

RNLI STANDARD OPERATING PROCEDURE



Veering Down

Validation

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Objective

To ensure that the correct method of veering down of an Atlantic 85 B-class Lifeboat is followed.

Reference Documentation

Atlantic 85 Manual
Crew Members Handbook

Checklist

SOP communicated and understood by all?	<input checked="" type="checkbox"/>
Appropriate PPE identified /specified?	<input type="checkbox"/>
	<input type="checkbox"/>
	<input type="checkbox"/>

Hazards

Weather and sea conditions	Personal Injury
Manual Handling	Entrapment

Health and Safety

					
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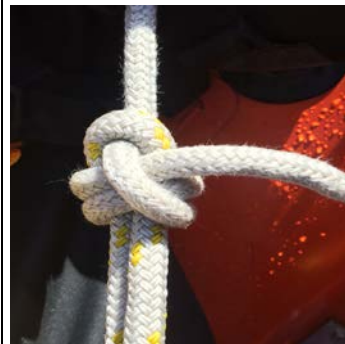
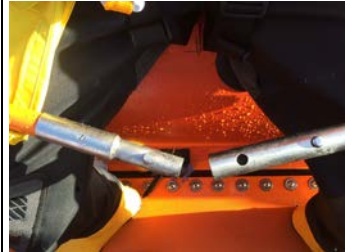
- The SOP for Anchoring should be followed up to and including the completion of DEPLOYMENT of the anchor
- Full astern power on both engines should be applied to ensure that the anchor is holding sufficiently before committing the boat to the veering down process



- The crew responsible for veering the line should be wedged in between the port and starboard sponsons and not sat on them
- The anchor must be deployed in a position that allows the boat to veer down sea towards the casualty and not across it

- Shut down one engine; ideally select the one closest to danger
- Fully trim up the engine not being used
- Crew weight distribution will help to manoeuvre the lifeboat when running on single engine
- Approximately two thirds power should be maintained astern on the selected engine to take maximum stretch from the line, whilst still leaving some power in reserve
- The crewmember should pay out the line at the request of the helm, ensuring the line does not come off the cleat. If the line comes off the cleat the helm is to be informed immediately
- Remove the dipping -pole from stowage and join up using the connector
- The third crew member should be positioned at the stern, with all their body in the boat
- Start dipping and checking for any obstructions giving clear indications to the helm
- If the anchor rope is insufficient in length then the general purpose rope can be bent on to it using a double sheet bend

To prevent the boat heeling over, it may be necessary for the crew dipping and the crew paying out line to be on alternate sides.



- **Throughout the drill good communications between helm and crew are essential**
- **The crewmember paying out the line should keep a good lookout ahead to monitor breaking seas, as the helm may need to ease the throttle when the wave is coming through them**
- **If at any point the boat is likely to capsize then the anchor warp is to be locked off**

- Recovery of the anchor should be preformed as per Anchor SOP. If need be the anchor can be recovered by springing the line
- As soon as safely possible the second engine should be trimmed down and restarted



In extreme circumstances if recovery of the anchor is likely to compromise the safety of the boat then the warp should be cut away and the boat driven out in a safe direction away from the warp.