

William Patterson Manual

Set up

Step onto the boat and unlock the cabin doors and engine covers. Place the padlocks onto the carpeted area of the dashboard by the windscreen. Put the keys on the driver's seat. **Do not put the keys in the ignition until engine checks are completed.**

Put the white metal pipe from under the starboard aft seat into the sliding track of the cabin door to hold it open.

Open the aft hatch and check the fuel levels in both tanks using the timber dowel dip stick. For the average day of racing, both engines need 150l. They do not self level, so ensure that levels are sufficient in both tanks. Fuel tank taps should always be open, **NEVER CLOSE THE FUEL HATCH.**

Open the engine cover and use the hooks on the railing to hold them upright.

Step into the engine bay from the rear and side and open the raw water intake so that the blue handle is facing up (vertical).

Check the bilges for excess water.

Check the fresh water coolant by opening the radiator cap atop the engine and visually inspecting the level. It should be visible roughly 50-55mm from the opening.

Check oil level using the dip stick. It should be above the max line.

Open the other engine cover and repeat checks for raw water intake, bilges, fresh water and oil level.

Close the engine hatches when completed.

Open the large floor hatch between the helm seats and open the two seacocks starboard side for the toilet.

Close all hatches.

On the Starboard side of the V-berth, on the back of the helm, turn the three red battery isolators on to green. **Do not touch the yellow parallel battery.**

On the circuit breaker, use the voltage tester to check the levels of all three batteries and that all circuit breakers are correct and none have been accidentally switched off.

Put the keys into the ignition of one motor and press the red button. With the red button still depressed, turn the key to turn over the motor for three seconds to circulate the oil.

Turn the key back to off and remove finger from the red button.

Start the motor by turning the key in the ignition.

Repeat for second engine.

Check both exhausts for water.

Take the covers off the instruments, put them on the carpet section and select the correct channel on the radio. Turn on the chart plotter. This should identify the boat on AIS.

Check side main circuit breaker panel for correct breakers “ON”. Turn on Horn compressor.

Use the switchboard above the helm to turn on all the necessary electronics for the day – Nav lights, anchor lights, windscreen wipers (remember that they will not turn off immediately.) Port not working.

Raise Burgee ensign.

Load on the crowding buoy and finish mark, tying them both off to the handrail along with any additional markers required. Ensure that the RO has every other flag that they require. Check that there is enough water in the drums for the day and that everyone has sunscreen/appropriate clothing/food if required.

Remove all 6 mooring lines before departing, laying the midship spring line over the dock steps.

Dropping the Anchor

Firstly, if any crew need to go outside the safety rail, they **MUST WEAR A LIFE JACKET.**

Leave the anchor tie off rope attached until the last moment to prevent it unseating itself whilst underway.

When arriving at the location, untie the 8mm rope from the cleats and anchor.

Check that the top of the capstan is tight. Use your foot on top and twist clockwise.



Quickly press the down button to allow some loose chain to gather on the deck (less than a foot)

Using a foot, kick the anchor free of the bow and allow it to pivot off the bow until the RO gives the instruction to drop it.

Lay a minimum of 5 times the depth of the water in anchor chain, in a straight line across the seabed with the boat in reverse.

Hook the anchoring strop onto the chain and loop the ends over the two cleats, then continue lowering the chain until it hangs in a loop below the bow. **The weight of the anchored boat must not rest on the anchor winch.**

Drive the boat in reverse to dig the anchor in, then wait for 5 minutes to ensure the anchor is set.

Turn off engines by turning the key to off.

Lifting the anchor – start engines

Ensure that all marks, buoys and tackle are out of the water and secured to the rails.

Send a crew member up onto the foredeck and instruct them to point their hand in the direction of the chain. Drive up over the chain so that there is no load on the chain, then start using the anchor winch to bring up the chain. Do not use the winch when there is weight on the anchor chain. Remove the bridle once it is no longer loaded.

Continue to lift the chain and anchor, ensuring that the chain is always up and down and that the boat is not being pulled forwards by the winch. Use the wooden bat to knock the chain sideways as it comes in to stop it forming a pyramid and jamming under the deck/winch.

Once the anchor is back on deck, secure it using the 8mm rope through the anchor and cleats.

Towing

Should WP be required to assist in a tow, the bridle must be set up between the two rear cleats. With both boats in neutral drive, a line should be thrown between the two boats and fastened to the bridle with a large bowline. The tail end should be run to the bow cleats of the boat in a manner that can be removed in a hurry under load if necessary. For longer tows, the line should run around the cleat and back to a winch.

