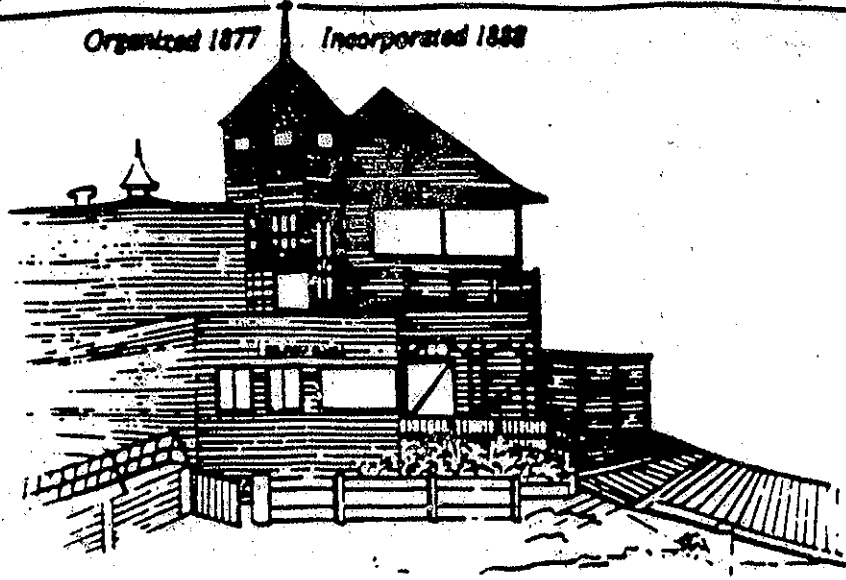


DOLPHIN SWIMMING AND BOATING CLUB, INC.

Organized 1877 Incorporated 1888



AB PILOTING

INSTRUCTIONS

Diane Walton Boat Captain 2011

With a nod of thanks to Ned

Ned Hoffman,
Boat Captain

December 3, 1983



DOLPHIN CLUB AB PILOTING HANDOUT OVERVIEW

These written materials are designed to supplement both the in-your-seat and the on-the-water parts of our training.

1. Criteria to operate Dolphin motorized craft
2. Day of Swim: Before the Swim/ Boat Check/ Stuff You Need, Swim Briefing, Launch, Start Your Engine, During the Swim, After the Swim
3. More Things to Know: Oncoming Traffic, Sound Signals, Right-of-Way, Radio, Rules of the Road, Chief Pilot's Responsibilities

Thanks to Barry Christian, Jim Bock, and Jon Meyer for information and support for our pilots...

Please send your feedback on these materials and any training needs to Diane at dolphinboathouse@yahoo.com

1. CRITERIA TO OPERATE DOLPHIN MOTORIZED CRAFT

Pre-requisites to operating the ABs:

- Qualified to row Dolphin craft (minimally Session 1 of Rowing Training)
- Knowledge of current Rowing Rules, as posted above Boat Sign-in podium
- Demonstration of skills and execution of technique in launch, stable operation and landing of motorized craft, which will be shown during at least three piloting assistance sessions:
 - First: As a 'passenger/helper'
 - Second: As a co-pilot, i.e. taking over the 'helm/motor' and drive the boat \pm 50%
 - Third: As the 'Main Driver' (100%) w/an experienced Pilot for 'Final Check Out' (makes recommendations/corrections/adjustments to how the Motorized Pilot is performing.

The Boat Captain, Diane Walton, maintains the list of qualified pilots.

NEXT STEP: *Co-piloting!*

“Hand on the tiller” rule:
Safety is solely the operator's responsibility

Neglecting any precaution in the safe operation of a boat—including its equipment—is a violation of California boating law and of Coast Guard regulations.

