

Tamesis Club

Patrol Boat Skipper Training and Assessment

Name

Issued by the Tamesis Club Patrol Boat Panel.

Chairman Alan Green.

March 2013

Introduction

The Tamesis Club Patrol Boat Panel was formed by the Sailing Committee at its meeting on 5th Nov under the authority of the Management Committee with the aim:

To examine all aspects of current patrol boat activity and develop ideas for improvement in performance to recommend to the Sailing and Management Committees.

The members are Alan Green (chairman), Stewart Colley, Peter Simpson and Donald Forbes assisted by, amongst others, Carolyne Vines and Paul Jamieson.

The syllabus which follows is intended as a guide for the training and qualification of club-level patrol boat drivers (skippers) supporting Tamesis Club sailing racing on the Tamesis reach of the river Thames between Teddington lock and Kingston Bridge.

Much of the material will be found within the RYA Power Boat 2 syllabus, and the RYA Safety Boat Handbook. However, the Tamesis syllabus aims to teach only material specifically relevant to Tamesis, so skills learned at Tamesis will need to be augmented when operating other boats in other conditions.

The Panel strongly encourages the development of boat-handling skills and Tamesis intends in due course to offer to its members RYA Power Boat 2 certificate training. In the meantime, the Panel's objective is to assess and/or train as many members as possible up to the Tamesis Patrol Boat Certificate standard.

Note – The RYA do not recommend the use of prop guards and the full terms of this recommendation are available from the Patrol Boat Panel at any time.

Alan Green
Chairman, Patrol Boat Panel
Tamesis Club. March 2013.

Syllabus

A Skipper Will be Expected to Know:

The club presently operates two patrol boats, Tamesis III (launch) and Tamesis IV (dory). The Officer of the Day (OOD) will give instructions to the patrol boat skippers as to their exact duties including buoy laying/moving and safety boat cover. The normal working crew in each patrol boat is two, and the skipper should take every care to ensure that his/her crew member is well briefed and competent.

The primary role of a patrol boat is to do everything possible to ensure the safe management of sailing races. If a sailing boat needs assistance a patrol boat should be able to offer it quickly and efficiently and her crew need to constantly anticipate making rapid response to a need for help.

A Skipper Must:

- 1 Know how to prepare both launches with correct fuels and all safety gear (pages 4&5). Ensure both Skipper and crew member on board each patrol boat both wear personal buoyancy, properly fastened, of min 50N.
- 2 Have a mobile phone and exchange numbers with the OOD. Additionally understand the use of the club VHF radio system and ensure there is one set, charged and tested, aboard each patrol boat !! *but note a morning arrival cannot recharge a flat battery for that day!!*
- 3 Understand the importance of maintaining a 360° watch and **visiting every boat** which is or was capsized to make sure that both boat and crew are fit to continue.
- 4 Know the 'rules of navigation for the non-tidal Thames (page 6).
- 5 Be confident in handling either patrol boat in any circumstances. (pages 7&8)
- 6 Know how to lay racing marks safely bearing in mind that it is the responsibility of the OOD to direct where they are laid. (pages 7).
- 7 Know how to recover safely a fully clothed person from the water including treatment for, or prevention of, hypothermia and cold shock.
- 8 Understand basic first aid or have a first aid certificate.(page 10)
- 9 Understand how to summon help from the emergency services and the use of Pick-up Points (pages 12 & 13). Understand exactly who is responsible for directing the activity in the event of any emergency.
- 10 Know the correct way to right and tow or otherwise deal with a capsized boat.

Tamesis III (launch) Operating Instructions

At the Beginning of Each Day

1. Pump out the bilges
2. Check fuel. Refill from cans marked 'Diesel' in cupboard in boatshed.
Always use funnel with inbuilt strainer.
3. Turn battery isolator switch on.
4. Make sure fuel switch is on (vertical)

To Start Cold Engine

1. Depress and hold in button at axis of the engine control lever (Morse Control) and push lever half way down.
2. Turn starter key to left for not more than 10 seconds to heat glow plug and **then** turn key to right to start engine (as for car engine)
3. Check that water can be seen discharging from the transom exhaust outlet. If no water, **SHUT DOWN** and get the dory out.
4. Let the engine warm up for 2 or 3 minutes, lift the control lever to neutral and either use it or stop engine.

To Start Warm Engine

1. Turn key to right (as for car engine).

To Stop Engine

1. Press and hold in centre button on engine panel until engine stops and **then** turn key to left (neutral position) – do not stop engine with key as for car engine.

