

# Towing LNOB and Craning GREEN



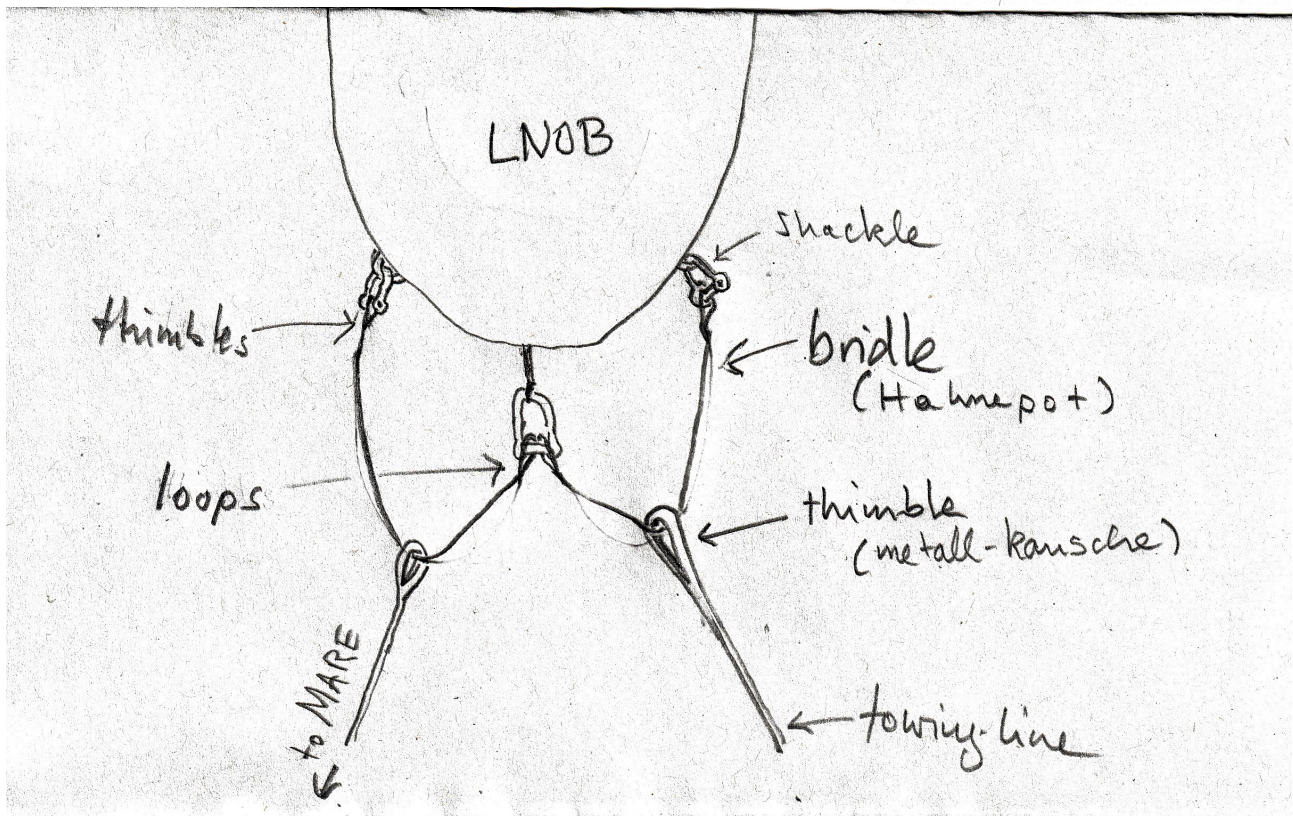
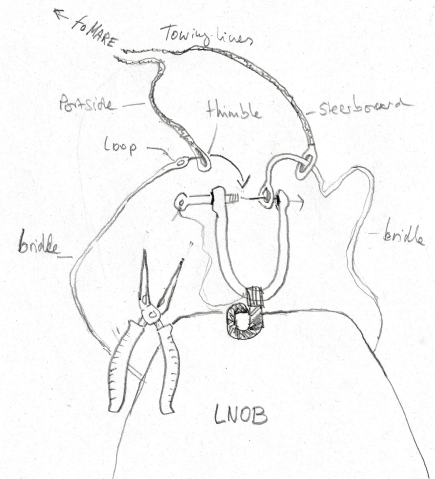
This is a maneuver all crew members should know. It sounds complicated, but it's easy, when you did it once. We start with LNOB comes alongside MARE\*GO, which is described in the SOP RIB.

