



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 lock up.

Licenses

Cypriot registered boats are allocated LL numbers which must be visible to Marine Police on side. The license lasts for 5 years and re-inspection by the Department of Shipping agent is required if the 5-year license expires. The boat Manager, through Hon Secretary, will license the RIB's as they are required.

Only PISC Club members may helm a PISC or PISC support Boat, they must be in possession of a valid High Speed Surface Vehicle Operators License (HSSVOL), they must be on the approved list of Coxswains issued by the Training Offer and ideally, they should have passed the PISC Coxswains course.

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

The Cypriot flag must be always flown 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 from the RCS monthly float. 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

- **Depth Sounder** Each RIB is also fitted a depth sounder which gives an accurate depth measurement in metres. They are to remain on the boats when ashore. The unit has a transducer fitted at the stern. The underside of the transducer is to be wiped periodically with a tissue to ensure it is clean. Ensure the transducer is tight and the head parallel to the sea to facilitate continued and accurate use.

- **VHF Radios.** Each RIB is fitted with VHF Radio with hand microphone and antennae. Ensure the antennas are locked in the raised position and are always lowered when returning the RIB to the sheds. The club normally use 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, anchor immediately or secure to a buoy or moored boat and 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 are to be greased with waterproof grease. The RIB's equipment is to be slowly updated and defects and deficiencies noted.

- **RIB Refuelling.** Members about to commence refueling are to warn people and they are required to keep 10M distant, also check that there is no one smoking in the vicinity.

All refueling 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 refueled by opening the door on the front of the console and removing fuel cap. A syphon pipe is required to fill the tank. There is a dip stick available to check the level.

Koula is refueled by via the main tank fuel cap on top in front of seat. A syphon pipe is required to fill the tank. 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.

- **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, using the muffs and hose, with fresh water after every launch. The RIB team is to ensure that the RIB is returned to its shed and secured on completion. Keys are kept on hooks in the RIB Shed. Likewise, the towing vehicle is to be thoroughly washed down paying particular attention to the tow bar and rear wheel assemblies.

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





■ **Fuel and Oils.** The fuel for the RIB's will be paid for by contributions from sailors. Before sailing commences contributions are to be collected by the Beachmaster from both helm and crew of each dinghy that will sail as well as any club dinghy that is hired that day. All fees collected, together with the supporting Sailing Fees and Boat Hire Summary Sheet should be passed to the Officers of The Day (OODs) who in turn will hand the monies in to Rear Commodore Sailing (RCS).

Designated or members with "Eco Fuel Cards" one is kept in tow truck will obtain fuel and oil as and when required through the month on account from a local garage. At the end of each month RCS will arrange for the local garage account to be paid in full and the month's aggregated sailing fees to be paid into the Honorary Treasurer.

Operation

■ **RIB Tow 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. A light board must be fitted to the rear of any RIB that is transported away from the area of AG with a Cyprus CT plate fixed. 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.

■ **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 maneuvering 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 when to stop the vehicle once the RIB on its trailer enters the water. Drivers must never drive off from the water with trailer attached unless clear signals are given that they may do so. The tow 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.** A trim tab monitor on the dashboard of Sinka gives the helmsman indication of the engine trim. For economical running on both RIB's always keep the trim level using the tilt up and down button. Coxswains must always advise the crewmen that the boat is about to accelerate, they must be seen to hold on securely before doing so.

■ **VHF Channel 16.** Channel 16 is the international calling and Distress frequency. It is to be used to call a vessel that you wish to communicate with close by i.e., Paphos Marine Police boats. Once they answer you on Ch 16 ask them to move immediately to a working channel i.e., VHF channel 68. Do not use VHF channel 16 or other channels for any prolonged conversation. If you are not confident in using the radio, ask for advice and some training. If you are called on VHF 16 move back to an intership working channel as soon as you can.

General

Club members are fortunate to have two RIB's which are essential for our and they 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 to propellers is to be avoided at all costs and coxswains operating in shallow water are required to frequently raise the engine to reduce the draft of the boat as necessary.

