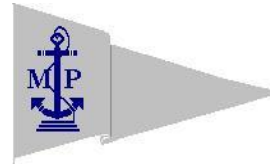




Metropolitan Police Sailing Club Powerboat Section



SAFETY BRIEF

(To be read to all crew BEFORE commencement of any voyage)

1. LIFEJACKETS – You must ensure that each person on board is wearing a lifejacket properly fitted. These lifejackets are designed to automatically inflate on contact with water. They are designed to turn a person round in the water to float `face-up`. There is a manual override toggle which will also inflate the bladder if pulled. You should wear the attached crotch strap as this is designed to keep you in the jacket in the water.
2. TPA`s (Thermal Protective Aids) – These are orange coloured polythene type all in one jump suits which are designed to keep off wind (thus lessening any wind-chill effects) when awaiting rescue. They are NOT designed to be worn when entering the water.
3. FIRST AID KIT – Make sure the contents are sufficient and that everyone is aware of where it is placed on the RIB.
4. MOB Recovery – You should briefly explain the various techniques covered on your PB2 course, stating that on contact with the MOB the rib should be stopped, out of gear and the engine OFF. You should consider calling a Mayday, but cancelling same if you do manage to recover the MOB safely.
5. FLARES – The rib carries 6 flares – you should explain the different types and methods of operation, as explained on your PB2 course.
6. RADIO – Brief explanation of the VHF radio - Press to talk and Release to listen. Channel 16 is the distress channel. If needed, follow the procedures on the printed card on the console to obtain assistance. You will need to give your location.
7. FIRE EXTINGUISHERS – Brief explanation of how they work. Consider early evacuation from the rib – the tank is located beneath the floor.
8. STOPPING/STARTING ENGINE – Brief how the engine starts and stops using the key and kill cord, and how to select neutral. If the kill cord is removed with the MOB, the rib should stop. The restarting should only be done by someone experienced with this type of craft. It is possible (but not desirable and only in an emergency) to restart the engine WITHOUT the kill cord. A spare kill cord is part of the inventory and must be taken afloat.
9. SEA-START – In the event of a problem with the engine – contact Sea Start – the contact number is on the Charter Front Form.
10. ACCIDENTS/INJURIES – It is possible that some types of accidents may need to be reported to the MCA/RYA. Please deal with the Accident/Injury first, then make contact with the Ops Team, who will advise you of the next step.