

6. Club Equipment and Facilities

6.1 Overview & Club Ownership

The club provides and maintains a shared fleet of dinghies, powerboats, radios, and training equipment. All boats and facilities are club property, used by both training courses and members. Instructors and volunteers are expected to care for this equipment and leave shared spaces in a clean, usable condition for others.

6.2 Safety Boats

Name	Description	Engine	Max Capacity
Andren	Orange Humber Assault 4.3m	Selva 40hp	7
Oscar	Grey Zodiac Open Pro 4.2m	Selva 40hp	8
Roberts	Orange XS360, tiller steer	Selva 25hp	6

Equipment & Fuelling

- Safety boats must be equipped as outlined below in checklist
- Equipment must be checked before launch and kept ready for use.
- Any mechanical or fuel-related issues must be reported to the CI, who will notify the appropriate club officer.

Safety Boat Checklist

- In boat:
 - Full fuel tank
 - Bungs are in place
 - Equipment Container
 - First aid kit
 - 2x towline
 - Throwline
 - Anchor and warp/chain
 - Paddle
 - Bailer
 - Radio (found on bridge)
- In Equipment Container (found on bridge)
 - Flare pack
 - Fire extinguisher
 - Spark kill cord
 - Knife and Wire cutters
 - Tide tables/map/emergency procedures
 - Horn

Safety Boat Operation Guidance Notes

- Preparation

- Collect keys, radio and safety kit from bridge
 - Remove cover from boat and stow safely
 - Remove lock from engine (keys stored with ignition key and kill cord on bridge)
 - Check all equipment is present (see safety boat kit list) and check that sponsons are fully inflated
 - Ensure fuel tank is full, secured and breather screw is open
 - Ensure all crew are adequately kitted and are wearing a buoyancy aid
- Launching
 - Move boat to slipway
 - Lower boat down slipway, using an adequate number of people to ensure boat does not run away
 - Consider using a line from the trailer to cleats on the pontoon to assist with lowering trailer if short staffed or slipway is unusually slick
 - Once in the water, **ensure kill cord is attached to driver** before starting engine
 - Float the boat off the trailer, remove the trailer from the water and return it to the correct boat park space
- Operation
 - Always drive at safe speed, 5 knots max in the moorings (except in an emergency) and be aware of the effect of your wake on other water users or moored boats
 - Support activities as directed by Race Officer or Senior Instructor
 - Ensure that boats in distress are attended to promptly
- Landing
 - Confirm with Race Officer or Senior Instructor before returning to pontoon/slipway
 - Ensure that enough people are present
 - Float boat back on to trailer, switch off and trim engine up
 - Use winch on trailer to bring boat to the bow roller
 - Secure boat to trailer using both winch and painter
 - Pull boat up the slipway, ensure plenty of people are present and take care due to slippery surface
- Pack Down
 - Wash Boat thoroughly, removing all mud and salt
 - Flush engine with fresh water
 - Drain both cockpit and hull chamber, **ensure bungs are replaced**
 - Top up fuel tank, using green tanks marked OSC E5 from fuel bunker, the fuel tank is to stay in the boat
 - Remove all personal items from the boat
 - Cover the boat and lock engine to strongpoint
 - Return keys, radio and safety kit to the bridge
 - Fill out safety boat logbook

Mooring Procedures

- In summer or when in use the next day, safety boats may be left on the designated club moorings (opposite the pontoon), secured with both the painter and a secondary line.
- Boats on mooring should be rotated regularly to prevent algae build-up.
- Boats must be cleaned (mud washed off, rubbish removed) before mooring.
- Outside peak season, one boat may be moored overnight on the inside of the pontoon with CI approval.

Club Pontoon

- **Do not leave safety boats unattended on the outer face of the pontoon** — it is reserved for cruisers coming alongside.
- Use the inside face and stream boats off the ends where needed.
- Raft boats neatly if space is limited.
- During busy periods, prioritise using the moorings instead of the pontoon.

6.3 Dinghy Fleet

The dinghy fleet includes:

- 9x Toppers
- 6x RS Fevas
- 2x 2000s
- 1x Wayfarer
- 1x Hartley 15

Use & Stowage:

- Only move boats from their parking spaces once fully rigged and ready to launch. Avoid blocking the slipway.
- Boats should be checked before launching by a DI, if in doubt ask someone!
- During breaks, sails should be furled or stowed to prevent flogging.
- In very calm conditions, dinghies may remain afloat at the slipway during breaks if sails are furled and the slipway remains clear. Monitor tide to prevent grounding.
- After sailing, boats must be promptly removed from the slipway and returned to their designated space.
- Any damage or missing kit must be reported to the SI or CI before leaving.

6.4 Floating Pontoon – Topper Stowage

- Boats may be left on the pontoon overnight during the week but must be brought ashore at the end of the course to allow club use for Friday racing and at weekends.
- Toppers must be fully pulled onto the pontoon, with foils removed and secured inside the hull.
- Lash boats down to prevent movement or sliding.
- In calm conditions (\leq Force 3), masts may be left up overnight.

6.5 Equipment Maintenance & Fault Reporting

- All equipment must be visually checked before use, including sails, shackles, foils, rudders, and tiller extensions.
- Any damage, loss, or faults must be reported immediately to the SI or CI.
- Unsafe or broken items must be removed from service, clearly marked with red-and-white caution tape, and quarantined to prevent use.
- Instructors must not carry out permanent repairs unless authorised by the SI or Club Bosun.
- The SI will coordinate with the Club Bosun regarding repairs.
- A log of all major maintenance is retained by the Club Bosun.

6.6 Adverse Weather Procedures

When strong winds or storms are forecast:

- Safety boats should be brought ashore and stowed on their trailers
- All club dinghies ashore should be secure via their painter to the dinghy park chains and with lines running over the hulls and down to the chain to prevent capsizing
- Topper masts should be dropped and stowed in the kit shed
- Toppers on the pontoon should be recovered to shore, if this is not safely possible:
 - Drop and lash masts securely alongside the hull.
 - Bring daggerboards, rudders, and booms ashore.
- Loose kit (sails, foils, buckets, mast head floats) must be removed from boats and stored securely.
- If extreme winds are forecast, all dinghy masts should be dropped and secured.

6.7 Clubhouse & Training Tent Housekeeping

- Before going afloat, ensure the area is tidy: bags stowed, benches clear, and kit out of walkways.
- Whiteboards, charts, and training resources must be returned after use.
- Shared spaces are used by club members, leave them presentable.
- The Senior Instructor is responsible for a final check at the end of day.

6.8 Changing Rooms & Litter

Changing rooms must be checked at the end of each day. Remove all litter, forgotten clothing, and personal kit.

- Mop or squeegee floors as needed
- Report any damage, leaks, or hygiene issues to the SI or CI.

6.9 Security and Keys

- The changing rooms, clubhouse, and engine shed are secured with code locks (Code: C1924X).
- Keys for the bridge and kit shed are kept in the second drawer from the left in the kitchen.
 - Never point this out to students or club users who do not need to know.
 - Return keys immediately after use.
- Powerboat, fuel bunker keys and spares are kept on the bridge.
- All doors, including the clubhouse, changing rooms, and engine shed, must be locked before going afloat if no one remains ashore.
- The kit shed must be locked whenever not in active use to prevent theft.

Staff are reminded to remain alert to unfamiliar individuals around the club, especially near the fuel bunker, powerboats or kit shed and to alert the SI or CI if suspicious. Never leave keys unattended or hanging in locks