



## **CLIFTON ROWING CLUB MOTORBOAT GUIDELINES**

The coaches/drivers of these boats/tow vehicles should have the appropriate experience to ensure their safe handling. If not, the club should provide adequate training and supervision e.g. 'Club Safety Boat Operator Course'.

### **LAUNCHING AND RETRIEVING MOTOR BOATS**

#### **Prior to launch:**

- Inspect boat for damage and check the state of the launch ramp
- Check that the bungs are in
- Check fuel levels and open vent on tank, prime bulb by holding it with arrow pointing upward
- Check kill cord is attached to kill switch
- Wear your floatation device
- Take a phone in a waterproof container
- Check that the following items are aboard: sufficient floatation devices for biggest crew, bailer, anchor and line, paddles, first aid kit, whistle, throw rope, knife, 2x oars, thermal blanket.

#### **On return to shore:**

- Take extra care if the ramp is slippery when putting boat away
- Remove bungs and drain water from boat
- Hang floatation devices to dry and wash if necessary
- Keep boat clean
- Record any issues with the boat in the log book and report to the President or Secretary

### **MOTOR BOAT SAFETY**

- Know the river you are driving on and known hazards
- Wear your floatation device at all times.
- Wear the Kill Switch strap – if possible depending on the boat set-up.
- Standing without a secure handgrip is dangerous, particularly during coaching when the driver can increase and decrease boat speed without warning.
- Safety of rowers is paramount - attend to rowers in distress before other duties and, if absolutely necessary abandon a rower's boat and get them to shore. Switch off motor and drift in to rower, or in rough conditions, approach from downwind and take care prop does not endanger rower or skiff. Do not overload boat at the expense of being able to render assistance. Do not drive boats into shallow water as sand and rocks can damage props.
- Call for help if needed – it's better to be over-cautious.



## **MOTORBOAT MAINTENANCE**

- Clubs are required to keep a maintenance log for motorboats. A simple notebook with appropriate entries should be adequate.
- An entry should be made in the logbook every time each motorboat is checked (maintained), or a defect becomes apparent. It is important to include the date and name of the person making the entry.
- In the case of an accident or incident, the ability to produce such a record may be the only acceptable means of demonstrating the club is operating in accordance with MSA requirements.
- In the event of a more serious incident, clubs are advised to complete a “Pleasure boat Accident or Incident Report Form”(MSA 12306)
- Rowing New Zealand recommends that all club boat operators complete the Coastguard Boating Education Home study course ‘Outboard Engine Maintenance

**Guideline endorsed by CRC Committee on Sept 27<sup>th</sup> 2020 at the AGM**