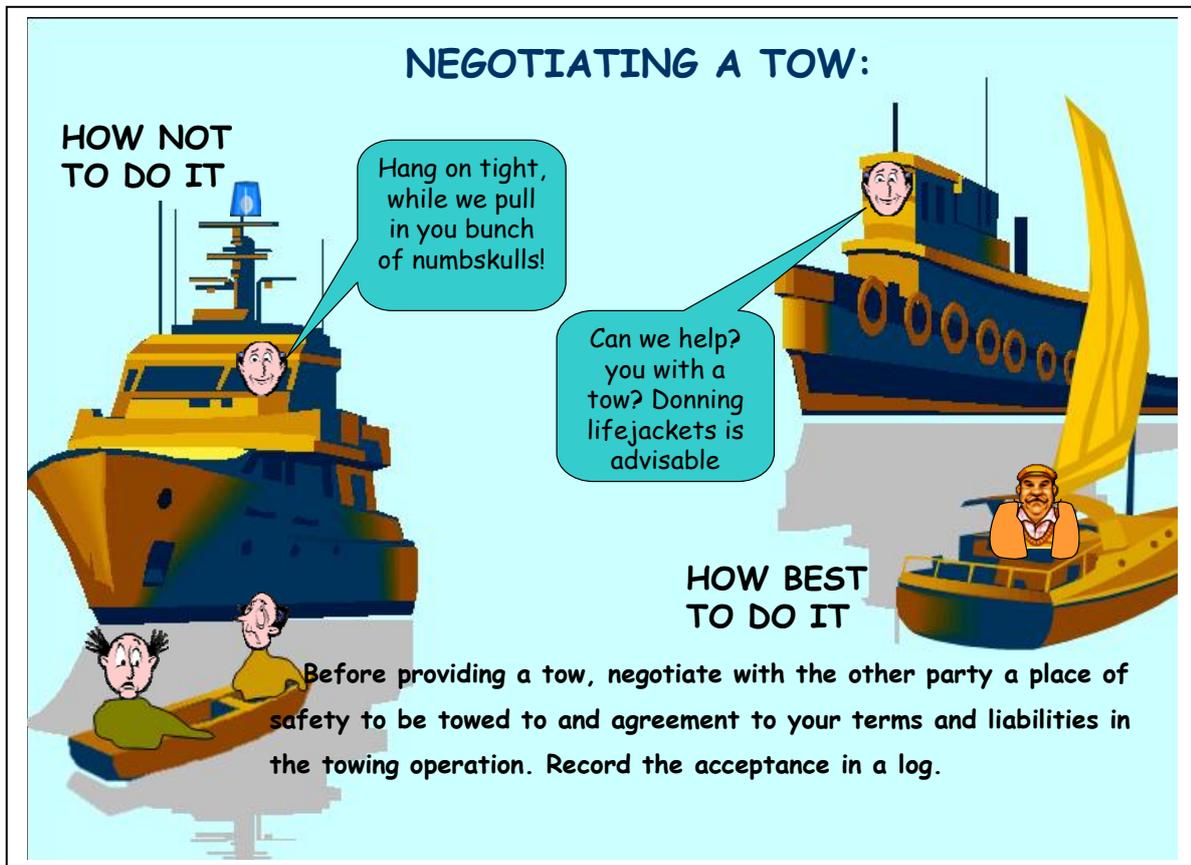


## RIB EX 9 – RIB SKIPPER- TOWING PROCEDURES:

**Task & purpose:** To perform routine towing operations to SOP's



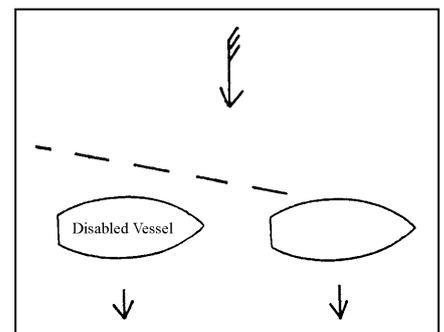
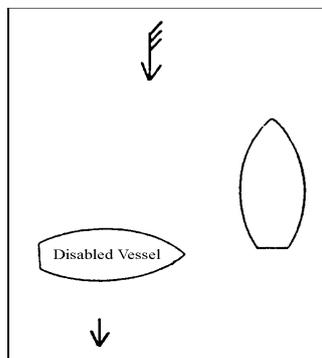
### Approaching & passing a line:

The trainee skipper makes a hazard assessment of the incident scene and (non distress incidents) negotiates the tow as voluntary at the assist's request and logs that agreement. The trainee skipper directs the crew to pass & secure the line as per CC Ex 6. Occupants of planing hulls are asked to secure equipment, raise motor and are transferred to the Rib.

The crew are briefed on their duties and warned to lookout for named potential hazards.

If vessels are dissimilar, the approach is from down wind to pass the line from the quarter.

If vessels have similar drift rates, the RV positions ahead, to pass the towline from the stern.



Drawings courtesy of Trust Publications Tafe WA

## Towing points:

Normally the lowest point (trailer eye) is the best tow point position but a more secure method may require a turn around the mast with a bridle rigged.

## Commencing a tow:

The trainee skipper ensures adequate communication with displacement tows & specifies line attachment, anti-chafing provision and lifejacket donning. Motor trim is lowered, the tow is taken up obliquely to avoid snatching and tested to determine the maximum safe towing speed. If necessary the line is lengthened to reduce yaw.

**Manage the tow line to avoid fouling the propeller at all times.**



## Bar crossing:

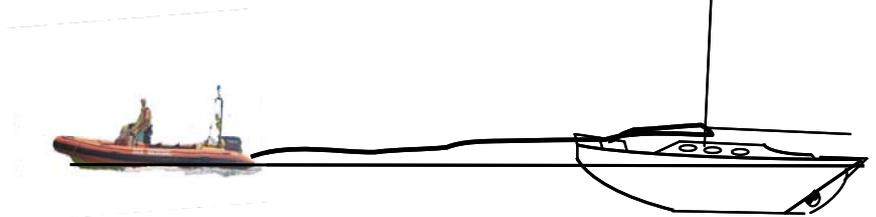
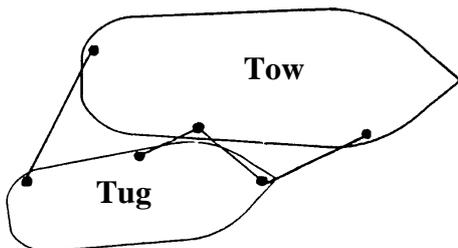
Bars are approached, observed and a decision is taken to cross or wait. Occupants of displacement vessels are instructed to secure for heavy weather. The towline is adjusted to the swell length of the bar and the nip is freshened if appropriate.

## Manoeuvring:

The towed vessel is manoeuvred to a place of security.

Towing along side is accomplished by use of springs. The slot between vessels is adjusted by spring length for steerage in contrary conditions of wind/current.

The momentum and headreach of displacement vessels is anticipated by keeping the Rib well ahead.



## Securing & completing documentation:

The towed vessel is given a call out card and the information required for the incident report is requested of the vessel and supplied to the Sarcc within 3 hours.

## Training resources:

Learners Guide- "Apply seamanship skills & techs when operating a small dom. vess."  
Presentation - CD Index>Rib Lessons> Apply seamanship skills.> "Towing"  
Exercises - CD Index> Rib Lessons>Apply seamanship skills.> "Pete's toolbox"  
USCG Powerboat- Videos "Towing"