



LYME REGIS SAILING CLUB Ltd

Safety Boat Driver Training Policy

- Following discussions at the 2015 AGM, these notes are intended to clarify the policy regarding safety boat training and driving.
- The Club Policy states that anyone who drives a RIB should hold a Power Boat 2 (PB2) qualification or be proficient at that level, unless under instruction by a suitably qualified instructor.
- The PB2 course as laid down by the RYA is rigorously enforced and centres have had their recognition removed for not abiding by the structure and content.
- The course may take place over two days or over one day followed by one or two duties with an instructor.
- In total there should be twelve hours of tuition and practice.
- The course covers all the basics needed to drive a RIB, including launching, recovery and seamanship.
- To gain the qualification, students must demonstrate that they can perform the range of specified manoeuvres prescribed in the syllabus and have knowledge of the theory laid out in the RYA publication Start Powerboating.
- The students' qualification is centrally recorded with the RYA on line and a photo certificate is issued.
- All safety boat drivers are encouraged to seek appropriate radio training (e.g. Marine VHF Short Range Certificate) since otherwise they are legally limited to using channel M and M2 and not international channels (including 16) unless they are under instruction.
- At this stage, while students have the basic skills necessary to function as a competent driver, they are probably unaware of the various rescue techniques needed and unlikely to be able to respond efficiently in an emergency.

- They require time on the water to consolidate their skills in non-threatening situations and they should endeavour to get as much practice as possible during the following year.
- They should not be designated as a safety boat driver for duties during this period, but rather used in the role of RIB crew, where they should be given the opportunity, at the designated safety boat driver's discretion, to do the bulk of the driving.
- For the most part duties are carried out in moderate conditions in which the student should be able to cope, but on occasions when this is not the case the designated driver may need to take over.
- Students should also take full advantage of any other opportunities for practice.
- Dealing with damaged and capsized boats, towing and aspects of race safety boat management fall outside the PB2 Course and ideally new drivers should undertake a safety boat training course.
- Details of these techniques and other vital information are contained in the LRSC Ltd Safety Boat Driver Handbook, which can be found on the Club website.
- This should be read annually by all drivers, as it not only refreshes their memory of the various techniques and hazards, but also contains important information about any modifications to equipment and procedures.
- The skill and experience of safety boat drivers will vary greatly. Since ultimately the responsibility for all aspects of the racing session lies with the Race Officer (RO), she/he must make the final decision about whether the safety boat helm and crew are capable of coping with the conditions, whether a second safety boat is required or the race abandoned.
- The RO should therefore have a reasonable knowledge of the capability of their safety boat driver and crew and whether they are capable of handling rescue situations in the conditions likely during that particular racing session.

- On no account should the RO coerce safety boat drivers and crew to operate in conditions that the drivers and crew feel are beyond their capabilities.
- In turn the safety boat drivers and crew must inform the RO if they consider the conditions are beyond them.

[Written by Chris Joyner, Nikky Williams and Jim Thomas (January 2016) and edited by Hilton Davis (May 2018)]