2. DAY OF SWIM

BOAT CHECK/Stuff You Need: Before the swim, sign the Moon or Stack out and check:

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- AB inflated to proper pressure. (Inflate from stern > bow: interior baffles can be damaged by not following this rule.)
- AB bailer plug in place.
- throttle friction ring disengaged (the throttle free to return to idle speed).
- plastic bailer in boat
- cooling water coming out of the engine
- oil light on (green)
- gas cell vent open (if the engine dies en-route, the probable cause is this vent is closed)
- ballast
- adequate gasoline
- audible signaling device (airhorn)
- Life vests
It is mandatory that AB pilots and co-pilots wear life vests. If you get thrown out at speed, a life vest may keep you face-up (*breathing!*) in the water. Carry life vests/ throwable seat cushions for swimmers
- man-overboard flag (Oscar)
- blankets
- radio (chief pilot carries two), cell phone
- your rowing kit -- compass is good, other recommended items include tide book, extra line, lubricant (silicon-based oil and petroleum jelly) , multi-tool/ jackknife, screwdriver, pliers, file

Good idea: thermos of warm water or carbohydrate drink for the swimmers.

Larger powerboats supporting difficult swims (e.g. Bay-to-Breakers, Pt. Bonita): bring:

- ~a boathook (*a pole with a hook*), for quickly bringing aboard kayaks, or for reaching out to swimmers),
- ~a 30' line (*Tie to a float to throw to a swimmer; or use for towing rowboats*),
- ~a cellphone with relevant numbers programmed in for use when radio contact is lost.

The Swim Briefing

GO

Know who the designated Chief Pilot is for the swim.

The Launch

LIFT THE DOLLY HANDLE UP, NOT SIDEWAYS.

THE DOLLY IS ALWAYS ON A LEVEL APRON.

Roll AB to mid-apron
Place AB on apron
Return dolly to side of pier
AB to water

START YOUR ENGINE
(remember- water-cooled engine)

Stop-engine lanyard attached to your ankle

Steering stabilizer friction device set to your preference.

On the Water: Your purpose is to support the swim

Things to remember: First, don't hit a swimmer...

- **Practice steering from both sides of the boat** (facing each way). In a tense situation you might mistakenly accelerate when you need to stop (say, to avoid a swimmer), and only practice makes these motions automatic.
- Quick acceleration will pop the bow up in the air; let the boat itself crawl up on plane.
- A quick stop will bring water over the transom..
- Pull the bailer's plug only when you're going fairly fast, and replace it when you're back at idle speed.
- Practice tight maneuvering around swimmers by picking up trash floating in the bay! Tighter turns are made possible by creating a smaller turning radius, planing the AB and using that reduced boat-water surface area, rather than by speeding up....
- Don't motor near the shore. If you must approach a shore, turn off the motor and coast in; shove off as far as you can before restarting the motor. Use the motor's "shallow drive" prop position. *Sand in the water has destroyed water pump's rubber impeller; repair bills when a prop has clipped a rock are high!*
- **Head (power) into** waves, *diagonally*, not head-on, unless it's really steep.

Don't run from a large wave. If you do not succeed in outrunning it, it can turn the boat broadside to the wave capsizing it or, in the rush down from the crest, your boat can bury its bow in the trough, flooding & swamping it.

During a swim

- **Keep, preferably, downwind:** you can be blown into a swimmer in a couple of seconds while you're distracted (say, watching other swimmers, or using the radio, or watching oncoming boats). *(AB pilots: put the transmission into idle if you have to look away: e.g., down into your boat.)*

- **With an individual swimmer, stay near, and on swimmer's breathing side (in their sight):**

When swimmers get tired and cold, they start feeling alone, frightened; they may become irrational and paranoid (and combative!)

Watch the swimmer for signs of hypothermia:

Has their swimming style fallen apart; their swimming become erratic; he/she can't keep direction?

~**A swimmer feels safer seeing you.**
~**Talk to** your cold swimmer, calmly and cheerfully

~Ask the swimmer questions
(Medical emergency technicians' "Person/Place/Time" questions):

- "What is your name?"
- "Where are you?
(...swimming to)?"

