

RIB EX 6 - RIB SKIPPER- BAR CROSSING PRACTICAL:

Tasks & purpose: To develop bar skills adequate for the variety of operational conditions.

TASK 1. PREREQUISITE

Crossing the Bar is the single greatest hazard in PMSRG operations.

The trainee must complete Exercise 5, have developed adequate river & sea driving skills and is able to describe the features of the bar (to the trainer) with reference to the illustrations below. While logbooks allow for recording of 30 bar crossings, variations on this exercise must be repeated continuously.



Trainers must not expose Trainees to bar conditions beyond their skill or vessel’s capabilities.

Illustrations courtesy of AHO and Port Macquarie News

TASK 1. PREPARATION- the trainee demonstrated the preparations listed below:

Checks out conditions		Prepares vessel	
Yes	Tide times	Yes	Pre departure checks (watertight integrity)
Yes	Weather	Yes	Correct stowage & loading.
Yes	Swell & seas observation	Yes	Motor’s tilt trim appropriate for passage.
Briefs the crew		Proof tests	
Yes	Lifejackets	Yes	Acceleration test & telltale is present
Yes	Position for best security & stability	Yes	Steering hard over test
Yes	Use of scuppers	Yes	Radio log on

TASK 2. OUTBOUND CROSSING- the trainee demonstrated the plan & execution below:

The trainee observes the bar from a safe position to note the optimum moment and course for crossing.

A planned passage for encounter of at least three swells is accomplished by aiming for the green water saddles & slowing to take the wave face head on.

A short thrust of throttle at the wave top is applied to limit drop into the trough.

The bar zone is cleared promptly.



TASK 3. INBOUND CROSSING- the trainee demonstrated the plan & execution below:

The trainee observes the bar offshore to note the optimum moment and course for crossing (markers are noted anticipating sight loss as the swell builds).

A planned passage is made that stays on the back of the last of the largest of the set of swells.

In white water cavitation is understood and throttle is backed off to limit the effect.



TASK 4. PRESSURE WAVES OUT- the trainee demonstrated the plan & execution below:

The trainee observes the bar to note the optimum moment and course for exit.

The turn to the north is well clear of the north breakwall and subsequent parallel runs are well positioned in the trough. Seaward legs are accomplished by slow approach to green water saddles as they are encountered along the wave face, and a short thrust of throttle is applied after the crest to limit the fall into the trough behind.



TASK 5. PRESSURE WAVES IN- the trainee demonstrated the plan & execution below:

The trainee observes the bar offshore to determine the calmest entry.
A planned passage is made that keeps pace along the back of the swell.

The chosen route through the pressure waves demonstrates good “wave reading”.
Broaching and surfing are avoided by judicious use of helm and throttle. Diving into troughs is limited by trimming by the bow.
In white water cavitation is understood and throttle is backed off to limit the effect.



Training resources:

Workbooks- “Manoeuvre small commercial vessels”.

Texts- “Crossing the Hastings bar in safety” & “Exercise turbulent tide”

Presentation - CD Index>Rib Lessons> Manoeuvre Com. Vess > “Bar Crossing”

Motorboat Simulator- Port Easterly > Select options>boats>runabout> environment.