

Rear Commodore Newhaven Board Report

August 2018

Incident 8/8/18

Following drive failure on Ark, a beaching on a lee shore occurred for Ark & Orange RIB. Fortunately there was no serious personal injury.

A salvage report and Race Officers log are available. RIB was repaired the following day. Ark was lifted out on 17/8/18 for insurance photos and repair quote, if accepted by Navigators & General, there is a £250 excess. Ark will not be available this season.

Reports have been requested from skippers & crews, two have been received, one via interview, the others to be followed up.

Our insurance company have been advised of the budget repair cost for Ark of £4-5K.+ VAT, this may rise following an out of water inspection.

Opportunities for Improvement

The questions I have been asking following this incident has helped to identify wider ranging improvements to our working practices, these are as follows;

1. A lot of damage to our boats and engines occur mainly during PB 2 training courses, as well as during race support. It is difficult to arrive at accurate figures for this damage, not including the above incident, amounts to about £3K during last and this season and about 9 days of Chris /Rupert's time. The current fault codes for the new Orange rib engine are 23 times into guardian over speed, 23 times starting attempts without kill cord and 16 times the warning horn ignored.

From the above, our current skills delivery, assessment, refresher training and monitoring of our Skippers seems dire. It would make more sense, maybe cheaper and less member's time to spend the money and time at the front end on effective training and assessment rather than repair.

Proposed Action

I am happy to set up a sub group to put forward recommendations to endeavour to get competent skippers in adequate numbers to meet next seasons boat handling and rescue needs. Initial findings are that the RYA PB2 syllabus with the coastal endorsement, falls short of our needs for our bit of sea.

For this sub group I suggest support from Jo Whitehead & Geraldine Anscombe, they have both shown interest with this.

Immediate Action

- A web note to skippers reminding them of the dangers of a lee shore and to immediately drop the anchor and radio for help following engine failure/fouled prop. Also awareness to Chris's Hints & Tips on web.
 - I would suggest no more PB2 courses until training is resolved.
2. We need a cheaper, quicker and easier way of getting Ark out of the water for in - season repairs.

Proposed Action

Make trailer cradle (about £400) for Ark and use Simpson's trailer/forklift. Simpson's charge is about £70 in/out, against a crane for about £300

Other Improvements Identified

3. It may be helpful to have a service contract with all our outboard fleet, Only orange rib's new engine has this. This is not intended to stop 'in house' repairs where more convenient or cost effective.

Proposed Action

Simpson's are good with outboards, A quote is available for consideration.

4. I have not found an approval process for Simpson's and other suppliers invoices and no copies of them to the bosun for his service/maintenance records.

Proposed Action

To discuss with Ian & Terry

5. Chris and Rupert would welcome more skilled help with the general maintenance and 'in house' repairs to Ark, Orange & Grey RIB's.

Proposed Action

Mike Rosier has offered his support, but unable to take full responsibility.

6. There are no prop guards to the Ribs engines. They may improve physical safety, increase risk taking and may reduce rope wrap but will reduce performance.

Proposed Action

I will request Simpson's advice and ask for a quote for consideration.

Summary

I am working towards a the club having value for money, easy maintained fleet of boats, against a pre set budget and skippered by competent people.

Also planning for new people to help with our clubs management.

This should be one part of our future business plan when we get the time to write it !

WPW 21/8/18