



# SAILING SUPPORT RIB OPERATING PROCEDURES

## Introduction

The following procedures are for PISC support boat crews and club members' information and use. The support RIBs are there to assist PISC members while sailing, they will give their best, **please remember that we are not the emergency services.**

## Patrol Boat Details

PISC currently owns two outboard driven Rigid Inflatable Boats (RIB): "Sinka" a 5.2m RIB boat powered by a 50HP Honda engine (2022), and "Koula" a 5.6m Avon RIB powered by a 60HP Yamaha engine. Both boats are kept in locked sheds at Agios Georgios, Mandoulis beach. The RIBs are registered to Paphos International Sailing Club.

## RIB Sheds

Two large sheds, owned by the Landlords of Agios Georgios Car Park, will be the normal park for the RIB's.

## Responsibility

The boat manager will be nominated annually by the committee to manage the use, maintenance, servicing, and repair of the RIBs. He will hold boat paperwork on behalf of the Honorary Secretary; each RIB will have its own relevant documentation. Utmost care must be given to the of the ignition keys. The boat manager will work with the RCS to keep the RIBs in good condition. They are to report immediately if a RIB is unserviceable in order that the sailing team can forecast the cover for the dinghy fleet. At the termination of each day's sailing the RIB Keys must be returned to the RIB shed key safe.

## Licenses

Cypriot registered boats are allocated LL numbers which must be visible to Marine Police on side of the bows of the vessel. Licenses last for 5 years before re-inspection by the Department of Shipping agent is required. The boat Manager, through Hon Secretary,

will license the RIB's as they are required. Only PISC Club members may coxswain a PISC support Boat, they must be in possession of a valid High Speed Small Vessel Operators License (HSSVOL), they must also be on the approved list of Coxswains issued by the Training Officer. Club coxswains should have completed and passed the PISC Coxswains course unless they have attained other appropriate certification of a similar or higher level.

- **HSSVOL.** It is essential that all coxswains carry their HSSVOL on them whilst driving the boats. Marine Police can ask to see all licenses and registrations. A member holding a provisional HSSVOL may helm under supervision of a full HSSVOL qualified member.

- **Nation / Courtesy Flag.** The Cypriot flag must be always flown on the club RIBs when on the water.

- **Annual VHF Licenses.** The RIB Manager through the Hon Sec will ensure the radio licenses are purchased before they expire each year from the Department of Shipping, Limassol.

## Insurance

PISC RIBs are currently insured on a policy covering third party liability. The Policy is to be kept up to date by the boat Manager/RCS through the Hon Secretary.


## Purchases

All purchases for the RIB's are to be sanctioned by RCS who in turn is subject to a financial limit after which he will seek the prior approval of the committee. Small items can be purchased at the behest of boat Manager/RCS or his deputy. All receipts are required to be handed to RCS and subsequently passed to the Hon. Treasurer monthly.

## Equipment and Maintenance

RIB Maintenance will be carried out by members or





sub-contractors who have a full understanding of the maintenance schedules. No member is to carry out changes or maintenance unless the boat Manager, or RCS or his deputy, give permission and have knowledge of what is to be done. A commercial outboard dealer is normally to be used for annual servicing and repairs. Receipts for servicing and spares are required to claim funds from the Club. All paperwork will be kept in the appropriate boat file by the boat Manager.

■ **Chart Plotter.** Each RIB is equipped with a fixed GPS chart plotter at the helm position. This provides navigational information including; Lat / Lon position, speed and passage information. The chart plotter has an inbuilt navigational chart and incorporates a sonar bottom finder which provides accurate depth measurement and bottom profile in metres. The unit has a transducer fitted at the stern which should be checked periodically to make sure it remains clean. Prior to launch check that the transducer head is parallel to the sea to facilitate continued and accurate use. Coxswains should be familiar with the use and operation of this equipment before launching.

■ **VHF / DSC Radios.** Each RIB has fixed VHF / DSC Radios with handheld PTT microphones. Ideally coxswains should hold a VHF only or GMDSS radio operator's licence. However, if this is not the case, they should ask for instruction on correct use, protocol and operation of VHF radios. This is covered in the PISC coxswain's course. Ensure the antennas are in the correct raised position before launch and if required always lowered when returning the RIB to the sheds. The club normally uses channel 68. Whilst on patrol regular radio checks are to be made with the Beachmaster.

■ **Outboard Alarms.** The outboards have two audible alarms with green/red lamps are on the control box. These are oil pressure and engine overheat alarm. If the alarms go off, deal with them immediately. The oil pressure alarm will also go off if the outboard is still tilted and not fully lowered into the water. If the overheat alarm activates check the water tell-tale is running well. A plastic bag or other item could be around the propeller or blocking the water inlets.

**DO NOT CONTINUE TO RUN ENGINES WITH THE ALARMS ACTIVATED.**

If you have a problem with the outboard, immediately heave too and if possible, anchor or secure to a buoy or moored boat then inform Club Officers by radio of the problem you have encountered. If you are close to the rocks or shallow water, ensure the engine is lifted enough to avoid it making contact.

■ **RIB Trailers.** Trailers should be washed down with the RIB. Grease with marine / waterproof grease via the fitted grease nipples. The tow hitch part of the trailer with the electrics and jockey wheel is not intended to be submerged, nor is that part of the trailer waterproof.

■ **RIB Refuelling.** Members about to commence refuelling are to warn people to keep 10M distant. When refuelling in all instances use the syphon tube which is designed for the purpose. This reduces the risk of spillages which if they do occur should be dealt with immediately. NO SMOKING is permitted in the vicinity whilst refuelling.

