

Patrol Boat Helm & Crew Duties

Please also read [Quick Guide to Mounting and Dismounting the Rib from the trolley](#)

Preferred arrival time 09:15 hrs

When undertaking a power boat helm or crew duty you must be fit and healthy and able to carry out the required actions that the duty entails.

The main Patrol Boats are to be used in rotation. Please, therefore, endeavour to use the boat labelled No.1. At the end of the day please advance the boat Nos. by one position such that boat No.2 now becomes No.1. Grey Goose will be labelled AV (Available) or NA (Not Available)

Get the Patrol Boat on the promenade, run the engine, and check that the boat has a radio, handheld radio as back up, compass, first aid kit and a survival blanket. The boat should also be equipped with spare kill cord, 2 flares, knife, pliers (capable of cutting steel shroud), a spare anchor and warp, a small buoy, 2 paddles and fire extinguisher, as well as a local chart, Tide Tables and Radio procedure.

Check that there is a full tank of fuel.

Check carefully that the Kill cord and switch are working correctly and make sure you use this when helming the Patrol Boat.

Load the required number of buoys, complete with anchors and weights for the course to be set. Check Buoys, warps, carabiners and weights for obvious damage, report damage on white board and put aside and label items

Please note that Helm & Crew should be aware of H.B.C. 8 Knot marker buoys and to act accordingly.

At the end of the day, ensure the Patrol Boat is washed, the engine run in clean water, and all equipment put away in its correct place. Check battery isolator and radio is switched off. If any gear is damaged or broken please inform the Coxswain.

The last task is to complete the power boat sign off checklist which will help ensure that all actions to put the boat away correctly have been completed. The checklist is kept in a small folder next to the race course board.

Many thanks. Have fun out there!

November 2022

The club has lost an unacceptable number of anchors chains and warps and a large number of Racing buoys have moved because they have been poorly laid.

The helm drives slowly into the wind, whilst the assistant puts the buoy and weight's into the water and pays out the rope, until they get to the chain and anchor. Holding the anchor with the flukes facing downwards the assistant lets go of the anchor which swings in an arc and digs into the sea bed with the chain laid out behind it, which keeps the anchor in place.

When retrieving the buoy, the buoy the rope chain and anchor are all brought into the boat before the buoy is taken off and attached to the back of the boat. Make sure crew ensures warp is clear of the propeller when towing the buoy.

Roy Sandford
Powerboat Instructor