

## BALMAIN ROWING CLUB USE OF COACHING BOATS (tinnies)

BRC tinnies are only to be used for coaching, rower recovery or the laying/retrieval of rowing courses.

All operators should be familiar with the RMS boating handbook, available at <http://www.rms.nsw.gov.au/documents/maritime/licence/boating-handbook.pdf>

### Who can use a BRC tinny?

To operate a BRC coaching boats you must hold a boat licence or have completed a BRC boat operator's course and have permission for the President or Boatmaster. All operators must comply with RMS boating handbook . Do not exceed a speed that you can safely manage the tinny given your experience. Unless you hold a boat license, you can not travel faster than 8 knots.

Assess the conditions. Do not go out if you think that the conditions are beyond your capabilities. Refer to BOM ([www.bom.gov.au](http://www.bom.gov.au)) or Seabreeze ([www.seabreeze.com.au](http://www.seabreeze.com.au)) for weather conditions and ask for help if uncertain

### Before going out.

At all times observe requirements compliance plate which states:

- a. maximum engine horse power - do not attach a motor that is too big for the tinny. Maximum engine size is noted on compliance plate.
- b. observe the maximum number of occupants (including driver)



### PRE LAUNCH CHECKLIST

#### A Motor is secure

- a. clamps are tight
- b. engine is tethered by a lanyard to prevent the it falling off the back of the tinny IF the clamps vibrate loose.
- c. Fuel is connected correctly
- d. Kill switch line (red) is attached to the engine

#### B Bung is in place at the back of the boat

#### C Life jackets

- a. the operator is wearing a life jacket (this is mandatory at our club)
- b. that there is enough lifejackets of each occupant in the boat
- c. that every junior member is wearing a life jacket at all times
- d. Life jackets apart from operator's extra life jackets are kept in red bag and not to be used for any other purpose other than safety. They are not to be used as cushions

#### D Safety equipment

- a. there are 2 oars and a bailer in the tinny
- b. The tinny contains a safety kit (screw top white tub) this kit is managed by the safety officer and SHOULD NOT be opened unless safety equipment is required. They remain sealed to water doesn't spoil the equipment, especially the torch. This kit contains whistle, waterproof light, anchor and line, compass, anchor, towing line.

### Boat Launching

Please ensure that the tinny (with secured engine) is **lifted** to edge of pontoon by minimum three capable rowers/coaches. Care to be taken not to lift too much weight and that lifting is done through the knees not by back straightening. Do not drag the tinny down the staging as this causes damage to the bottom or the tinny and the staging.

When stepping into tinny step into centre to avoid pushing the tinny away from the pontoon. Tilt the engine so that the propeller is in the water.

## Starting the tinny

These items are covered in the boat licence / operators course – please ask if you need further instruction.

- a. Check that fuel line has been attached correctly then squeeze bubble maximum 3 times
- b. Check that the kill switch lanyard is in place
- c. Check that gear is in neutral
- d. Pull out choke rectangular button
- e. Be sure that starting arm has enough space to perform starting motion
- f. Stand in a firm position and pull as firmly as possible 2 or 3 pulls
- g. If the engine does not start, **don't** keep pulling as you will flood the engine. Push the choke in and do a number of pulls on full throttle to clear the fuel and start again. (*Full throttle opens the air intake and that is needed if a lot of fuel is in the carburettor.*)
- h. If you restart after a short stop, don't pull the choke.

## Setting off

Ensure the operator is in the boat first and the operator is tethered to the kill switch line (**mandatory at BRC**). The operator **MUST** have the kill switch attached to their wrist or life jacket to prevent propeller strike should the driver fall out of the tinny, while it's powered.

Other occupants (not exceeding the occupant limit) step into the centre of the tinny

Distribute the load evenly so that the tinny is sitting and travelling level. Keep the tinny travelling as level as possible by moving weight around or adjusting trim

## Getting the boat out

When returning to the club, do not approach the staging at speed. Allow the tinny to float in the last 12 meters.

When arriving at the staging tilt engine up and disconnect the fuel canister wrap up the line and deposit on staging. If tying up to the staging consider the wind direction.

If pulling the tinny out make sure that

- a. at least three members are in attendance to lift
- b. only pull the tinny out of the water in the centre section of the pontoon to minimise damage to the pontoon
- c. engine is flushed out using a hose attachment and
- d. tinny is given a light hose to remove salt deposits

When putting away please ensure that the tinny is close to the wall, no water is inside and the bung is in place.

## ON THE WATER

You must obey the Rules of Boating at all times. <http://www.rms.nsw.gov.au/maritime/safety-rules/index.html>

Please be mindful of water users and create minimum disturbance for other craft.

Do NOT operate a tinny if you have consumed alcohol and do NOT consume alcohol while driving a tinny.

## Assisting a capsized

- a. Check for other crews approaching and warn off.
- b. Do not approach capsized at speed. Allow to drift or paddle in last 12 meters.
- c. Engine **must be switched off** in the 12 meter zone away from the capsized scull. Use only oars to paddle in and close the gap. This is to eliminate the risk of propeller strike
- d. If assisting hold boat rigger to assist in remounting of sculling shell or if required assist in pulling in the rower over the stern of the tinny do not attempt side retrieval as this could capsize the tinny.

## Reporting of Incidents

In the event of a collision, injury or incident on the water, your first priority is the safety of yourself and anyone else involved. Assuming there are no injuries, exchange details with the other crew / vessel. If they don't stop, note as many details as possible.

- Do not hesitate to call 000 for police, fire or ambulance if required.
- If you see someone who is in trouble and you can assist without endangering yourself, do so, and call for help.

Once you return to the shed,

- Contact The Captain as soon as possible during or following the emergency event.
- Complete an Incident Report (from the website, or the glass cabinet near the stairs) following the emergency. Send the incident report to the Captain as soon as possible.

If advised by the Captain, please also complete a Maritime Incident report and forward it to the Captain. The Maritime Incident Report is available at <http://www.rms.nsw.gov.au/documents/maritime/safety-rules/recreational-vessel-incident-report.pdf>.