



## **LYME REGIS SAILING CLUB Ltd**

### **Standard Operating Procedure: RIB Launching**

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#### **INTRODUCTION**

- These procedures are the responsibility of the RIB driver, who should supervise the launching process.
- The preferred procedure for launching a RIB is to use a vehicle to control the descent on the slipway.
- If it is not possible to launch using a vehicle, the manual method will be used.
- If it is not possible to launch using a vehicle, the personnel controlled method should be used.
- This requires extreme caution and more than adequate people to stop the boat's motion at any point.
- Both procedures are described below.

#### **PREFERRED VEHICLE CONTROLLED PROCEDURE**

- Check that the tow line is in good order, that the tyres are inflated and that the rear line is attached to the boat.
- Use sufficient personnel to manoeuvre the boat to the top of the slipway in a controlled manner to a point where the boat is not quite able to start rolling down the slope by itself.
- Chock the wheels (an oar can be used).
- Position the vehicle so that it points away from the slipway, is landward of the RIB and slightly less than the trailer's tow line length away from it.
- Check the area into which the boat is to be launched and clear it of people not involved in the launching.
- Give one of the launching team responsibility for keeping the area clear.
- Place the loop of the tow line on the tow hitch, remove chock and get launching team to push the RIB in a controlled manner down the slope until the rope becomes tight.
- Remove all personnel from the area near the boat.
- Reverse the vehicle slowly down the slipway until the boat is at the water's edge.
- Remove the rear securing lines and insert the drain plug.
- Depending on the tide, either check that all is clear behind the boat and continue reversing until the boat floats, or alternatively remove the rope from the tow bar and have the launch team push the boat out until it floats.

- Check that everyone is clear of the trailer and drive up the slip towing the trailer to the parking area.
- The driver must communicate his intentions to everyone else clearly.

### **PERSONNEL CONTROLLED PROCEDURE**

- This method is perfectly safe provided that the following points are attended to properly.
- Before commencing the operation, there should be only one person in overall control. This will usually be the RIB driver or a person designated by the driver.
- A person should be delegated to clear the hazard area (i.e. the route from the Club to the sea) of people.
- At no point during the descent should anyone be below the RIB in line with its free rolling path.
- The boat is reversed down the slipway.
- The driver (or delegate) takes the painter and steers and supervises the launching crew.
- That there are more than enough strong people who can stop the boat on the steepest part of the slipway slope.
- That the area into which the boat is to be reversed is clear of boats, cars, people and hazards and that someone is in charge of the area to ensure that people do not move into it.
- That the approach down the slipway is taken at an angle to avoid the steepest gradient.
- That the boat is moved at a very slow pace.

[Written by Chris Joyner and Sally Holman and edited by Hilton Davis (November 2016)]