 meters of towline as you go slow ahead and make rope fast to a stern cleat with observer in attendance at all times. Dinghies can be towed by their 5 m painter.
- Proceed to drop off point and ensure sail boat crew are aware of your intentions, get them to release the line, and with engine in neutral haul the tow rope aboard.
- Sometimes it's better to tow dinghies sideways, off rocks or beach. In this case, throw or pass line and have it tied around the top of the keel. Ensure keel pin is secured. Then back off or tow out sideways.
- In emergency situations, when a dinghy is becalmed in the Ferry lane, or drifting out of control towards rocks, it may be best to drive in quickly, get the observer to use the boat hook in the front of the safety boat to pick up the ring in the bow of the dinghy, and haul it out of danger. Preferred towing procedure can then be adopted if needed. You will be responsible for making a quick decision and using initiative.
- When towing 2 or more boats vary the length of tow lines.
- If sailboat skipper is in difficulties it may be necessary to secure the boat alongside and proceed back to the pontoon. Someone onboard the dinghy should try to steer the dinghy. Take extra care through the moorings.
- ALL OF THESE PROCEDURES NEED PRACTICE.

### Anchoring:

- The anchor is kept in the starboard front locker. There is approx. 5m of light chain, and 20m of rope secured to the hull. This is sufficient for Manly Cove.
- Have anchor ready in the bow roller, and the rode flaked and ready to go. Bring boat head to wind/tide upwind of your intended position, stop engine or make a little sternway, drop anchor and play out the rope. When happy with the length and holding, secure around the Samson post. Check position with shore transits and if dragging pay out more rope or re-anchor. Do not anchor near YA marks, ferry lane, anchor free zones.

## Returning to mooring:

- Before leaving the pontoon, check fuel level with dip stick in the seat locker.
- On a normal day, less than 10 litres will be used, but we fill up to keep condensation out of the fuel tank.
- Fuel is kept in the fireproof locker opposite the top of the pontoon ramp. Two keys are needed to open the padlocks, they are on the key ring. There are 3 Sailability fuel containers, 2 x 13 litre, and 1 x 10 litre. They are on the right side of the fuel locker and clearly marked. Use fuel in half empty containers first. Rags and funnel are in locker to right of tank filler cap on CC if needed.
- When full, securely fasten tank caps on CC and red portable can. Return to fuel locker even if empty. Write in the day book on the Registrars desk, how much fuel was used, and how much remains in the fuel locker.
- Take safety boat back to the mooring which should still have the dinghy attached. Approach upwind, and pick up line with boathook in the bow, and secure heavy mooring line over the bow roller, with the loop over the Samson post. Leave mooring buoy in well with number showing. Untie dinghy and make fast astern.
- Turn off engine, and with helm to starboard, raise engine with switch on end of accelerator arm. Go back and engage engine rest bracket, with switch, lower engine to rest lightly on bracket.
- Remove key and red lock. Put all gear (tow ropes, fenders, red flag etc.) back in seat locker, and lock padlock. Check nothing has been left onboard, and that mooring is secure. Make sure you have a life-jacket on.
- Put oars onboard dinghy climb aboard, unfasten, and row back to pontoon.
- Make dinghy fast, and disembark. Put dinghy and oars away in boatshed.

*Thank you. You'll have ensured our sailors had a safe sailing experience*