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# 1. Towing LNOB

## 1.1. Preparation

- The towing ropes are stored hanging on the portside of the superstructure of MARE\*GO.
- Check the condition of the ropes and put them on the bench that they can not knot.
- Now LNOB is coming alongside and will be moored on the bollards and the RIB crew is coming on board of MARE\*GO.
- Bring the towing ropes to the bow of the RIB, be aware that they are free, on the right side and in the right direction.
- The lines are fastend on LNOB in the two bridles under the tubes steerboard and portside of the bow. The bridles run each between the metal eyes on the hull and the shackle from the bow eye. Bridles go through the metal thimbles on the tow line's ends.

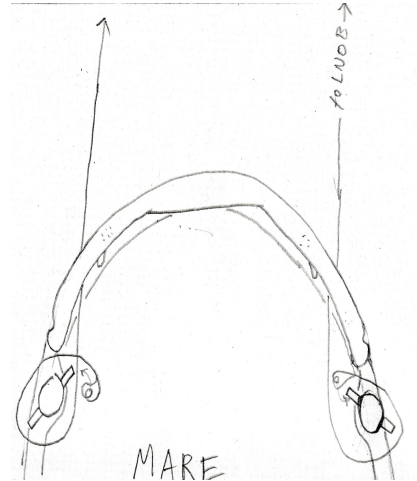
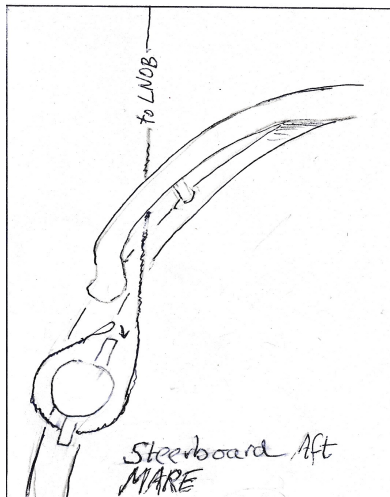


## 1.2. Moving LNOB to the aft of MARE\*GO

- Loose the mooring ropes of the RIB, throw them to the inner space of LNOB, let it move to the aft slowly.
- Keep the towing ropes in hand and almost tight.
- Make sure that the attention on the ropes comes softly by good communication to the steering person.

## 1.3. Attach the ropes

- The lines are fastend on MARE\*GO at the aft-bollards (big and purple) steer and port.
- Make sure the lines go under the railing between the outside- and the second railpost, so they run freely. The lines are tossed „inside-out“ around the bollards, i.e. clockwise on steerboard and anticlockwise on portside.
- The loops at the line's ends are fastend as doubleloops on the bollards' sticks.

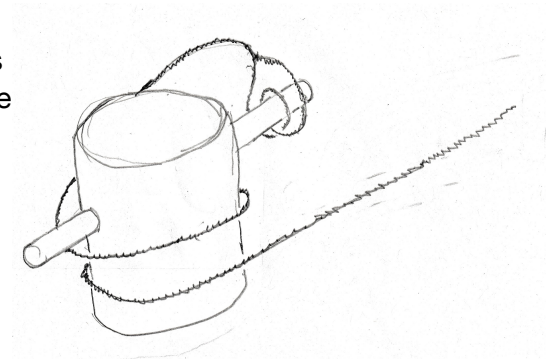




- Secure the line's end in a double loop
- Start towing carefully.
- Do not move in the range of the ropes.



