

Chesil Sailability Standard Operating Procedures

Part 2 SOP- Specific Operational and Safety Procedures – for Volunteers by Activity

Safety Boat Lead RIB (SBL) & Escort/Marina RIB

Updates

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|--------------|---------------------|---|
| March 2025 | SBL SOP 2025 v2 | Original (after amendments) |
| January 2026 | 2-2 SBL SOP 2026 v1 | Annual update incorporating learning from 2025 season |

Safety Boat Lead (SBL) RIB – process and role

- The Safety Boat Lead has the safety of our volunteers and sailors as their priority. Most decisions impacting on safety will be made together with the DO, however the DO will usually be juggling many pressing demands, the unique contribution made by the Safety Boat Lead is to ensure that, amidst sometimes conflicting priorities, safety is never compromised.
- The Safety Boat Lead is expected to bring to the attention of the DO any factor that might present a risk or hazard, and to take timely pre-emptive action when appropriate. Risks and hazards may be presented by the weather, other harbour users, the actions of skippers or our sailors, and the unexpected.
- Generally, the Safety Boat Lead (SBL) will helm Safety 1/RIB Juniper (the larger rib) and be stationed in the vicinity of the harbour Hansa course. Safety 2/RIB Zoe (the smaller rib) will be stationed in an area between the pontoons and the harbour entrance with sightline to pontoons when hoisting is taking place. Stations may be exchanged when agreed by the Safety Boat Lead.
- The Safety Boat Lead will liaise with DO regarding Safety Boat crews, the timetable for the day (session plan) and awareness of any sailor's, or Volunteer's, high-risk conditions. They will receive a Medical Response List (MRL) on any relevant condition(s) they may possibly encounter with Sailors or Volunteers.
- For any incident on water that places the life of a Chesil Sailability Sailor, or Volunteer, at risk **the first safety boat on the scene** is required to initiate the 'Code Red' Emergency Action Plan, informing and communicating with the DO, and Safety Boat Lead/ other Safety Boat as the situation allows.
- The first safety boat on the scene will take any immediate action to prevent further harm to the casualty(s) (i.e. 'Bronze' command). Once advised of the situation the DO will communicate with the Coastguard/ emergency services and assume strategic command of CS resources and tactical decisions ('Silver' command). Directions issued by the Coastguard must be followed.
- For other incidents occurring in the harbour, observed or drawn to our attention, where the lives of other water users are at risk, Chesil Sailability Safety Boats will be expected to offer assistance if they are in a position to do so, at the discretion of the Safety Boat Lead, with the strong proviso that risks to Chesil Sailability participants are not increased as a consequence.

Qualifications

- Specific and current qualifications are required. Drivers holding the Safety Boat qualification are also expected to have experience in sailor and vessel recovery situations.
- Safety Boat Lead must have as a minimum the RYA Safety Boat qualification, current First Aid certification (necessary for the Safety Boat qualification to be valid) and hold a Marine VHF Radio Licence.

- All powered vessel drivers must have a minimum of RYA Powerboat level 2, or to be assessed to the same level, and preferably be Safety Boat qualified.
- Powered vessel crew will preferably hold RYA Powerboat level 2 and therefore able to take the helm should the driver be incapacitated.
- Drivers without the appropriate qualification, for example to gain experience before taking the appropriate training course must be supervised by an experienced and qualified helm.
- At least one member of the Safety Boat Team on the water must be First Aid qualified and hold a current certificate.

Getting started

- Liase with DO to check Safety Boat availability, Crewing, the Session Plan and to note any potential medical (or other) issues that may need to be taken into account.
- Discuss with the DO the prevailing and expected weather and any other factor (Academy Events for example), that might impact on Safety.
- In poor weather ensure your strongest team members are allocated to key roles.
- Consider with DO the value of allocating 3 crew to SB1
- Contribute to the Sail/ No Sail decision.
- Collect two VHF handsets, one for the working channel for the session, the other, DSC enabled, for monitoring Channel 16 and emergencies. (Code Red)
- Visually check Safety 1 and Safety 2 before boarding.
- Remove consol cover
- Bail any water out as needed
- Ensure sufficient fuel. If refuelling is needed only the Bosun or their nominate deputy may carry out this action. Large yellow fuel funnel to be used, green rubber gloves to be worn. Check for any possible sources of ignition – no smoking. Chemical pads to be taken from container to be used in case of spillage accident.
- Check sponsons for inflation, hull and superstructure for damage etc.
- Ensure relevant safety kit is on board (*listed below*) and secured, including wetnet. Check ancillary equipment, ropes/lines, anchors etc
- Note that the Emergency Action Plan is taped onto the consol; this is the plan you follow in an emergency.
- Carry out Radio check, Safety 1 (RIB Juniper) and Safety 2 (RIB Zoe)
- Starting engine
 - check fuel vent open
 - check that the external water separator contains only fuel
 - turn Isolator on
 - put Killcord on
 - drop engine into the water
 - check water tail from engine
 - check that Killcord works.
- ALWAYS WEAR THE KILLCORD AND ENSURE OTHERS ALSO DO
- Before leaving the pontoon check steering, forward and reverse
- Go afloat early to assist with boat movements so that flights can start promptly after the briefing.
- Attend the pre session Briefing.

During the session.