- Be careful letting a swimmer hold onto your boat: when they stop swimming their core temperature starts dropping.
- If you are pulling a swimmer, ask the swimmer to kick flat in the water, so you are pulling the swimmer in sideways, not lifting up (against gravity). For a firm grasp, a life vest can be put under the swimmer's arms. Get help from another boat!
- Swimmers in the water never can be allowed to hold on to an AB while it is moving (say, to be relocated). The boat will (then) slew sideways and the flow of water will force the swimmer's legs/feet to the propeller. Use the tow rope.
- Swimmers are counted at the jump, and at the finish; count them during the swim, especially in rough water.
- When bringing a hypothermic swimmer back to the club, always have someone accompany them to the sauna, and someone must stay with them until they're warmed.

After the swim

To bring the AB in, reverse the above procedure
Engine up, while you're in the water
AB to apron, apron up, dolly to apron, boat to dolly

- Pull out the AB's bailer plug to drain the water.
- Flush the engines, and spray the boats and engines with fresh water, especially the metal parts; dry.
- Always check that the cooling water is coming out of the engine.
- Sign AB in.
- Log maintenance needs/damage in the log book.

3. MORE THINGS TO KNOW

Provide a perimeter of protection, and communicate with your fellow pilots.

Oncoming Traffic

Remember, swimmers (and their support boats) in (to) the sun are not visible; swimmers in rough water are not visible

And, boaters miss spotting swimmers the same way motorists miss spotting bicyclists!

- Don't assume oncoming boat traffic can/does see your swimmer; they may see your boat and *still* not see your swimmer. *Point!*
- Be courteous. Wave your man-overboard flag (or an orange life vest) to get their attention. Don't use a horn unless there's no response to your approach.
- Some boaters don't know English: use gestures.
- Returning fishermen can be zombie-like with fatigue, speak slowly, clearly, be sure you're understood and: watch them until they're past.

If the oncoming boat isn't responding to your warnings, and is bearing directly at your swimmer(s): What do you do?

You becoming a victim makes the situation much worse for us and for Coast Guard rescue.

Do nothing that might put yourself in danger

Sound Signals

(horn/whistle: A short "blast" means a duration of about one second; a long, ("prolonged") lasts 4-6 seconds.)

Emergency (Danger) Signal:

5 (-or-more) 1-second blasts in series:

"There is DANGER in what you intend;

"I do NOT AGREE with your intended maneuver;

"I am in DOUBT as to your intentions."

Meeting or crossing (No answer required.)

(No, they're not telling you 'Get out of the way'!)

~One 1-second blast: "I am altering my course to starboard side (I'll pass you on my port side).

~Two 1-second blasts: "I am altering my course to port side (I'll pass you on my starboard side).

~3 short blasts ("I am operating under astern propulsion") or one long blast ("I am leaving the dock") heard, for instance, when ferries are leaving the dock.

~Ferries, from a distance, may give you one 1-second blast just to advise you 'I see you'.

~(4 short blasts added to any of these signals indicates there is a bar pilot on board: this signal might be confused with the '5 short blasts' emergency signal.)

Right-Of-Way

(Port-side is left, starboard is rightside, as you face forward, to the bow.)

Maneuvers to look for/ respond to:

~**Over-taking/passing:** Boat being passed has the right-of-way.

~**Meeting head on:** Keep to the *right*.

("Right is right!")

~**Crossing:** Boat on *right* has the *right-of-way*. Slow down: permit him to pass.

~A boat bearing towards a boat displaying the **Oscar** ("O", or "**Man Overboard**") **flag** shall not approach and shall reduce speed within 150 meters.

RADIO

Radio Emergency Calls on Channel 16 (the distress and safety frequency, also used for hailing).

~The Coast Guard monitors 16 continuously. (It records 16 and 14.)

(Alternatively, in San Francisco Bay, monitoring Vessel Traffic on Ch 14 is

~Every vessel with a marine radio must monitor 16 when underway

permissible: ferries, eg, don't monitor 16.)

~Be prepared to assist in an emergency:

Mayday: (spoken 3 times): reserved for situations involving risk of life and/or grave and immediate danger. Comes from "**m'aidez**" Help me, in French.

Emergency calls on 16 are heard by Vessel Traffic, who may divert a nearby by vessel ("asset") to assist.

