



OPERATING PROCEDURE No. 25

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NAB Boat Skipper – Responsibilities, Competencies and Guidance

PURPOSE

This Procedure defines the responsibilities of a NAB Skipper and provides some guidance on operating the NAB during a Session. It must be read by all Volunteers nominated as NAB Boat Skippers

Responsibilities

The skippers first responsibility is the safety of themselves, their crew and passengers, and their vessel.

They are responsible for checking their boat is properly prepared before leaving the pontoon (see Op Proc 12). This role may have been undertaken by the pontoon party but skippers should also do a final check before setting off.

They should abide by the ColRegs, especially the need to keep a good look out (particularly for other river traffic including the leisure trip ferries) and maintain a safe speed for the conditions (note: the river speed limit is 6 knots).

They are responsible for ensuring radio traffic is kept to a minimum and is conforms to good radio etiquette.

Competencies

All powerboat skippers must be approved by the Chief Powerboat Instructor with advice from the Senior Management Team.

The minimum standard for a skipper is as contained in the RYA Start Powerboating course ('PB2'). Skippers for the ARC and Safety boat will have experience over and above this basic level.

In addition, skippers should be competent in performing the man overboard procedure used by Dart Sailability to recover disabled sailors from the water as well as being able to safely tow a Hansa dinghy alongside.

GUIDANCE

The NAB will generally be used to ferry volunteers to and from the centre pontoon and to manoeuvre boats between the slipway and end of pontoon

Loading

The NAB skipper is responsible for the safe loading of the NAB:

The maximum load is 2 crew + 5 passengers

Loading should ensure the boat remains balanced side to side and with more weight towards the stern.

Where possible the NAB should load and leave the pontoon as soon as practicable so as to free up the pontoon for Sailability dinghies and other MDL marina users.

Passage

The NAB will normally motor outside of sailing area A. (Op Proc 32)

At all times the safety and comfort of the passengers is essential. Particular attention should be given to becoming wet from spray and overall warmth of the passengers.

The skipper is responsible for agreeing planned trip with OOD and notifying Safety of proposed route, number of persons onboard, and likely passage duration.

The NAB should not motor beyond the castles (at the river mouth).

VHF communications with OOD/Safety will be lost when motoring up or down river. The skipper/crew should ensure they have a mobile phone and OOD mobile number as well as the standard VHF radio.

The skipper will act as directed by the OOD when required to respond to an incident. (See Op Proc 17 Man Overboard Recovery Procedure and Op Proc 19 Incident Management)

An Emergency Action Plan is contained within the safety box.

On return the skipper should liaise with the Pontoon Master to ensure there is space to dock and disembark passengers.

The Skipper is responsible for securing the boat as defined in Operating Procedure 12.

Report any defects with the boat so that they can be rectified ready for future sessions (See Op Proc 20 Defect Reporting)

