

DELPH SAILING CLUB

Longworth Road, Egerton, Bolton BL7 9RJ



Powerboat Operating Manual

2024

1: Our Power Boats

We currently have 5 Power boats at the club

CB165 Sea Angler Committee Boat



This is the Committee boat and has an outboard 15HP Tohatsu Engine with electric start and console steering. It is moored on the water, at the yellow and orange marks between Q and B.

It is not intended as a safety boat but carries sufficient equipment on board if needed to assist.

See also the start of day and end of day procedures for refuelling, starting and stopping the engine.

Ballistic RIB

This is a 4.6m centre console RIB, used as the primary safety boat. It is fitted with 40HP Honda Outboard engine with electronic tilt, electric start and console steering. It is stored in the Race Control Centre when not in use and launched / recovered for every sailing session.



Fletcher Dory



This is a 15' Cathedral hull Dory, used as a safety boat. It is fitted with a 25HP Tohatsu outboard, electric start and console steering. It is moored on the water on the far mooring (Blue/White marks). This boat can not be used for Powerboat 1 or 2 courses, due to the side mounted throttle.

Yak



The Yak is a 15' Rigid polypropylene hull used as third safety boat as and when required. It is fitted with a 25Hp Tohatsu outboard, electric start and centre console steering. It is stored in the Green container when not in use

Rigiflex



The Rigiflex is a coach boat fitted with a Mariner 9.9Hp tiller steer engine. It is not intended as a safety boat but carries sufficient equipment on board if needed to assist. The boat is stored on a trolley next to the red container, and the engine is stored on a trolley in the red container, along with anchor & warp, throw line paddles and boat hook if needed. This boat has a separate portable fuel tank, which is the only tank that the fuel pipe is integral to the tank, not the boat.

2: Equipment List

A series of yellow tubs are stored on the fuel safe containing safety equipment for all the boats except the RIB. The RIB safety equipment is stored in the locker underneath the rear seat.

See Appendix A – Safety boat checklist for details of equipment carried in the Yellow tubs in each boat./ underneath the RIB seat

3: Refuelling

Fuel is stored in Jerry cans in the fuel safe, downstairs in the RCC. Funnels are available in the fuel store if this helps you.

Fuel tanks should be filled at the start of the day. Filling should be done outside the RCC prior to putting the fuel tank on the relevant boat, ensuring no naked flames or sources of ignition nearby.

If you note little or no spare fuel in the fuel safe please let the Bosun know, or record on the white board.

4: Buoyancy & RIB tube inflation

The Committee boat and Fletcher dory are kept on the water exposed to the elements. They are fitted with an automatic bilge pump. This should be checked at the start and end of the day to ensure that they are operable, and the pumps have not been blinded by any foreign objects.

RIB Tube inflation

Pressure in the RIB tubes should be checked before launching. If any appear soft they should be inflated using the pump located in the RCC underneath the whiteboard downstairs. A rule of thumb is that you should not be able to press the tank in more than 12mm with reasonable force. There are multiple valves the RIB. To inflate, unscrew the cap, insert the pump pipe (bayonet fitting) and pump to the required pressure.

5: Launching

The boats are all stored with engines vertical.

Before attempting to remove boats from the RCC / storage containers, ensure engines are tilted / lifted.

Remove boat from store, locate and place fuel / key / electric isolator key / kill cord / radio and safety equipment pot in boat as necessary.

Fuel is located in the fuel store,

Appropriate keys / electric isolator key and kill cords are located on key holder rack above the bench in RCC. They are clearly identified which boat they fit.

6 radios are located on charge above the bench in the RCC

The Safety equipment pots are located above the fuel store.

If using Rigidflex, Engine will need to be located from RCC and secured to the back of the boat. The engine should be tilted before going down to the water. The engine needs to be in forwards gear before it can be tilted.

With a team of sufficient people move boat and trailer down towards the jetty (2 or 3 is enough when reservoir is reasonably full, but more are needed when reservoir is less than half full as beach gets steeper).

Launch the boat, secure to jetty, and recover trailer.

Return engine to vertical position ready for starting.

For recovery of Fletcher Dory / Committee Boat from mooring, locate and take fuel / key / electric isolator key / kill cord / radio and safety equipment pot to boat as necessary. Remove sweeper bird scarers before attempting to start the boat as Below.

6: Start/Stop Procedure

Electric Start engines.

Place electric isolator key and turn start electrics (Steering console on Committee boat / inside of battery box on Fletcher dory)

Fit fuel tank / kill cord and key.

Check operation of Kill cord before start of duty

Ensure gear lever in Neutral, raise fast idle lever and turn key to start.

(If in gear, lever will not raise and engine will not start).

After 30 seconds running at fast idle, lower lever.

Check red light on engine has gone out before engaging gear as necessary.

After initial starting, engines usually start without fast idle necessary.

To stop, either switch off using key, or remove kill cord.