- Safety 1 will usually lay a course for the Hansas (see Part 3 Sailing Area) and report to DO on real time wind and sea conditions.
- Have an overview of the session, boat numbers & location:

- Be on station in the harbour whilst any Sailability craft are outside the marina limits.
 - Ensure, where possible, that all boats keep clear of the RNSA moorings and the marina Preferred Route.
 - Constantly monitor the Hansa sailing area. Ensure constant watch by whichever Safety RIB on solo Hansa sailors, and other Hansa sailors with a medical alert.
 - Maintain general oversight of Hawk activity in the Harbour.
 - Maintain general oversight of any Wheelyboat (All-Aboard) activity in the Harbour:
 - Agree route for Wheelyboat with DO and driver in advance and maintain visual or regular VHF contact. Use binoculars as necessary.
 - Agree with DO and driver maximum revs/speed to be used by All-Aboard for the session with regard to prevailing conditions. Consider, with DO and driver, curtailing Wheelyboat session if wind exceeds 15kts or sea state becomes choppy.
 - All-Aboard must not be used as a safety boat. In consultation with the DO It may be used in an "Observation role" in the event that a safety boat is required to be off station for any reason.
 - When bringing SB2 out into the harbour to help with safety cover, be specific about its role (best overseeing the Hansa's)
 - During session, monitor real time weather and sea conditions, other traffic, etc., reporting to DO and other safety boat as necessary.
- WIND & WEATHER
- Maintain N Entrance anemometer as primary wind reference.
 - Supplement wind/conditions assessment with DO, SB2 skipper and experienced Hawk Skipper on the water assessing conditions, both any sheltered areas (e.g. Castletown), and crux points (e.g. Marina Entrance)
 - While DO considers the conditions are safe continue to sail, **but** work to an **upper gusting limit of 24 knots** on the N Entrance anemometer, and above that, close the session down.
 - Maintain general co-ordination of safety boat cover and communication with DO.
 - At end of session, follow last boat into the harbour, recover buoys and supervise movement of boats back to their berths/slipway. There must be one Safety boat on station until the last boat is berthed/off the slipway.
 - Both Safety boats are to be helmed by highest qualified volunteer. Although it is good to enable the crew to practice driving to develop their skills, for example when there is minimal risk of the need for immediate rescue action, the designated helm always retains overall responsibility.
 - Crew to avoid entering water unless no other option.
 - Crew **MUST BE VIGILANT AT ALL TIMES** and keep 360° visual lookout.
 - Comms with boats:
 - Hawks (& Wheelyboat) have VHF's
 - Hansas do not have VHF's, but signal for assistance with whistle and small orange coloured flag
 - Man Overboard. To recover according to Good Practice as per the RYA Safety Boat training, with the ability to use the Wetnet as an additional means of recovery.
 - Speed Limits. The Portland Harbour chart outlines speed limits for craft in Portland Harbour, with a large 6 knot limit area. The responsibility of keeping within these limits lies solely with the driver of any powerboat and therefore if you are caught exceeding the limit you will be responsible for paying any fine incurred. Only in an emergency that requires quick action are you permitted to exceed these limits.

Towing a Boat

- Hawk, tow alongside or astern. When towing astern, best for towline to be secured through the bow fairlead back to the 2 winches, tail held by Hawk crew for quick cast-off

if needed. Note that, in a test, a Hawk was as fast under own engine as being towed by RIB Zoe but would be faster with the more powerful RIB Juniper.

- Hansa, tow alongside or astern. Alongside is better for maintaining comms with Hansa sailor or skipper casualty, and for bringing alongside pontoons. If towing alongside, try to shield occupants from spray.

Capsize

- Hawk. Use of towline with clip on opposite shroud base, drive away forward. Use RIB Juniper as strong enough to do this, RIB Zoe less strong so only use if no other immediate option.
- Hansa: If keel still in, push keel down and boat will come up
If keel dropped out, easy to lift bow by hand onto RIB. RIB bow will sit between jib mast and mainsail mast

End of the session

- When packing the safety boats away the following must be completed:
 - Engines raised and turned to the left.
 - Isolation switch turned off.
 - Any water in boat bailed out.
 - Consol cover put on
 - Tied up on bow and stern to pontoon, plus a spring line.
 - Fuel levels should be checked at the end of each day. For refuelling, see guidance above under Getting Started
 - Key to be returned to Bosun/Deputy
 - Safety packs to be returned and unpacked.
- Report to DO and Bosun on any injuries, damage to boats or equipment needing to be replaced.

Kit List

| Safety 1 (Juniper) | Safety 2 (Zoe) |
|-------------------------------|-----------------------------|
| Key and kill cord (From Nick) | Key & Kill cord (From Nick) |
| 2x petrol tanks | Petrol to top up tank |
| Recovery net | Recovery net |
| Recovery sling | Recovery sling |
| Throwing line | Throwing line |
| boathook | boathook |
| Tow rope | Tow rope |
| Anemometer | Spare warp |
| 3x Training marks | paddle |
| Spare warp | Bailer [bilge pump] |

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|---|---|
| | |
| paddle | Harbour Chart |
| Safety bag | Safety bag |
| Harbour chart | |
| Hansa Electric pump if heavy weather | |
| <p>Safety Bag comprises:</p> <p>First Aid Kit</p> <p>Fire extinguisher</p> <p>LED flare</p> <p>Spare kill cord</p> <p>Foghorn</p> <p>TPA</p> <p>2x knives (1x fixed blade 1x floating)</p> <p>Tide table</p> <p>Serious injury guide</p> <p>Thermal warming blanket</p> <p>1x red marking tape</p> <p>Anemometer (spare in cabin)</p> <p>Binoculars</p> | <p>Safety Bag comprises:</p> <p>First Aid kit</p> <p>Fire Extinguisher</p> <p>LED flare</p> <p>Spare kill cord</p> <p>Foghorn</p> <p>TPA</p> <p>2x knives (1x fixed blade 1x floating)</p> <p>Tide table</p> <p>Serious injury guide</p> <p>Thermal warming blanket</p> <p>1x red marking tape.</p> |