All refuelling must be done externally from the sheds. Fuel used is to be unleaded 98 Octane only.


The use of certified red portable fuel tanks is mandatory for carrying petrol.

Sinka is refuelled by opening the door on the front of the console and removing fuel cap on the tank at the base of the console. There is a dip stick available to check the level.

Koula is refuelled via the main tank (under the seat) fuel cap adjacent to the helm seat. Use the fuel level gauge on the console.

■ **Battery Connections.** Both RIBs batteries are in the onboard compartments under the consoles. Batteries have isolating switches which must be switched off when the RIB is stored in the Shed. Check battery charging and voltage levels when underway.





■ **RIB and Towing Vehicle Cleaning.** The RIB's and their trailers are to be washed down and cleaned out on their return to the beach car park. The engine is to be flushed through for several minutes using the special garden hose attachment installed on the engine for that purpose.

**THE ENGINE MUST NOT BE RUN DURING FLUSHING AND REMEMBER TO REPLACE THIS HOSE ATTACHMENT TO ITS PORT AFTER FLUSHING.**

When possible, use fresh mains water from the tap and a hose. When not available use the 12v electric pump flushing tank in the boat shed. The RIB team is to ensure that the RIB is returned to its shed and secured on completion. Engines should be lowered to their operating positions to fully drain and for the engine oil to settle in the sump. The steering should be turned so that the steering arm ram protrudes and is exposed from the tilt bar sleeve. This ensures the long steering cable is not under strain during times of storage. Keys are kept in the key safe in the RIB Shed. Similarly, the towing vehicle is to be thoroughly washed down paying particular attention to the tow bar and rear wheel assemblies.

**NOTE WHEN LAUNCHING THE TOW VEHICLE REAR TYRES CAN BE IN THE WATER BUT NOT THE WHEELS OR BRAKE ASSEMBLIES.**

■ **RIB Storage.** When not on the water the RIB's must be kept under cover, normally in the shed. The boats will give long service if protected from ultraviolet rays and high temperatures.

■ **Fuel and Oils.** Fuel and Oil for the RIB's is purchased by designated members with an "Eco Fuel Card". This is kept in the key safe in the RIB shed. The garage account is settled at the end of each month.

■ **RIB Towing Vehicles.** When the RIBs are to be towed on the public roads the RIB's must be towed by a vehicle that has insurance for towing in Cyprus. The trailers are fitted with numberplates and waterproof lights with a single plug electrical connection. The RIBs are to be towed with the engine tilted up and the locking catch in

place. An orange bag should also cover the propeller on long trips.

**DISENGAGE THE TILT LOCK BEFORE ATTEMPTING TO TRIM THE ENGINE DOWN. FAILING TO DO SO WILL RESULT IN SERIOUS DAMAGE.**

■ **Boat Checklist.** Coxswains and crew are to complete the Boat Checklist prior to launch. Both RIB's have four stroke outboards and only use 98 unleaded fuels. They have oil tanks under the engine covers that require oil levels dipping prior to the boat being launched. In addition to the primary boat for that day the Coxswain and crew are to carry out minimal checks on the reserve RIB (in accordance with the Boat Checklist) in case it is required at short notice.


■ **RIB Launch Procedure.** PISC possesses a towing vehicle specifically intended for use when launching and recovering the RIBs. Members who drive the RIBs to the slipway are asked to take every care when manoeuvring at the slipway. The Beachmaster and his team are to ensure tow vehicles are clearly directed whilst reversing the vehicle down the slipway. Beachmaster will signal the driver clear instructions and when to stop the vehicle when the tow vehicle rear tyres are covered by water no more than up to the rims.

**DO NOT UNDER ANY CIRCUMSTANCES DISCONNECT THE TRAILER FROM THE TOWING VEHICLE DURING LAUNCHING.**

Drivers must never drive off from the water with trailer attached unless clear signals are given that they may do so. The move away from the slipway must be done at very slow speed. Members connecting the RIB and trailer must be well clear before the tow car is allowed to move off. All must be clear of the trailer wheels.

■ **Kill Cord.** It is mandatory for all coxswains or helm to attach the kill switch cord securely to their leg or other part of their person or body when the engine is running. Crew are required to check this happens whilst onboard.

■ **Economy and Safe Running.** An engine trim tab monitor on the dashboard of Sinka gives the





helmsman indication of the engine trim. If trained to do so the engine can be trimmed up or down for peak performance, stability, safety and economy. However, if coxswains are not trained in the art of engine trim leave the engine trimmed all the way down. Remember to warn those on board before increasing power and accelerating so they are prepared to hold on securely before the boat changes speed.

■ **VHF Channel 16.** Channel 16 is the international calling and distress frequency. It is used to initially call a vessel that you wish to communicate with close by. Once communication is established the caller should designate a working channel and move the communication to that channel. Channel 16 is not for chitter, chatter or conversation just for hailing. International working channels include 6,8,72 and 77. The club use the general port and harbour VHF channel 68. Paphos Marine Police boats and Cyprus Radio are contactable on channel 16. Should they contact you they will likely ask you to move immediately to a working channel that they will specify. You are required to acknowledge and move to that channel when you have done so. If you do not have a VHF only or GMDSS radio licence and are not confident in using the radio, ask for advice and some training.

### **General**

Club members are fortunate to have two RIB's which are essential for and greatly enhance our sailing experience. We would, therefore, ask all members to treat this expensive equipment with the utmost care and respect as you would your own. Damage is to be avoided and coxswains operating in shallow water should be mindful of damage to the hull, drive leg and propellers. It is necessary to raise the engine to reduce the draft of the boat in shallow waters.

