

TSC PB3 RIB Training for Cruiser Launch and Recovery Operators Aide Memoire (V2.0)

This document is one of training series intended to focus on RIB work in support of the Cruiser Launch and Recovery processes. This short programme is designed solely to upskill the RIB operatives to an acceptable level that meets the club's overall risk assessment for the operation.

The training session should take approximately two to three hours of on water time and would be delivered with one instructor to three trainees per RIB (NEMO or MARLIN). MARLIN should always be the first choice towing vessel because of its additional towing fittings, this does not preclude NEMO being used for towing if more than one tow is required at the same time. A suitable vessel to act as the towing dummy should be made available when training.

For water taxi purposes the club will be using the RCD ([Recreational Craft Directive](#)) information for weight limits on the vessel's manufacturers plate.

1 - HOLDING OFF

- Slow speed initial training use of techniques such as "Steer before Gear" and locking between Forward and Neutral with the focus on understanding the "way" the RIB carries whilst in neutral.
- This exercise teaches the operative correct use of tick over ahead and neutral, along with RIB placement to wind and tide, to ensure they place the RIB where they want – not where the conditions want to take it.

2 - PICKING UP A BUOY

- A direct stage from holding off and prepares the operator for approaching a target in control and at slow speed. The main aim is to achieve the stop and collection without use of a destabilising burst of astern throttle.

3 - MAN OVERBOARD (MOB)

- Two types of MOB recovery can be taught along with the requisite crew control from the helm's perspective.
 - Beam on Approach: The RIB is positioned upwind of the casualty and is allowed to drift down onto the target in a beam on position. Engine is turned off within 2 metres of the contact and they are brought in on the opposite side to the throttle assembly thus ensuring there is no panic reach for an inappropriate handhold.
 - Into Wind Approach: Here the RIB approaches directly into wind, remembering that the RIB and the target are both in the same piece of moving water so focus is using the wind not fighting against it. Slow speed approach and engine off when in contact collecting the casualty on the bow and bringing into the vessel amidships, as before on the opposite side to the throttle assembly.

4 - COMING ALONGSIDE (Moored vessels as per towing approach)

- Pontoon approaches are a different subject as they invariably use the drive into the strongest component (be it wind or tide) to add a degree of control for the operator. The approach to moored boats is similar as the moored vessel will be wind or tide

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rode. The approach is a 45° to 30° from astern to the aft quarter of the moored vessel noting any swing with wind and tide the target vessel has. If possible, come alongside on the opposite side to the throttle assembly thus ensuring that it is not in a danger area. Note there may be towing options when one side is the safer/more effective option. Act in the safest manner.

5 - TOWING

- Alongside tows will be taught as although astern tows can be effective over a long distance the operating environment for the TSC craft mean that the alongside tow should be first choice as it allows full control of the towed vessel. With a stern tow, you have no braking control of the towed vessel and the manoeuvring options are very limited.
- The towed vessel must be secured with bow and stern line and fore and aft springs. The power unit of the RIB must be astern of the towing vessel for maximum control. Full authority rests with the RIB helm and there must be good communication between the RIB helm and the person operating the tiller on the towed vessel who will only turn on instructions from the RIB helm.
- Key points will be; the increased drag of the two vessels, the increased momentum (invariably when you least expect it) as you attempt to slow down and a finally a lack of visibility over the towed vessel. Always have an escape plan uppermost in your mind.

6 - SHALLOW WATER OPERATION

- Don't if at all possible! Launch and Recovery are the only times when the vessel should be used in this way. All vessels are equipped with easy to use throwing lines, wherever possible stand off and retain manoeuvring sea room whilst passing a longer line.
- That said if you have to operate in shallow water raise the engine early using the tilt/trim button on the throttle assembly and ensure that the water tell-tale is still operating correctly. With the leg raised directional stability and control is rapidly lost and should be well understood before you undertake the manoeuvre. Key to safe operating is to keep the propeller leg in the deepest water and the bows in the shallow area. Do not attempt to turn and power out forwards – you will break the propeller and suck most of Langstone Harbour into the engine.
- How to avoid it? Think ahead, an awareness of your drift in conjunction with the wind and tide will make sure that an escape plan is foremost in your mind. The final memory jogger is – “It's not a car” it will not “drive” where you want it to. If you don't think ahead, you will find this out at the most inconvenient of times.

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