Operating Boat

1. Push engine control lever down to go ahead and pull it up to go astern.
Allow engine to slow down in neutral when changing gear.
2. The boat weighs 1¼ tons and you need to allow plenty of time for it to slow down. Change into neutral well before reaching another boat or the bank.
3. **Do not leave the engine idling when moored.** It has a skin cooling system which may overheat when stationary.

At the End of the Day

1. Turn battery isolator switch off. Do **not** turn off fuel.
2. Lash tiller.
3. Check both mooring chains are secure.
4. Lock security chain to boat.

Tamesis IV (dory) Operating Instructions

To Start a Cold Engine

1. Check that the kill cord (coiled red safety cable) is clipped under the red button to the right of the steering wheel.
2. Squeeze bulb in fuel line several times to fill carburettor with petrol.
3. Pull choke knob right out.
4. Give two steady pulls of the starting rope: The engine will normally start on the second pull. Push the choke half in as soon as the engine starts and let the engine warm up for a couple of minutes.
5. Check that a steady stream of water is coming out of the vent under the starboard rear of the engine. If it is not then shut down.
6. Push the choke fully in and either stop the engine or go.

To Start a Warm Engine

1. Pull the starting rope. A steady pull is more effective than a mighty heave.
If it is reluctant to go then open the throttle a little by pulling the main control lever out (towards the centre of the boat) and then forward to just past the 'notch' (about 45°) and try again.

To Stop the Engine

1. Press the red button and hold it in until the engine stops.

Operating the Boat

1. Hook the kill cord onto yourself or your clothing. Then if you leave your seat for any reason the wire will pull out from the red button and stop the engine. This ensures that the engine and boat cannot run out of control with the potential of serious injury to anyone in the water.

Rules of the River

The Thames Reach is within the authority of the Environment Agency. The following are based on EA rules – for more information please see the EA website www.environment-agency.gov.uk

Always look upstream and down for other river users before manoeuvring to leave or return to your berth.

Except when responding to help others who are or may be in danger, observe the river speed limit of 8km per hour (approx 5mph) over the river bed.

Keep to the right-hand side of the channel when it is safe and practical to do so.

Avoid turning your boat in narrows, or near bridges bends or locks and avoid turning across the bows of oncoming boats – wait until it is safe.

Keep a sharp lookout (360°) at all times for hazards. Take action when necessary. If in doubt slow down or stop.

Always take care when overtaking and keep clear of the overtaken boat.

Near Bridges or sharp bends, boats going upstream must give way to boats coming downstream.

If crossing the river give way to vessels going upstream or downstream.

If in danger of a head on collision make an early and clear change of course to starboard so that the approaching skipper is in no doubt of your intentions.

Be aware of sound signals which may be given by other vessels: One blast – I am steering to starboard, two blasts – I am steering to port, Three blasts – my engines are going astern. Four blasts plus one = I am doing a U-turn to starboard; Four blasts plus two = I am doing a U-turn to port. Five or more blasts – I do not understand your intentions! (has been know to mean: “Get out of my way – I cannot get out of yours”).

Always keep a careful lookout before, during and after manoeuvring to lay or recover racing marks or when assisting a capsized.

Always keep a good distance from anglers and their tackle and create as little disturbance as possible – watch your wash – this drags a long way astern of the boat causing it but can be considerable.

Slow down and maintain a steady course when approaching rowing boats, canoes, sailing boats and swimmers – they all have right of way over a power driven vessel.

Communication with Other Craft

River steamers operated by Turks use Marine VHF channel 8 (not the same channel numbers as the Thames hand-held VHF's) or failing that Marine channel

14 (Tamesis may possibly shift to marine VHF at some time in the future). Turks Head office can be phoned on 020 8546 2434

Boat Handling - Rescue - Emergencies

Lifejackets or Buoyancy Aids for Patrol Boat Crew

It is universal practice in all RYA training centres as well as for the crews of all official safety craft to wear lifejackets or buoyancy aids. If you are expected to rescue others, you must be properly equipped: you may need to get into the water yourself. It is a rule of the club to wear a lifejacket or buoyancy aid when crewing a Tamesis patrol boat. Buoyancy aids are provided for patrol boat crews, but personal property may be worn.

Handling.

- Be able to leave/arrive berth without touching shore.
- Be confident in controlling speed and coming alongside.
- Appreciate the effect of wind on slow speed manoeuvres.
- Understand the difference in shapes between the displacement hull of the Tamesis III (launch) and the planing hull of Tamesis IV (dory) and the different way each of these has to be handled.

