

RIB



The RIB Driver with civil SAR Experience is driving the first RIB and is responsible for the first assessment operation outside the range of the MARE*GO. Important jobs are to keep the situation under control together with the Cultural Mediator, communicate with HoD. They support the Captain in training other crew members on basic line handling and deck work, as well as using SAR equipment. They are the designated RIB driver when deemed necessary to use the smaller rescue boat, and are additionally the main support for Guest Care.

You are the RIB driver; this means, you are the captain of the RIB you drive. You are responsible for commands, your crew and the RIB. Your manoeuvres are finished, when you say it's finished. Almost every training day has one part of training with the RIBs. Driving LNOB is not only driving a RIB, it is more like driving a ship. GREEN is smaller but more nervous in the movement.



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1. About our RIBs

1.1. LNOB

Flag State	Germany
Classifikation	none / pleasure craft
Callsign	DIOX2
MMSI	218011570
Dimensions	
Length overall	9,4 m
Breadth	3,1 m
Depth	0,8 m
Propulsion	z-drive duo prop
economical speed	20 knots
emergency speed	24 knots
SAR equipment capacity	60 persons raft 34 persons



Positions

- SAR RIB Driver
- Cultural Mediator (CM)
- Communicator

1.2. GREEN

Flag State	Germany
Classifikation	none / pleasure craft
Callsign	DA8314
MMSI	218005360
Dimensions	
Length overall	5,2 m
Breadth	2,5 m
Depth	0,6 m
Propulsion	jet-drive
economical speed	20 knots
emergency speed	22 knots
SAR equipment capacity	15 persons raft 7 persons



Positions

- tech. Driver
- Medic

2. Beside driving

Part of your job is not only driving the RIBs its all about checking and inventory of the RIB bags and rescue gear as well.

2.1. Engine

Make sure, that you check the engine every time before you start. It's an old engine which needs some care time.

LNOB

- 3 times water
 - Open the sea valve
 - Is there enough coolant?
 - Whats about water in the bilge?
- 4 times oil
 - engine oil level
 - hydraulic oil level
 - steering oil level
 - z-drive oil level
- fuel
 - Is there enough fuel in the tank?
- electricity
 - switch on

Start the engine and check the sea water cooling exit

GREEN

- 3 times water
 - Open the sea valve
 - Is there enough coolant?
 - Whats about the water in the bilge?
- 2 times oil
 - engine oil level
 - jet-drive oil level
- fuel
 - Is there enough fuel in the tank?
- electricity
 - switch on

Start the engine and check the sea water cooling exit

2.2. VHF, Plotter, Satelite Telephone

LNOB and GREEN have their own VHF and plotter. Be sure, how to use them. We have one satelite telephone, it is possible to call and to write e-mails. You will find all manuals on board.

2.3. Inventory

There is an inventory list for the RIBs. Its part of your position, to keep all clean, dry, working and on its place.

- There are two RIB bags. Big blue for LNOB and smaler red for GREEN.
- toolbox on LNOB
- rescue material (life jackets, centifloats, water e.g.)
- nautical material (anchor, fender, ropes e.g.)

3. Options of where you find the RIBs

3.1. GREEN

GREEN is always craned on MARE*GO. You find the procedure at the SOP craning GREEN.

3.2. LNOB at Mooring Place

Its a mediterranean mooring, stern to the peer, bowline in the water

- Be sure to put on or take off the electricity cable from the peer.
- Every movement in the marina has to be transparent for the marina office: crewlist via e-mail, vhf channel 74.

You will find more information about mediterranean mooring in the SOP captain.

3.3. LNOB towed

When sailing to the AOO, between the rescues or back to main land LNOB is towed. You find the procedure at the SOP towing LNOB.

3.4. LNOB coming alongside

- Ask MARE*GO for green light signal to approach starboard-side.
- MARE*GO will be as slow as possible.
- Go with distance on starboard-side. Adjust your speed to MARE*GO. RIB driver position should align with captains position on MARE*GO (parallel).
- be aware of bow / aft waves.
- Fender on portside.
- Come slowly alongside MARE*GO.
- First bowline, second aftline.
- If needed aft spring line.