~ If you hear a Mayday, listen—do not transmit: it has priority over all other forms of traffic.

~Determine if you are in a position to assist. If not, maintain radio silence.

Pan-Pan ("pahn-pahn"; spoken 3 times) announces an emergency when the safety of a boat and/or persons is in jeopardy, but not in imminent peril.

~Keep radio silence if you cannot assist.

Securite ("say-cur-i-tay"; spoken 3 times) signals information regarding navigation safety.

The Coast Guard encourages all mariners to transmit safety messages when they spot a hazard to navigation (floating log, buoy off-station.)

In San Francisco Bay, contacting Vessel Traffic on Ch 14 is the best first choice for communicating "Securite" warnings to the Coast Guard.

Silence ("see-lonce"; 3 times): spoken by the Coast Guard to keep routine traffic off an emergency frequency.

Radio Procedures:

(Information overheard but not intended for you cannot lawfully be used in any way.)

Radio etiquette: Informal talk is forbidden on the marine channels.

Police and CB code ("10-4", and so on) are not used on marine channels.

REMEMBER: Shouting into the microphone with the mic near your mouth "overmodulates" the electronics, making your words unintelligible to other radios. Calm is good.

Hailing: say the name of the boat (or station: "Vessel Traffic", "Coast Guard") you wish to contact, then say the name of your boat, "Moon", then say "Over".

Procedure Words:

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- Over:** You have ended your transmission but expect a reply.
- Out:** You have completed your communication.
- Copy:** You have understood the transmission.
- Roger:** Acknowledges that the message was understood and agreed with (and you'll follow through).
- Affirmative** (or, say "Yes"). **Negative** (or say, "No").
- Say again.**
- Wait:** You must pause, but want the other station to continue to listen. **Wait out:** resuming
- Break:** marks a change in the message: for instance, in temporarily responding to, or calling, another station.

Say (to Vessel Traffic, eg) "*San Francisco* Pier 39", not "Pier 39" because Oakland has numbered berths

RULES OF THE ROAD

You are required by law to render assistance (that can be safely provided) to anyone in danger & required to offer assistance to the Coast Guard.

Failure to do so could result in fine/imprisonment

"The General Rule of Responsibility" In the event of a collision, both parties are considered at fault by the Coast Guard

("No boat has the right of way 'through' another boat!")

RULE 9 NARROW CHANNELS:

A vessel of less than 20 meters in length or a sailing vessel (or vessels engaged in fishing) shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel that can safely navigate only within that channel or fairway.

Swimmers(and their support craft) are not exempt from this rule. "Rule 9" places the obligation on you to avoid impeding large vessels navigating in the channel (north & south of Alcatraz).

Security Zone, Safety Zones, & General Restricted areas:

Violators of the Naval Vessel Protection Zone face up to 6 years in prison and a \$25,000 fine, not to mention a quick and severe response. Approaching certain other vessels may result in an immediate boarding, so keep well away of shipping or cruise-line traffic.

Description/Location	Area of Impact
GG and Bay Bridges	25 yds from piers and abutments
Cruise ships, tank vessels, High Interest Vessels	100 yds
Naval Vessel Protection Zone for vessels over 100'	100 yd restricted area At 500 yd, slow to min speed

Rule 7 - RISK OF COLLISION

Every vessel shall use all available means to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.

Rule 8 - ACTION TO AVOID COLLISION:

Any action taken to avoid collision shall be **positive, made in ample time** and with due regard to the observance of good seamanship. Any alteration of course or speed to avoid collision shall be large enough to be readily apparent to another vessel observing visually or by radar.

A succession of small alterations of course and/or speed should be avoided.

However, when you are with a swimmer, you can't indicate you're maneuverable. I drive my zodiac in circles, while keeping the swimmer visible to the oncoming boat.

Program into Your Cell Phone:

so you can contact the Coast Guard or Vessel Traffic without a radio upon encountering an emergency, or a "hazard to navigation". (You'll need a waterproof sack—or good insurance—for the phone.)

Medical Emergency: Ask Vessel Traffic or the CG to call 911 via landline.