Laying or Recovering Marks

- Approach the chosen laying spot going upstream.
- Launch to be stationary in the water for the drop
- Don't pile the chain all in a heap on top of the anchor – let it gently pay out.
- Keep chain right away from the propeller.
- Check mark is in correct position. If out of sight of box, tell OOD mark is in place and confirm location.
- Recover marks with engine at very slow ahead, boat stationary over the ground.

Coverage of Racing Area

- Apart from when it is actively employed in a rescue the duty patrol boat must always be in a position from which skipper and crew can **observe the whole racing area** – if the second patrol boat is needed to achieve this the OOD should promptly organise it (e.g. when the course goes above Steven's Eyot (the small Island just upstream of the starting box).

Whenever a rescue boat reaches a capsized dinghy the safety and wellbeing of the capsized crew is paramount.

Attending a Capsize

- Check with skipper whether help is required.
- Observe whether either helm or crew looks injured, ill or distressed. If so take appropriate action: as patrol boat skipper you may insist on bringing crew into the patrol boat especially if they are young or otherwise vulnerable (remember that hypothermic people often do not recognise their own condition).

- Don't leave unless you are assured and can see that all is well.

Righting a Dinghy

Mostly the boats at Tamesis are sailed by crews well able to right their own boats. But a safety boat should always stand by to help if needed. The National 18s are more difficult to right than most and may need help. The two simplest methods are:

- To take a jib sheet or line over the side of the 18 to the bow of the patrol boat, then gently go astern with the patrol boat to pull the dinghy upright.
- A second method is to take a boathook (or, in the dory a crewman can lean over the bow) to get hold of the forestay at the stem of the dinghy, then work along it, pulling the forestay, and thus the mast, to the surface. Once the dinghy is at less than 90 degrees of heel, the patrol boat can continue to help lifting the rig. (*See the RYA Safety Boat Handbook for more righting methods.*)

Heaving a Line

When approaching a dinghy which is in need of a tow the patrol boat crew may want to heave a towing line. A right handed person should coil the line onto the left hand then take all but two coils into the right hand for heaving. For the short distance involved throw the line underarm so that it lands preferably forward of the shroud and into the cockpit. The dinghy crew should immediately take two turns round the mast and hold the line to make a quick release possible.

Towing

- To tow a single boat pass the stern line of the launch twice round the mast of the boat to be towed and tell the crew to hold it (not cleat it) for quick release if necessary. The helmsman of the towed boat should steer for the Samson post of the launch, use half plate and lower and secure all sails.
- The towing skipper should detail one crew to watch the tow at all times, act as liaison, and be ready to cast off quickly
- If the boat to be towed has no crew or insufficient crew or is unstable because it is full of water it can be brought alongside the patrol boat with fenders deployed.
- Two boats can be towed astern or, if necessary, one on each side of the patrol boat.

Injuries

- See first aid instructions (page 10)
- Understand that the skipper of the rescue boat (not the OOD) has full responsibility for the decision to call out the emergency services but that when they arrive on the scene **they** will take charge.
- If any members of the press arrive do not discuss anything or give names. Refer enquiries to the officers of the club.

Getting Help

- If you need very urgent medical assistance, **call 999 from your mobile phone in the boat and ask for an ambulance to meet you at the nearest Pick up Point** (see the diagram at the end of these notes).
- If the incident is one **that needs the urgent help of an RNLI rescue boat, call 999 from your mobile phone in the boat and ask for “Coastguard” and describe the situation and location.** The Coastguard will co-ordinate all the required emergency assistance (the RNLI Teddington fast rescue boat can be at locations on the Tamesis reach within 15 minutes).
- As soon as time permits, inform the OOD of the situation, possibly using the club VHF or another mobile phone. Do not waste time trying to get back to the club if the help you need can be delivered faster at another point. Remember, as patrol boat skipper, your judgement and correct action may be critical.

Man Overboard (MOB) Recovery

An MOB* is any person who needs to be recovered from the water and may be the crew of a capsized sailing boat or from another craft on the river, or the bank, or even the patrol boat itself!

As soon as you are aware of an MOB have one crew member constantly point towards the MOB – the skipper can lose sight of them easily when manoeuvring. If the MOB shows panic or fear, give reassurance.

Approach from down wind if practical with engine in neutral position for the final metres. **Switch the engine off** when contact is established with the MOB. Warning! an engine in neutral can allow the propeller to “creep” which can be dangerous when there are people or equipment in the water.

With Tamesis III (launch) bring MOB to ladder and assist him/her to climb aboard. Remember to continue to keep a 360° lookout.

