

Operating Instructions for the Committee Boat

WWSC requires that you operate this boat in a safe and seamanlike manner. Personal buoyancy will be worn at all times. When underway, the kill-cord must always be worn.

1. **Getting out to the Boats** - The Committee Boat is kept on mooring No.6, next to the RIB. Consequently both the Race and Safety Officers will need to be taken from the Hard to the boats using the Jeanneau Rigiflex which is kept on a launch trolley by the steps. It is powered by the 4hp outboard engine that is kept in the engine shed on a trolley. This engine has forward and reverse gear, and must be started in neutral, ensure sufficient water exists for the leg when fully down, to avoid propeller damage.
2. **Keys and Fuel**– the ignition key, kill cord, two padlock keys will be found in the key safe. Take spare fuel in green from the from the fuel store. The combination for this lock is the same as is used for the car park.
3. **Unlocking the Committee Boat** - once on board the two padlocks on the cuddy door can be taken off and secured. The door hasps are fitted with turn-buckles to secure the door when under way.
4. **Anchoring** – the anchor and warp, in a plastic bin, is kept in the cabin. This should be taken out and placed behind the helm's position so that the anchor can be launched on the starboard side. Before leaving the mooring walk some warp forward around the outside of the boat, passing it over the bow roller and back to the cleat on the starboard side via the fairleads provided. The helmsman can then control the anchor without needing to go forward.
5. **Recovery of the Anchor** - can be done from the foredeck, but take care when moving from the cockpit forward. If wind and tide permit, it may be easier to motor forward to a point over the anchor and recover anchor from the helms position. Make sure not to override the anchor warp and get it wrapped around the prop.
6. **Fenders** - two spherical Fenders are available for use on the starboard side, please deploy these if vessels are coming alongside.(use a clove hitch to secure to side rail)
7. **Code Flags** - are kept in a net tidy that must be hung from purpose made hooks on the port combings, under the halyard gantry. Please ensure that flags are kept tidy and returned to the correct pockets. A laminated card on the bulkhead shows how the gantry should be used.
8. **Starting up and moving off** – the fuel tank must be strapped in position and fuel line connected. A few squeezes on the fuel bulb to ensure there is fuel in the line. Release the leg support bracket on the engine and then lower it using the hydraulic switch on the engine head (port side). Note you may have to raise the engine a little to begin with in order to release the leg support bracket. The Yamaha 25 has automatic choke. Fit the kill-cord and make secure the clip. Lift the hand throttle making sure the gear leaver is in neutral. Turn the ignition key, the engine will start. After a few seconds return the hand throttle to bed. Engage reverse gear, after dropping your mooring! Once clear engage forward and proceed to sea.
9. **Shallow Water** - if navigating into shallow water please raise the engine leg to protect the prop, though always ensure that the anti-cavitation plate on the leg is below water, a hollow exhaust note will tell you when you have raised the leg too much (there is a rocker-switch on the gear lever to operate the hydraulics).
10. **The Radio Call Sign** for the Committee Boat is "WITTERING WHITE".

WEST WITTERING SAILING CLUB

11. **A Boat Hook** - is stored under the stern counter. Please stow it after use.
12. **Chairs** - two folding chairs are provided for your comfort, but if it is rough, leave them stowed! Anything, sliding around the deck is a hazard.
13. **After Duty** - please sluice down the deck and leave in tidy condition for the next R.O. Any surplus water should pump away from the bilge box. Return all loose items to the cuddy and secure the boat. Top up the fuel tank and return fuel cans to the fuel store. Please don't forget to put the boat keys back in the key box. And report any problems to the RO or Flag Officer Admin.

Addendum to Race Officer Instructions

Boat Batteries suffer from irregular use and insufficient recharging whilst in use.

The hydraulic engine tilt demands a substantial battery drain, as does the starting procedure, so it is important to give the engines **a good run on each occasion they are used**. Time on tick-over is of little use, but better than having to restart the engine almost immediately. Therefore, please make sure you are happy with the position of the Committee Boat before stopping the engine and the RIB should be kept working, even when maintaining station for a short time.

IN THE EVENT OF A BATTERY LACKING ADEQUATE PUNCH TO START EITHER BOAT, there is a POWER PACK stored on the Committee Boat. This will provide a boost when connected to the boat battery. USE THIS WITH CARE following the instructions that are with the pack precisely.

Once the engine is running disconnect the Power Pack, black lead first then red, keeping them apart from each other at all times! Store the cables immediately as you first found them.

UNDER NO CIRCUMSTANCES leave the power Pack connected whilst using the boat. The Pack may regenerate sufficiently after one use to provide a further boost if needed, but will need 5 – 8 minutes to do so.

Keep the Pack dry and carefully stored in the cockpit locker within its protective box.

In the event of usage the Pack should be returned to shore for recharging, together with the battery.

A spare charged battery is stored in the Race Officers box as an immediate replacement. A tool pack exists on both club boats to facilitate removal/reconnection.

Notify: Rear Commodore (Admin.) if battery or pack requires a recharge.

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Thank you