(Before the event, locate possible possible landing sites along your planned route, and determine streets/landmarks to guide in an emergency vehicle)

Coast Guard Emergency: **415-556-2103.** *(Plan on their reaching you in 20 minutes.)*

CG non-emergency: 415-399-3451

Vessel Traffic: 415-556-2760

SF Police Dept, Marine Division: 415-850-7440

"Real-time" air/water temp, wind/tide speed at GG Bridge: 1.866.727.6787 ex 010.

A week before a swim,

- the chief pilot may check the Yacht Racing Association's (YRA) race calendar, and, if a conflict, phone that event's race director.
- the Marine Police can be notified a few days before.
- with the evening Gas House Cove swims, the Red & White and the Blue & Gold fleets should be notified the day before via email. (These swims put swimmers in the setting sun to westward cruise routes.)

DAY OF SWIM

One hour before the jump, on swims requiring permits, the swim's chief pilot will telephone Vessel Traffic to learn of any conflicts with commercial traffic, getting those vessels' names and the names of the "pilot aboard" in case we need to contact them via marine radio during the swim.

This call also alerts the Coast Guard to put out a "Securite" warning on Channel 16, informing boat traffic of our presence.

"2 minutes" before the jump, the chief pilot radios Vessel Traffic on Ch 14:

*~"Vessel Traffic – Dolphin zodiac [Wait for a response]
~In 2 minutes we will have ___[#] swimmers
~entering the water at ___
~They will be swimming to __.
~Estimated completion time is __.
~We will be working channel ___ [69: six-nine"]
~and monitoring 14 ["one-four"].
~We will advise you upon completion.
~Over."*

Vessel Traffic will now update us on any potential conflicts with ship traffic.

During the swim the chief pilot will monitor Channel 14 on a second, dedicated, radio. All larger commercial, private, and military vessels must notify Vessel Traffic on 14 each time they move.

Radio Channel to be used only by chief pilot (or delegate) during a swim: Channel 14: Vessel Traffic

Channel 13: "ship-to-ship": used for navigation and piloting purposes only for contacting other vessels about meeting and passing situations. Channel 13 is limited by law (and radio design) to 1-watt transmit power.