With Tamesis IV (dory) bring MOB to the lowest part of the side of the launch and assist by lifting the MOB into the launch. Use the ladder if necessary. Again remember to keep a 360° lookout.

Ladders in both boats should be tied to the boat with a cord.

Do not restart an engine until MOB and all stray ropes have been recovered and a crew member has checked this.

*sometimes known as a Person in the Water (PIW)

First Aid

A First Aid pack will be prepared for each patrol boat, to be maintained by the Bosun and kept in the Sailing Secretary's office.

Cuts and wounds: you may need

- Large wound dressings for deep cuts caused by a propeller
- Plasters and/or small bandages for abrasions or minor cuts

However! There is always a danger of contracting Weil's Disease from the river water through an open abrasion so apply antiseptic to clean the area on the spot, before applying a dressing – make sure your boat's First Aid kit is ready to go before you start your duty. Wash hands thoroughly ashore before doing any further First Aid, and until then keep hands away from eyes and mouth.

Hypothermia and Cold Shock

(Contributed by Prof Mike Tipton*)

In the water a body loses heat 5 times faster than in air at the same temperature. Hypothermia is defined as deep body temperature falling below 35 degrees. Symptoms become more serious with increased cooling

and include: shivering; white, cold skin; fast/weak pulse; dilated pupils, tendency to incoherence. Hypothermia is life-threatening. Stages of immersion associated with particular risks include: initial immersion (cold shock) this occurs before hypothermia and results in uncontrollable hyperventilation and a sudden increase in the strain placed upon the heart. These responses are amongst the most dangerous associated with immersion as they can act as precursors to drowning and heart problem. Short term immersion can result in cooling of superficial muscles and nerves and a consequent loss of dexterity and the ability to self-help. Don't let a crew member without a wet suit or dry suit stay immersed for more than 5 minutes (summer 10 minutes). If you suspect someone is suffering from any serious immersion-related condition (e.g. drowning, heart problems, hypothermia), get them out of the water, protect them from further heat loss by wrapping them in a blanket and waterproof cover (heavy duty plastic bag) and transfer them ashore without delay.

Re-warming ashore should be done slowly seated in a warm, not hot, shower *with another person always in attendance*. If you have the slightest concern for the welfare of the casualty, call 999 from the boat and transfer the casualty to an ambulance as quickly as possible. If a casualty has taken any water into the lungs, urgent hospital checking is required. Cold shock and hypothermia can result in death. With an unconscious casualty in a patrol boat make sure his/her head is lower than the chest.

*A comprehensive treatment of hypothermia is **in Essentials of Sea Survival by Frank Golden and Michael Tipton, Human Kinetics, ISBN 0-7360-0215-4**.

See the **First Aid Manual (St John Ambulance et al)**
www.dk.com/firstaidmanual.

Tamesis members are strongly encouraged to have an RYA First Aid certificate. Courses are run each year at the club.