4. Manoevers

4.1. POB (Person over board)

all crew

- If you spot a POB first check: did the person fall into the water or did they jump?
 - If they jumped → they should swim back to their boat to avoid having other POB
 - If they fell → POB maneuver
- Point with straight arm at POB
- Never loose sight of the POB
- Once you're close enough, throw lifejacket/horseshoe boy (be aware of the wind direction)

Driver

- If you don't remember the POB maneuver, learn it again.
- give clear and loud commands to your crew
- always have a 360° view around the RIB
- if needed, help to pull POB on board
- Approach POB from port-side if possible, change to starboard-side if needed (decide which side & communicate (!) to crew)
- Be aware of the wind direction

CM (at bow)

- communicates with loud voice
- Distance of 10 (shout), 5-4-3-2-1 (count with hand & shout)
- Directions: more to port-side or starboard-side, backwards if necessary (point with hands)
- Fist = stop, keep position
- Shout "contact" when in contact with POB
- Pull POB on board, shout „POB on board“

4.2. MPOB (Mass person over board)

Equipment at LNOB for MPOB

- 2 Centifloats
- 90 life jackets above the engine
- Horseshoe boy

Equipment at GREEN for MPOB

- 2 Centifloats
- Horseshoe boy

Rescue procedure

Driver

- Approach MPOB (be aware of the wind direction)
- stop when arriving on scene
- be aware of people behind you (propeller of LNOB)

CM

- If you spot a MPOB: shout "mass casualty" and point at them with straight arm
- Never loose sight of the MPOB
- Communicate with loud voice (distance in meters)
- throw centifloats, life jackets. Everything what is swimming

Communicator

- Prepare centifloats and pass it to 1st crew
- Throw centifloats together at MPOB

5. Inflating Liferaft

The red raft is a good tool to minimize critical situations, separate families, women or injured. The yellow raft is an emergency tool for really critical situations

Driver

- Drive back to have a calm moment for inflating.
- Prepare electrical pump from blue RIB-bag.
- stabilize LNOB and assist if needed.
- Avoid fast speed while handling the raft

CM and Communicator

- Open ratchets and unfold raft square to LNOB
- Grab electrical pump
- don't forget to turn the valves
- Start inflating with the bottom, then chamber by chamber
- if possible, help inflating the bottom with handpump (stored in forepiek)
- take raft alongside or tow it

6. First Assessment

Driver

- If motor of CV is running —> LNOB drives parallel to CV (distance ca. 10m)
- If CV is adrift: LNOB starts circling CV

CM

- comms with CV (assessment card)

Communicator

- Comms via VHF to GREEN and MARE*GO (assessment card)

7. Approaching CV

Approaching is the same procedure for all manouvers with CV, life jackets, embarkation, give out water e.g.

LNOB Standard approach is always at Jason's Cradle position (portside behind the bow). It's the most safe place for the tubes of LNOB and the best place for all positions (CM: same eye level / driver: has the best view of the scene / people on the move: the bow is scaring huge!)

GREEN Standard approach is always from the bow (crowdmanagement and good view).

- Check in training days: clear commands within the RIB crew
- In every approach it is your job to make it possible that the CM can work. Be stable, avoid hard manoevers.
- for further details about life jacket distribution have a look at the SOP first approach.

7.1. Approaching Steel boat

- Be aware of sharp edges and stick out parts of steel
- Jason's Cradle on portside behind the bow
- Fender out on portside to protect LNOBs tubes.
- Closest point is Jason's Cradle to steels boats transom
- If needed, take the steel boat alongside. Use the centifloats as additional fenders.

7.2. Approaching Rubber boat

- Jason's Cradle Position but without Jason's Cradle (not necessary)
- Closest point is Jason's Cradle Position to rubber boats transom
- if crowd is rather stable, you can go alongside sponson
- if sponson deflated or transom endangered, never work on these spots

7.3. Approaching Wooden boat

- Jason's Cradle Position, be aware of screws
- Closest point is Jason's Cradle Position to wooden boats transom
- if the freeboard of the wooden boat is very high, work from the bow