



RIB FAMILIARISATION

This procedure has been created to re familiarise members with RIB operation and to promote safe operation of Club boats.

External Inspection Check for obvious damage to the hull, engine or sponsons and check sponson pressure. If sponson pressure low, seek assistance.

Mooring Lines Check the effect of tide on the mooring lines to determine which lines are taking the strain.

Engine Lower engine, check steering operation which should be smooth. Check fuel volume and ensure fuel tank vent open. Prime engine checking for hydraulic or fuel leakage. Insert key and attach kill cord to dead-man switch. Turn on ignition and check for audible and visual warnings (red lights). Start engine in "Neutral", checking for cooling water flow and allow engine to idle for 2 minutes. Check kill switch operation by removing the kill cord. Engine should stop.

NB. Do not operate the boat if the kill switch test fails.

Re start engine. Undo warps and stow on board in a nautical fashion so as not to create a trip hazard or risk to propellor.

Operation Once underway, maintain speed limit of 3kts within the marina and 5kts inside The Blockhouse. Operate the RIB in an environmentally sound manner at all times being conscious of pollution and engine wear. Full throttle should only be used in an emergency. Note; engine parameter exceedances are digitally recorded and read at service intervals. All

gear changes should encompass a momentary pause in “Neutral” followed by a positive selection of “Forward” or “Reverse” as required. Trim the engine to the appropriate tilt for speed and sea state. Apply normal seamanship in relation to situational awareness regarding other traffic, swimmers, obstacles etc. Employ the Elephant’s Trunk should there be a build up of water in the bilge.

Approaching the marina Raise the Elephant’s Trunk to the closed position to avoid swamping the boat whilst it’s berthed. Use the slowest speed possible. Be aware of tide depth and current changes since your departure. The engine may need to be partially raised. Berthing may take 2 or 3 attempts and there is no shame in taking time to getting it right.

Berthing Attach mooring lines ensuring that warps do not come into contact with the sponsons at any point so as to avoid causing damage and shortening the life of the boat. Ensure that spring lines are attached to hard points on the RIB structure. Switch off the engine and trim to the fully up position. Turn off electrics and battery if applicable. Partly close the fuel tank vent. Check for any damage including fluid leaks. Ensure that the bilge pumps are in the “Automatic” position.

Lastly remove any rubbish and place in the bins provided in the Dinghy Park. Even small pieces of rubbish have blocked bilge pumps damaging them beyond repair.

Return the key and complete and sign the Safety Boat Defect Report Sheet. We need to be made aware of any damage so that we can fix it