Mariner 9.9 pull start

Check that the fuel line is connected and full.

Check the kill cord is in place – Kill cord is normally kept on the engine.

Check operation of Kill cord before the start of duty.

Check throttle is set to **MINIMUM**.

Pull choke fully out.

Check that it is in neutral - DO NOT force gear selection when engine is not running.

The engine will NOT turn over if not in neutral.

Pull start cord until engine starts. Push choke in half-way after short period

Allow engine to warm up before pushing choke fully in. Engine must be allowed to warm up and red light on engine will extinguish before gear can be selected.

To Stop, simply press red stop button, or remove kill cord.

8: Mooring



When left moored to the jetty, ideally boats should be moored on the windward side using bow and stern lines with the engines at the further end of the jetty. The RIB should be moored at the far end of the jetty, where the plastic fenders have been fitted to reduce the risk of damaging the inflatable tubes.

Please use bow and stern lines when leaving the boat unattended and especially when moored on the leeward side of the Jetty

At the end of the day, when mooring the Fletcher Dory and Committee boats for overnight storage, please moor the boat to the appropriate mark using the carabiner on the bow line. Attach the carabiner through the chain link directly below the mooring mark.

Replace the sweeper birdscarers

Remove necessary equipment (Fuel tank / key and Kill cord / electric isolator key / radio / and safety pot) and return them to RCC.

Check bilge pump is not blinded by debris.

9 – Recovery.

At the end of the day, recover the boat to its relevant trailer, secure with relevant straps and with sufficient people to help, pull the boat up the beach.

Once at the top of the beach, remove equipment and tilt the engine before putting the boat in relevant container / RCC garage as appropriate.

Return the engine to vertical before locking up.

10: Final Checks

Have You

Tilted engine down

Turned the battery isolator switch to OFF

Returned the Radio(s) to the charging point

Returned Fuel to Fuel store

Returned keys and safety equipment to RCC.

Filled in Powerboat log sheet

Closed RCC windows and locked RCC internal door.

Turned all RCC lights off.

Locked containers and RCC roller shutter doors at end of day

11: Do's & Don'ts

Do's

- Do check boat and equipment before starting out.
- Do clean boats if needed using power washer and brush.
- Do allow engines to warm up before use
- Do report any issues as they happen
- Do check the fuel on the safety and committee boats
- Do turn off the isolator switch on the RIBs at the end of the day
- Do put boats on the correct trolleys
- Do pump up RIB tanks and trolley tyres if needed
- Do moor up boats correctly using bow and stern lines
- Do wear suitable clothing for the conditions
- Do check that you have a working radio
- Do always wear a life jacket or buoyancy aid (Club requirements when on jetty or water)
- Leave the boat as you would wish to find it.

Don'ts

- Don't leave empty fuel cans in the boat house.
 - Don't leave outboard engines tilted at the end of the day
 - Don't take equipment off for use on other boats
 - Don't drive the boats onto the trolleys
 - Don't leave the boats without fuel at the end of the day
 - Don't leave it for someone else to do
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Appendix A

Safety Boat Checklist (Taken from H&S Policy)

No one under the age of 18 may drive a power boat unless:

- they hold a valid powerboat certificate
- they are under direct instruction in the course of training for a powerboat certificate

All Powerboat drivers during RYA Recognised Training Events must be qualified to Powerboat 2 or beyond

Before you begin your safety boat duty:

- Read the Powerboat Operating Procedures (and any temporary amendments displayed on the chalkboard) and sign the declaration that you understand them
- Wear your personal buoyancy aid
- Check the safety boat buoyancy / inflate RIB tubes as necessary
- Check you have the key and the engine kill cord
- Check you have paddles or oars
- Check the anchor, chain and warp are prepared for efficient deployment
- Check the heaving line is ready for efficient deployment
- Check you have a bucket, bailer and/or bilge pump
- Check the fuel state and fill up on shore as necessary
- Take the red and yellow safety tub and check contents: safety knife, first aid kit (includes emergency kill cord), fire extinguisher, toolkit and this checklist
- Fog signals and Flares are not carried

Whilst on watch:

- The safety boat should be manned by at least two people unless being used as a Coach Boat helmed by a qualified Instructor
- At least one of the crew should be dressed to enter the water
- Use the kill cord, attach it securely to the driver
- Keep a watch on the whole lake at all times
- Attend all capsizes to count heads and check all is OK
- To prevent inversion and entrapment support the masthead especially if attending a trapeze boat capsize
- Cut engine whilst dealing with people who are in the water

Before returning the safety boat to its mooring:

- Ensure all people and boats are safely on shore
- Top up fuel tanks

On return to shore

- Return the key, kill cord, battery isolator key and red and yellow safety tub to the RCC
- Fill in the Powerboat Log kept in the RCC

Report any faults to the Race Officer who should notify the Bosun or, in his absence, the Sailing Captain.