- Maybe adjust the length of the ropes, so that there is the same power on both ropes. Adjust the towing-lines to equal length by tossing them  $\frac{1}{2}$  or 1 time around the bollard if needed.

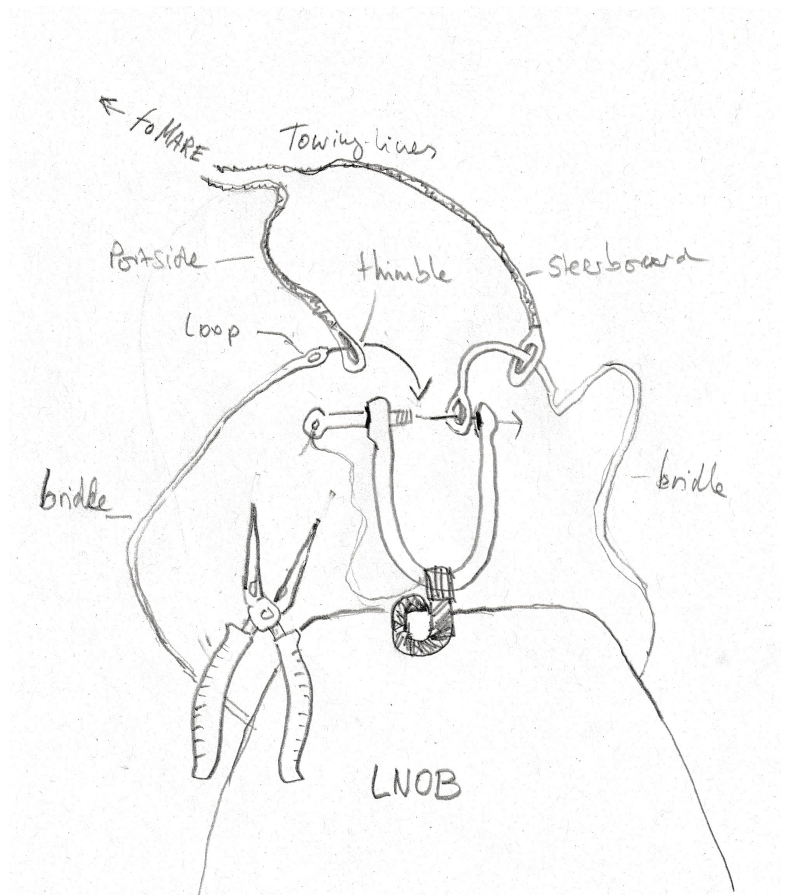


- While towing there is always one person of the watch responsible for the towing. Has to keep an eye on it.
- When one rope snatches, it need to be noticed to react quickly.
- Be aware that LNOB will come near fast when MARE\*GO is slowing down. So there must be always a person to tighten the ropes.

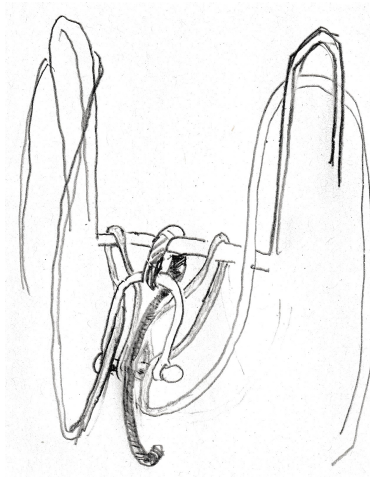
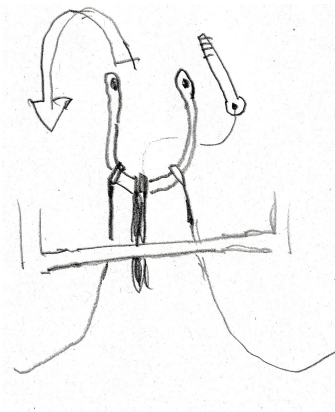


