

Rib Going to Sea Checks



Introduction

The LRGC Humber RIB is used by the club in a number of roles. Most frequently it is used to deploy and recover race buoys, to act as a starter and umpires craft and to video races and training sessions. We do not normally use the RIB as a safety boat during normal rowing sessions. The RIB is kept on a fixed mooring within Lyme Regis Harbour where there is only sufficient water to float the RIB for about two hours (TBC) either side of high tide.

Responsibility:

Overall responsibility resides with the primary driver who must hold a PB2 certificate. LRGC requires the certificate number on record with the club.

Preparation:

- It is the responsibility of the driver to check tide times and heights to ensure there is sufficient water, ascertain as far as possible whether the RIB will need fuel (and if so get some).
- Confirm that the likely conditions are not beyond the competence of the driver and Crew.
- Ensure all RIB crew are aware of the need to be properly dressed for the conditions, it will always be colder on the RIB than on land and it is likely that everyone will get wet feet.
- If you are taking a lot of equipment to the RIB obtain one of the trolleys available from the Harbour.

In the Shed:

- Log the Rib out in the Rib log book.
- Collect the RIB keys ensuring that the kill-cord is attached.
- Check the key to the padlock to the tender is attached.
- Take enough life jackets/buoyancy aids for all people on the RIB.
- Take the red RIB safety at sea bag.
- Take the oars or paddles for the tender. It is probably easier to use the paddles.
- If necessary take the fuel can; check there is sufficient fuel in the can.

On the Slipway:

- The club has a grey fibre-glass tender with a rear wheel.
- Leave the tender padlock secured to the tender rack.

On the RIB:

- On arriving at the RIB secure the tender to the RIB before anything else.
- If the wind is from the SW it may be easier to detach the RIB's bow mooring from within the tender.
- Board the RIB and remove the console cover. Stowing it temporarily in the bow or if the RIB is to be returned directly to the mooring then the console cover can be left secured in the tender.

Check the RIB:

- The tubes should not be soft. If they are they will need to be inflated using the pump kept under the floor in the bow.
- Bail out any excess water.

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- The engine should be up, secured by the two dags and have the protective bucket over the propeller. If this is not the case, report to the boatswain on your return.
- Ensure all ropes are coiled and secured.
- Check fuel and top up if necessary.
- Turn on the electrics and confirm the radio works.
- Remove the propeller protector and secure it on-board.
- Raise the engine slightly to free the retaining dags and move them clear.
- Centralise the engine using the steering wheel and lower the propeller into the water. The engine should be vertical and the water inlets covered.
- Start the engine and observe that there is a stream of cooling water ejected from the starboard side of the engine. **If not, stop the engine immediately.** (See note below).
- Once the operation of the engine has been confirmed turn it off before detaching the rear moorings.

Leaving the Mooring:

- Secure the tender to the mooring ropes and place the pick-up buoy in the tender.
- Keep the tender secured to the RIB.
- If the wind is from the SW or if there is no wind :
 - The bow mooring can be safely detached without the RIB being blown around.
 - Detach the RIB bow mooring first, if this was not done earlier from the tender.
 - Detach the two RIB stern moorings.
- If the wind is not from SW:
 - Assess how the wind will blow the RIB, probably it will be best to detach the stern mooring first if the wind is partially from the E.
 - Detach the two RIB stern moorings.
 - Detach the RIB bow mooring.
 - Start the engine again confirming the flow of cooling water is present.
 - Check you have left nothing in the tender.
 - Detach the tender and leave the mooring.

Returning to the mooring:

- Secure the RIB to the tender.
- Turn of the engine.
- Raise the engine; put the dags in place and lover the engine to rest on the dags.
- Rotate the engine to allow the propeller bucket in pace, and secure it moving the engine left/right as necessary.
- Turn off the electrics.
- Attach the stern moorings.
- Attach the bow mooring.
- Check how much fuel is in the tank.
- Put the console cover in place.
- Check all ropes are coiled and secured.
- Get in the tender, detach it from the RIB and return to shore. Make sure you have the keys and everything else that you brought. Leave nothing in the RIB.
- Return all equipment to the gig shed.

Reference : LRGCG safety document – Rib Going to Sea Checks - issue 2 (January 2018)

Author : Justyn Davies

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- Leave the keys/kill cord in the cabinet draw.
- Complete the Rib Log Book entries.

Note:

- If there is no flow of cooling water through the engine then it will overheat and seize very quickly so turn off the engine immediately.
- Should the jet of cooling water not be seen then it is likely the inputs are blocked.
- These are rectangular with black plastic filters.
- Clear the inputs if possible and cautiously try again.
- If this fails, give up and tell the boatswain ASAP.