

## **SAFETY BOAT DUTIES**

### **1. Make sure the Safety Boat meets all safety requirements:**

- a. All powerboat skippers must have current State Marine Board Operator's Cards.
- b. The Committee Boat Operator's Checklist must be completed and put in the Fleet Captain's box after boat is put away.
- c. At least 2 people should be assigned to each boat. If there aren't enough people to man the boats, try to find volunteers on the dock.
- d. No more than 4 people should be aboard a boat at any time.

### **2. Make sure the Safety Boat has the following equipment:**

- a. Life vest for each crew member
- b. Bow & stern lines
- c. Anchor & anchor line
- d. Tow line (at least 20 ft.)
- e. Whistle or horn for sound signals
- f. Paddle
- g. Fire extinguisher
- h. Swim ladder
- i. Boat hook
- j. 2 blankets
- k. 4 bumpers
- l. Wind direction indicator
- m. Finish Worksheets and pen or pencil for recording finishes
- n. Marks, anchors and lines as needed for setting the course
- o. Signal flags:
  - i. Red or Orange Flag (Finish Line)
  - ii. Code Flag L (Come within Hail)
  - iii. Code Flag S (Shorten Course)
  - iv. Code Flag N (Abandon)
  - v. Code Flag C (Change Course)
  - vi. Code Flag M (Missing Mark)

### **3. Set the marks for the race course:**

- a. Night Captain shall direct the Safety Boats where to set the marks.
- b. Communications between Night Captain and Safety Boats shall be on VHF radio Channel 68.
- c. Night Captain will normally direct windward mark setting after start boat is anchored.
- d. Start mark may be set or adjusted as directed by the Night Captain.
- e. Other marks shall be set as directed by the Night Captain.

**4. Ensure the safety of all racers:**

- a. When boats are on the water, all eyes need to watch for:
  - i. Commercial traffic
  - ii. Sailboats that need help
  - iii. River traffic that is interfering with racing sailboats or creating unsafe sailing conditions
- b. Lead commercial traffic through the race course with direction from the Night Captain:
  - i. The Portland Spirit tour ships monitor Channel 68. Other commercial vessels use Channels 16, 13, and 14.
  - ii. Use emergency channel 16 only to hail vessels, then request change to a working communication channel 14 or 68. Do not talk on channel 16 unless you need help from Sheriff, Coast Guard or a nearby vessel.
  - iii. Commercial vessels need to be in the main channel. With direction from the Night Captain, communicate with the vessel to decide on the best route to take, and then stay out in front 200 feet and to the side or at a place where the captain of the vessel can see you.
  - iv. Sound 4 long blasts on your horn, then pause and repeat the same over and over until the vessel has cleared the race course.
  - v. Any boat that crosses between the Safety Boat and the commercial vessel is disqualified from that race. Record the class and sail numbers and report that to the Night Captain.
- c. Assist disabled boats and help with rescue of people in need:
  - i. Check and assist people first.
  - ii. Assist if skipper requests help when boat is disabled.
  - iii. Advise the skipper if you believe that conditions are unsafe for the skipper and/or crew or their rescue is jeopardizing the safety of other sailors on the river. You may direct them to retire from the race and return to the clubhouse either on their own or under tow.
  - iv. In the event of life-threatening conditions or if the skipper is unwilling to comply with the commands of the Safety Boat Captain, the Captain is authorized to call the Coast Guard, Sheriff, or 911 for assistance.

**5. Adjust the course when wind conditions change:**

- a. The Safety Boat should be prepared to make the following course changes as directed by the Night Captain:
  - i. Reposition marks for the next race.
  - ii. Shorten the course at a mark (see Sailing Instructions).
  - iii. Inform boats of an abandonment or postponement of the race.
- b. Verbal directions to the racers are strongly encouraged for any changes described above.