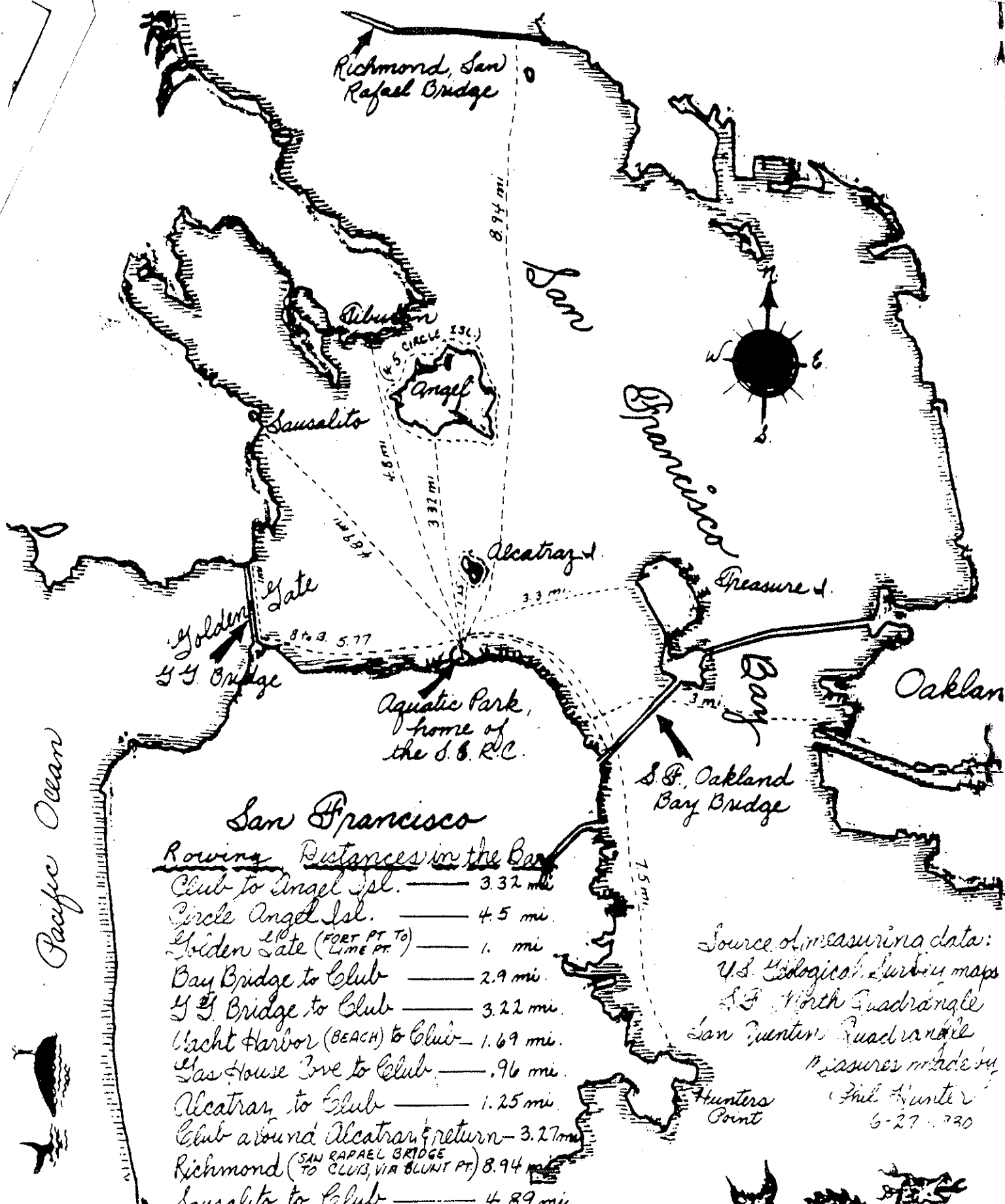
Try to contact ferries first on 13, then, if no response, use 14. Since channel 13 has limited range, and is a busy working channel, you may need to use channel 14 as the contact channel, then request a move to your own working channel.

OTHER

- ~Channel 10 is used by commercial pilot vessels.
- ~Channel 68: Charter boats from Fisherman's Wharf typically use 68.
- ~**Our swims use 68, 69, 71, & 72 as our working channels.**
- ~Channel 12 is reserved for Vessel Traffic transmissions with *offshore* vessels.
- ~Channel 22A is reserved for Coast Guard: Channel 16 calls are moved to 22A keeping 16 clear.
- ~ Note, in areas where radio communications are not good—by Candlestick Park, for example—carry an "alternate, reliable, means of communication": a cell phone.

Needn't be monitored: Channel 6

~Some channels are receive-only: all ten weather channels, Channel 15, and Channel 60.



San Francisco

Rowing Distances in the Bay

Club to Angel Isl.	3.32 mi.
Circle Angel Isl.	4.5 mi.
Golden Gate (FORT PT TO LINE PT)	1. mi.
Bay Bridge to Club	2.9 mi.
Y.Y. Bridge to Club	3.22 mi.
Yacht Harbor (BEACH) to Club	1.69 mi.
Las House Cove to Club	.96 mi.
Alcatraz to Club	1.25 mi.
Club around Alcatraz & return	3.27 mi.
Richmond (SAN RAFAEL BRIDGE TO CLUB, VIA BLUNT PT)	8.94 mi.
Sausalito to Club	4.89 mi.
Treasure Isl to Club	3.03 mi.
Oakland (ARMY BASE) to S.F. (FERRY BLDG)	3. mi.
Hunter's Pt. to Club	7.5 mi.
Pier 39 - 1.25 mi	Aquatic Park Cove (REAL TIGHT) .83 mi.

Source of measuring data:
 U.S. Geological Survey maps
 S.F. North Quadrangle
 San Quentin Quadrangle
 Measures made by
 Phil Hunter
 6-27-730

