

## RIB EX 2 - RIB SKIPPER- DEPARTS, MOORS & ANCHORS:

**Tasks:** To maintain full control in a variety of conditions in performing these manoeuvres.

<b>TASK 1. DEPARTING FROM THE END OF A JETTY. (Sea Rescue Jetty)</b>
Instruct crew to let go. Back away by engaging reverse and idle out, pulling the RIB into clear water with controlled steering and bursts of throttle. When clear, select neutral, steer for new heading then apply forward propulsion.
<b>TASK 2. MANOEUVRES AROUND TWO BUOYS. (Outer Jetty Post )</b>
For subsequent driving tasks you need to practice how the RIB steers and reacts to changes in throttle and gearshift in different wind and current conditions. Practice until confident.

<a href="#">View the Powerboat Instruction Videos and Programs&gt;"Backing"</a>
<b>TASK 3. DEPARTING FROM THE MIDDLE OF A WHARF. (Country Comfort)</b>
Backing away from a wharf usually gives the best manoeuvring control, avoiding the problem of forward departures of the boat swinging its stern into the wharf, preventing a clean departure. Start by turning the wheel away from the wharf to direct the prop away. Shift into reverse so the stern swings away from the wharf as the boat backs off. To avoid scraping the bow, make your turning angle slight. When clear, turn the wheel in the opposite direction to bring the boat parallel to the wharf. Centre the wheel, pause briefly in neutral then shift to forward.
<a href="#">View the Powerboat Instruction Videos and Programs&gt;"Leaving a Dock"</a>
<b>TASK 4. MOORING ON THE MIDDLE OF A WHARF. (Country Comfort)</b>
Prepare fenders & lines before making the final approach. Be sure everyone knows what to do. Come alongside the wharf with the bow pointing into the wind or current, whichever is stronger. Approach the wharf slowly at a 30 degree angle and use intermittent power to maintain minimum control speed. When the bow is 1/2 to one boat length from away, make a smooth turn to bring the boat almost parallel to the wharf by turning the wheel and briefly shifting into forward. Then shift to neutral. Turn the wheel toward the wharf and briefly shift to reverse to bring the stern in as the boat stops.
<a href="#">View the Powerboat Instruction Videos and Programs&gt;"Docking"</a>
<b>TASK 5. BERTHING ON THE CRADLE. (Sea Rescue Jetty)</b>
Line up approach from <u>at least</u> 10 boat lengths distant. Observe your drift to assess the compensating course correction required before steerage is lost on the final dead slow approach. A fast approach will knock the cradle off the rails. Raise motor trim to 4, centre wheel to ensure application of reverse does not drag the stern sideways.

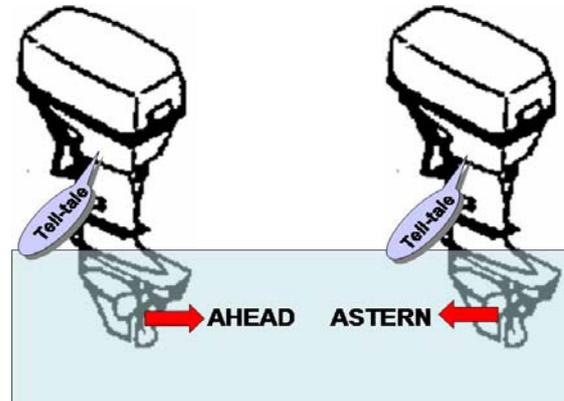
## TASK 7. MINIMUM CONTROL SPEED

Minimum control speed (slowest speed at which you can still maintain steering control) is less than idle rpm speed, and is accomplished by using intermittent power by shifting from neutral to forward and back. This produces gentle power thrusts to maintain steering control. You need to practice this for tasks 7 & 8.

**Outboards steer well by directional thrusting.**

**They do not steer if the prop is stopped.**

**They need cooling as shown by the tell-tale.**



[View the Powerboat Instruction Videos and Programs>"Minimum Control Speed" & "Holding position"](#)

## TASK 7. MOORING TO A BUOY

Moorings buoys are attached by chain to a weight on the bottom. The driver should approach the mooring slowly, keeping it in sight throughout the manoeuvre. Approach at minimum control speed from a position downwind or current of the buoy. Shift into neutral. Use reverse if needed. Pick up and secure.

[View the Powerboat Instruction Videos and Programs>"Approaching a Mooring Buoy"](#)

## TASK 8. ANCHORING

Check the area, approach the anchoring spot slowly, stemming the stronger of wind or current. Stop and lower the anchor over bow- do not throw it. The end should be attached to the boat before releasing the anchor. Pass out the anchor line as the boat drifts downwind. If the wind has too little effect, back the boat slowly while letting the line run out freely. Avoid backing too fast, which could cause the anchor to bounce along the bottom. When a scope of 5:1 is let out, tie off and reverse slowly to pull it taut.

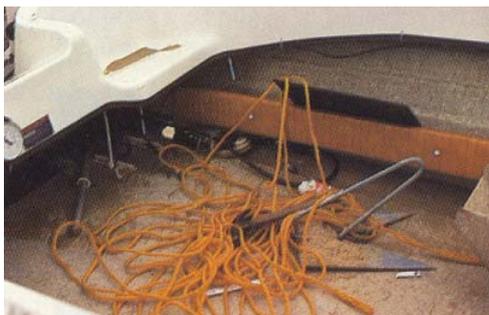
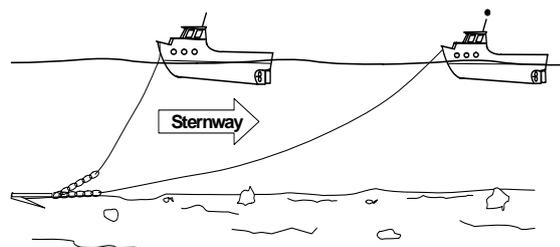


Photo courtesy of ANTA Publications

**Badly stowed gear, unusable in a hurry.**



Drawing courtesy of Geoff Shelton

**Laying out an anchor cable by moving backwards.**

[View the Powerboat Instruction Videos and Programs>"Anchoring"](#)

## Training resources:

Workbooks- "Manoeuvre small commercial vessels" & "Gandy's Australian Boating Man".  
Presentation - CD Index>Rib Lessons> Assist moor & anchor > "Deck gear" "Pete's T.box"  
USCG Powerboat Instruction Videos and Programs.  
Motorboat Simulator- Moor Rib > Select options>boats>runabout> environment>winds.