The tow line should be as long as possible, but at a minimum must be longer than the distance between the crests of two waves.

With one crew member assigned to watch the boat behind, WP must slowly accelerate in front of the boat under tow. The watching crew member must ensure that the tow line doesn't snag on anything or run under the boat where it could get tangled in the propellers. Once the line is taught, WP may accelerate to a suitable towing speed, taking into consideration the vessel being towed and the reason for the tow. Towing speed must never be above 6 knots. If in doubt, go slow. If the boat behind starts to bury at the bow, dovetail or heel excessively, slow down until control is regained.

Take the corner into the marina very wide, remembering that the boat under tow may cut the corner.

Prepare to slip the vessel under tow by releasing the bridle from one end and letting it run through the bowline. Release the vessel when it is close enough to drift onto the T-arm. Maintain a constant speed until the bridle has been pulled clear of the water and the propellers but maintain a watch and be ready to respond until the towed boat has at least one line fastened on the dock.

Returning to the pen

Ensure that the crew are appropriately briefed as to which crew need to retrieve each line.

Prioritise springers, as the bow and stern can be driven in once the springer is on. As soon as possible, make sure all 6 mooring lines are attached.

Switch off the motors by turning the key to off.

Offload all the marks onto the dock and stow all flags.

Ensure that the toilet has been properly flushed. Flush it again, to ensure no black water is held in the pipes then open the hatch between the cabin seats and close the seacocks for the toilet.

Turn off all the electronics at the helm and put the covers back on.

On the circuit breaker, use the voltage tester to check the levels of all three batteries and that all circuit breakers are correct and none have been accidentally switched off. On the Starboard side of the V-berth, on the back of the helm, turn the three red battery isolators off to red. **Do not touch the yellow parallel battery.**

Open the aft hatch and check the fuel levels in both tanks. Notify the office if either tank is below 150l. The tanks do not self-level, so ensure you check both tanks. **DO NOT CLOSE VALVES**

Open the engine cover and use the hook on the railing to hold it in place.

Step into the engine bay and close the raw water intake so that the blue handle is horizontal.

Check the bilges for excess water.

Open the other engine cover and close the seacocks

Close the engine hatches when completed.

Return the piece of pipe from the door track to under the starboard aft seat.

Remove the keys from the ignition and reconnect to the lanyard.

Ensure that any damage has been reported using the QR code.

Close all windows, doors and hatches. Use the padlocks to lock the engine covers and cabin doors. Then wash down the boat using the fire hose.

OOD

In the event of an incident at any time, contact the RMYS office if open, or the Officer of the Day (OOD). If the office is unattended, the OOD must be contacted and will attend the office for on-shore requirements.

The allocated OOD for Saturday will be the acting OOD for the following day (Sunday) if there is any boating activity on that day. The Boating Administrator will advise the Sunday RO who is scheduled to work.

Emergency call 000

Should an ambulance be required for an on water incident the vessel crew should call 000 (not the Race Committee or land based staff - only if vessel does not have a mobile on board)


Additional Authorities

During the course of an incident, other authorities may contact the Race Management team or office. These can include the Water Police Squad and Rescue Coordination Centre located in Williamstown (03 9399 7500) who may identify themselves as 'RCC Melbourne', Air ambulance, Harbour Master, or any Victoria Police vessel from Williamstown who will identify themselves as 'VP10', 'VP1' or 'VP2' depending on which vessel is available.

Emergency Marker BAY 815 See below

Most people don't know about these but emergency services do 000, VicPol, the ambos and the firemen all know about them. They are particularly useful for 'open space' locations where maybe a street address does not exist.

Emergency Markers & Triple Zero (000) process



In an emergency, call triple zero (000) and quote the 'Emergency Marker reference number'.


Nuisance calls

Each year there are thousands of nuisance and hoax calls to Triple Zero. This type of call is a serious offence and may result in delayed response to someone

Step 1:

Always call Triple Zero (000) in an emergency.

You will be asked which service you require:
"Police, Fire or Ambulance?"




Step 2:


Your call will then be connected to an ESTA communication centre.

You will be asked:
"Where is your emergency?"

Quote: Emergency Marker and the alphanumeric code on the sign.
The alphanumeric code will vary according to the location. The call taker will then verify your location.



You will then be asked:
"What is your emergency?"



We are collaborating with emergency services to request one for the public landing / gate to our marina as circled in red below.