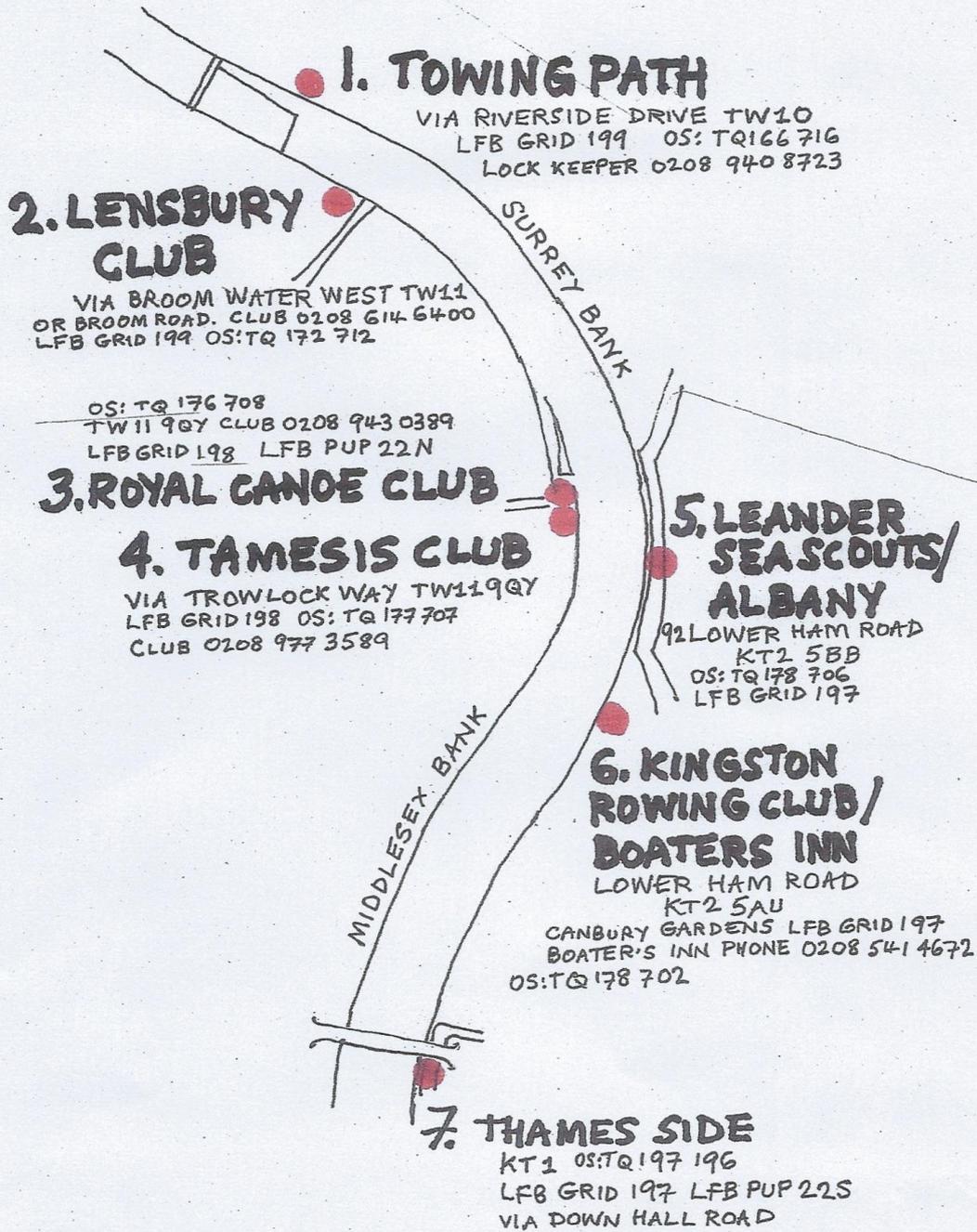
Recovery into a patrol boat of an unconscious person

At the time of drafting this syllabus the Patrol Boat Panel was still working on this. Amongst other methods being considered was the "Jacob's Cradle" device, or the deployment of a boat with a bow ramp.

Emergency Pick-up-Points

- 1 Surrey Bank**
Approach to Teddington Lock Towing Path (Upstream of Lock)
Road access via Riverside Drive, Richmond, TW10
OS co-ordinates: TQ166 716
Teddington Lock Keeper 0208 940 8723
LFB grid 199
- 2 Middx Bank**
Lensbury Club Sports Ground (formerly Shell Sports) (Summer only)
Road access via Sailing Centre, Broom Water West, Teddington.
Main Club Access in Broom Road, TW11 9NU
OS co-ordinates TQ 172 712
Lensbury Club 0208 614 6400
LFB grid 199
- 3 Middx Bank**
Royal Canoe Club (South side of inlet by Nat 18 berths)
LFB grid 198, LFB PUP 22N. Club phone 0208 943 0389
Access at end of Trowlock Way TW11 9QY.
OS co-ordinates TQ 176 708.
- 4 Middx Bank**
Tamesis Club, off Trowlock Way (via car park), Broom Road,
Teddington TW11 9QY.
OS co-ordinates TQ177 707.
Club phone 0208 977 3589.
- 5 Surrey Bank**
Leander Sea Scouts / Albany Park Canoe and Sailing Centre.
Landing Stage at 92 Lower Ham Road, Kingston, KT2 5BB
OS co-ordinates TQ178 706.
LFB grid 197
- 6 Surrey Bank**
Kingston Rowing Club / The Boaters Inn
Landing stages, Canbury Gardens, off Lower Ham Road,
Kingston KT2 5AU.
OS co-ordinates TQ 178 702.
Boaters Inn phone 0208 541 4672.
LFB grid 197
- 7 Surrey Bank**
Thames Side (Council moorings alongside quay)
close S of Kingston Railway Bridge; street address Thames Side, KT1
Access via Down Hall Road.
OS co-ordinates TQ197 196
LFB grid 197. LFB PUP 22S

TAMESIS CLUB EMERGENCY PICK-UP POINTS



1/13 EAG. v 1.0

Notes

Certificate

Practical boat work Tamesis III (launch).....

Practical boat work Tamesis IV (dory).....

Theoretical syllabus.....

Assessed by

