

## Pamela May 2 Boat Handling Standards

All qualified crew are expected to maintain the following boat handling standards

|     |   |   |
|-----|---|---|
| 1   | General Control   | 3 |
| 1.1 | Steer left and right  | 4 |
| 1.2 | Maintain correct course including around bends  | 4 |
| 1.3 | Control speed and adjust where appropriate  | 4 |
| 1.4 | Use reverse to slow the boat  | 4 |
| 1.5 | Complete an emergency stop  | 4 |
| 2   | Mooring   | 4 |
| 2.1 | Leave a mooring under control   | 4 |
| 2.2 | Moor the boat under control without scraping along the bank   | 4 |
| 2.3 | Deploy crew and use ropes correctly when mooring  | 4 |
| 3   | Winding   | 4 |
| 3.1 | Plan ahead and prepare for winding  | 4 |
| 3.2 | Complete a bank turn  | 4 |
| 3.3 | Complete a free turn  | 4 |
| 4   | Springing and Reversing   | 4 |
| 4.1 | Spring off a mooring  | 4 |
| 4.2 | Spring onto a mooring   | 4 |
| 4.3 | Position the boat for reversing in centre of canal and parallel to the bank                           | 4 |
| 4.4 | Reverse under control for two boat lengths  | 4 |
| 5   | Lock Operation  | 6 |
| 5.1 | Brief and deploy crew and put crew off safely for lock operation                                      | 6 |
| 5.2 | Assess the lock on approach and make appropriate preparations   | 6 |
| 5.3 | Enter and leave a lock safely and under control   | 6 |
| 5.4 | Position the boat in the lock taking account of cill and beam clearance                               | 6 |
| 5.5 | Maintain communication with lock crew, use correct hand signals and react to an emergency in a lock   | 6 |
| 6   | Bridges, Tunnels and Junctions  | 6 |
| 6.1 | Safe and appropriate approach to bridges, tunnels, junctions and narrow gaps                          | 6 |
| 6.2 | Deal with other boats approaching   | 6 |
| 7   | Emergencies   | 6 |
| 7.1 | Describe Man Overboard actions  | 6 |
| 7.2 | Explain possible actions under the skipper's direction in an emergency situation including evacuation | 6 |
| 8   | Startup and Shutdown  | 6 |

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|     |   |   |
|-----|---|---|
| 8.1 | Complete start up procedure   | 6 |
| 8.2 | Complete shut down procedures   | 6 |
| 9   | General   | 6 |
| 9.1 | Tie a canalman's hitch, cleat or t-stud hitch and round turn and two half hitches | 6 |
| 9.2 | Throw a rope over a bollard   | 6 |
| 9.3 | Throw a rope to a crew member on the bank   | 6 |
| 9.4 | Safely operate the lift under direction by the skipper                            | 6 |
| 9.5 | Operate the lift using manual controls  | 6 |
| 9.6 | Describe navigating through wide locks and river locks                            | 6 |
| 9.7 | Describe what to do when run aground  | 6 |

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### 1 General Control

When steering always stand ahead of the arc of the tiller arm to avoid being knocked over if the rudder hits something and swings round.



Note that James has turned about 45° to achieve a comfortable position whilst maintaining full control of the tiller.

Never sit on the taff rail! You could end up in the water with the prop still rotating.

James is also holding the controller in his left hand. You should avoid this unless you are changing the setting.



When using reverse to slow down do not rev too hard. If you need to slow down quickly or complete an emergency stop use a pulsing action.

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- 1.1 Steer left and right
- 1.2 Maintain correct course including around bends
- 1.3 Control speed and adjust where appropriate
- 1.4 Use reverse to slow the boat
- 1.5 Complete an emergency stop

### 2 Mooring

- 2.1 Leave a mooring under control
- 2.2 Moor the boat under control without scraping along the bank
- 2.3 Deploy crew and use ropes correctly when mooring

### 3 Winding

- 3.1 Plan ahead and prepare for winding
- 3.2 Complete a bank turn
- 3.3 Complete a free turn

### 4 Springing and Reversing

- 4.1 Spring off a mooring
- 4.2 Spring onto a mooring
- 4.3 Position the boat for reversing in centre of canal and parallel to the bank
- 4.4 Reverse under control for two boat lengths

To meet CCBM the standard you must be able to reverse the boat under control for two boat lengths.

Before starting to reverse position the boat in the centre of the canal and parallel to the bank.



Stand in the normal position facing forwards.  
This is to ensure that you immediately see if the front of the boat is swinging offline.  
When this happens you will need to respond.

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Take regular looks behind as you reverse so that you can tell if you are still going in the desired direction.

Limited steering can be achieved by pointing the rudder (not the tiller) in the direction that you want the back of the boat to move in.

If the front of the boat starts to swing offline and you cannot correct it by steering use forward gear to reposition the boat correctly.

Do not turn to face backwards as you will not be able to see if the front of the boat is swinging offline when in this position.

If you are reversing past moored boats it is a good idea to position a crew member on the front deck ready to fend off the cabin side of moored boats if necessary



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### 5 Lock Operation

- 5.1 Brief and deploy crew and put crew off safely for lock operation
- 5.2 Assess the lock on approach and make appropriate preparations
- 5.3 Enter and leave a lock safely and under control
- 5.4 Position the boat in the lock taking account of cill and beam clearance
- 5.5 Maintain communication with lock crew, use correct hand signals and react to an emergency in a lock

### 6 Bridges, Tunnels and Junctions

- 6.1 Safe and appropriate approach to bridges, tunnels, junctions and narrow gaps
- 6.2 Deal with other boats approaching

### 7 Emergencies

- 7.1 Describe [Man Overboard](#) actions
- 7.2 Explain possible actions under the skipper's direction in an emergency situation including evacuation

### 8 Startup and Shutdown

- 8.1 Complete start up procedure
- 8.2 Complete shutdown procedures

### 9 General

- 9.1 Tie a canalman's hitch, [cleat or t-stud hitch](#) and round turn and two half hitches
- 9.2 Throw a rope over a bollard
- 9.3 Throw a rope to a crew member on the bank
- 9.4 Safely operate the lift under direction by the skipper
- 9.5 Operate the lift using manual controls
- 9.6 Describe navigating through wide locks and river locks
- 9.7 Describe what to do when run aground