

MOB recovery review



In light of recommendations made following various near misses of men overboard, where passengers fell out on the high side of the boat during tight turns, the new edition of the Start Powerboating book carries the following information.

If someone goes overboard:

- Alert the rest of the crew by shouting 'man overboard'.
- Instruct one person to point at the MOB at all times.
- At slow speed, turn the wheel towards the MOB. This moves the propeller away from the MOB.
- At high speed a sudden turn of the wheel may be unsafe, so make a controlled turn back towards the MOB at a safe speed, ensuring you have enough room to avoid running them down. If too close, you will end up going round in circles.
- The required manoeuvre is similar to approaching a mooring buoy except there is no stream element, so your approach will be governed by the wind.

Protect your passengers



In the latest Wavelength Online we mentioned some guidance that was being prepared for commercial operators of high speed craft. It has now been published and is available to download from the training centre and instructor resources areas of www.rya.org.uk, see download called 'Passenger safety in high speed craft'.

With the short, snappy title of 'Guidance Notes for Passenger Safety on Small Commercial High Speed Craft', the document is aimed primarily at providers of activities such as thrill rides, sightseeing and adventure trips.

Bearing in mind that passengers on such trips are often inexperienced at

being afloat and have no idea of the potential risks, the guidance notes include advice on subjects such as:

- Crew to passenger ratios
- Areas of operation
- Weather limitations
- Passenger safety briefings
- Safety en-route
- Hazard perception
- Communications

Our guidance notes cover the operational considerations for these trips, and should be read in conjunction with the Passenger Boat Association's *Small Passenger Craft High Speed Rides Guidance*, which covers management considerations.

Powerboat Instructor Training



One of the dilemmas we have in training is how long should an instructor course be?

When you consider the breadth of organisations running the National Powerboat Scheme, it would be impossible to give instructors experience of every type of boat used for courses. However, as trainers and principals, it is important to broaden the experience of trainee instructors with a variety of craft used in basic instructor courses.

Of course we can't include all types of boat and engine, or the course will simply be too long – most would agree that three days is about right. But we should do our best to include some variations such as planing and displacement, as this is one of the basic choices for all Powerboat Level 2 students.

It's not always possible, but would

greatly enhance the ability of instructors to respond to the needs of their trainees. The more experienced our instructors are, the better training they can provide.



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