## 1.4. Get LNOB alongside from towing

- Preparation: Gloves and proper shoes. Min. two persons on the towing-lines
- Tell shipsleader on MARE\*GO to clutch out.
- Let boats slow down, then drag LNOB near behind MARE\*GO's end, using both lines. Make sure the lines don't tangle up, either lay them in eights or just in a heap on deck as they come, so you can pay them out later easily. (Don't try to lay them in rings as they most likely will tangle!)
- Make sure no line's in the water, as MARE\*GO might sometimes have to clutch in during the procedure!
- Lead the portside-line outside the Railing to steerboard.
- Drag LNOB forward on MARE\*GO's steerboard side to the bow, using both lines. (You may keep the lines' ends fastend on the bollards, when just taking her alongside without leaving MARE\*GO. Attention to the lines then, as they are lying on deck starboard along the house.)
- No lines in the water!
- Fasten towing-lines on the rear one of the two bow bollards on MARE\*GO. Open and secure the rescue door.
- One person enters LNOB and hands over the mooring-lines to crew on MARE\*GO.
- Bow-mooring to the front bollard on MARE\*GO
- Steerbord aft-mooring to the nearby railing on MARE\*GO
- Portside aft-mooring as springline to mid bollard on MARE\*GO
- You should have a reasonably calm boat to enter and prepare.
- Breastlines (bow and aft-mooring) must not be too tight, espacially bow, so the spring can take the main stress, LNOB can move up and down and the breastlines don't „bang“ too much.
- Now you may untie the towing-lines from the bridles on LNOB and secure them around the bow railing of the RIB. Check out the procedure of fastening, unfastening and securing of the bridles at least once bevor you take to sea!
- The shackle Bolt ist secured under towing and mission with a cabletie. Use flat nose pliers (Flachzange) to untie cableties and to turn the shackle bolt by sticking it into the bolthole as a lever, either fastening or loosening. Pliers are in the toolbox in the front hatch onboard LNOB.
- Secure the bridles when leaving MARE\*GO by taking them under and around the lowest metall rail on LNOB's bow and get the lines into the shackle.



- Hang bridles over the standing rails.



- When leaving MARE\*GO loosen and secure mooring-lines in reversed order. (spring, aft, bow)  
Crew on MARE\*GO must prepare towing-lines tidily for the return by the front bollards.

## **2. Craning Procedure**

The craning will be done by the RIB driving crew, so most likely the Tech-RIB driver and Medic. If additional crew members are available, then use them.

Craning has to be always a stress-free situation, so never rush.

### **2.1. Preparing**

- Unleash the ratchet straps
- Attach the mooring ropes to the purple bollard completely loose
- Start the generator using the Tech SOP and switch on the Hydraulics
- Release the emergency stop buttons for the winches at the console
- Veer both hooks down to the bench of GREEN while the second crew is pulling them down
- Attach the hooks to the lifting gear, stored in the bow compartment
- Lift the hooks until a little tension is on them
- Double check every rope, roller and shackle.

### **2.2. Craning GREEN to sea**

- Captain is steering MARE\*GO in the most stable position
- Wait until you have “green light” to start craning
- Lift GREEN until the hooks are 20cm under the top of the crane
- Other crew hold GREEN in position with the mooring ropes
- Slew the crane outboard smoothly and slow
- Be aware of having no contact between the hull and the handrail, readjust if necessary
- Veer GREEN close to the water surface
- Fasten the bow rope
- Veer complete with enough loose
- Fasten the aft rope
- Ask for “green light” to go aboard GREEN
- Second crew boards GREEN, pulling the hooks and releasing the lifting gear
- Heave the hooks back to 20cm under the top of the crane
- Slew the crane back in place.

### **2.3. Afterwards**

- Bring GREEN in a nice alongside position at the Rescue Zone
- Push the emergency stops of the winches
- Switch off the Crane Hydraulics
- Switch off the Generator.

### **2.4. Craning back**

Just the other way around!