



BEACH MASTER & BEACH CREW DUTIES

The following notes for guidance are offered for **Beach Master** and **Beach Crew** during their periods of duty at Agious Georgious. For brevity, the following abbreviations are used throughout:

BM - Beach Master; **BC** - Beach Crew

Boat Park

- BM to obtain radio from OOD.
- BM to ensure Registration Table, Sailing Fees Sheet and Sailing Fees Float box are put near exit of boat park.
- BM to delegate a member of BC to oversee registration & fee collection.

Slipway

- BM to ensure slipway is clear and to notify public of any dangers when we are using it.
- BM to ensure Sailing Fees form is given to Patrol Boat.

Safety Boat Launch

- BC to be on the slipway to assist launch and recovery.
- Unless you are confident in launch and recovery of patrol boat ask for assistance from other experienced member on site.
- Once patrol boat is launched, BM to radio check with the Safety Cox.

Dinghy launching

- BM to liaison with other slipway users (power boats/jet ski's owners etc) for use of slipway.
 - BM to oversee parking of boats on road and to ensure that boats are ready for launch as soon as conditions or timings allow.
 - Boat crews will wheel their own boats down to water's edge where BM and BC will take over.
 - BC will secure boat. 1 person at bow of boat, 2nd person at the stern. **BOTH BEACH SIDE OF BOAT.**
 - Boat to be held at 90 degrees to the slip way (accounting for certain wind conditions) to make easy access for crew. Helm will get in first, followed by crew. **WHY?** Because if the boat is suddenly released or wind blown, the helm will have more control.
 - Beach Trolley crew to remove trolley and store safely.
 - BM to ensure the all crews have buoyancy aids, water etc and ask if all crew are ready.
 - Once a verbal **READY** has been received from helm and crew, the bow can be pushed away until boat is 90% to the slip way and then stern can be pushed off.
 - BM Once all boats are safely launched, radio patrol boat informing them of the number of boats launched and any other important information that is relevant for safety and/or race conditions.
 - There may be occasions where the patrol boat needs to be in the harbour area, leaving boats in open water without safety cover. If this happens BC must take over observation duties of these boats from an advantage point on the Mole until the patrol boat is back on station.
- Liase with Safety Coxswain.**





Recovery

- Although it is the responsibility of the Boat crew to approach the slipway at a sensible speed and to adjust their incoming speed accordingly, **it is the BM or BC who have the final say.**
- Remember a boat moving at 1 knot and weighing 350KG will mean you have to stop a moving 350kg object. At 2 knots that increases to 700kg. So **DO NOT** attempt to stop a boat that you think it is coming in too fast.
- Prevent this by signalling the approaching boat either by shouting or by a visual gesture (pointing) and move your arm around in a circular motion to inform boats to go around and try again.
- If you think a boat is approaching too fast inform them that you may not be able to stop the boat and move out of the way. This must be a personal choice. It depends on what you, as a BM or BC are capable of dealing with **SAFELY.**
- BM and BC are to secure boat telling crew that "boat is secure" and to assist in getting crew safely out.
- Once crew is out of the boat the trolley is to be pushed under the boat, secured and pulled up the slipway both by boat crew and BC.
- Beach crews will help only if no other boats are approaching.
- BM to remain on the slipway to recover or deal with any following boats.
- BM to radio patrol boat to inform them when all boats are safely ashore.
- Boats are required to approach the slip way in the order they enter the harbour area. This can be changed by requests either from the BM or BC. Depending again on safety.

Patrol Boat Recovery

- The patrol Coxswain will set his crew down at the quayside before approaching the ramp. The patrol crew will assist with any recovery.
 - BC are responsible for seeing that the patrol boat is aligned with the trailer (one either side of the boat) and although the patrol boat crew are responsible for recovery the person who feels confident with the boat winch and safety chain etc should ensure the boat is recovered and secured before it is pulled clear of the water.
 - Check with Cox that the engine is in the UP position before moving boat.
 - Return radio to OOD.
 - **LASTLY**, help patrol boat crew clean boat and put away equipment.
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