

RNLI STANDARD OPERATING PROCEDURE



Anchoring

Validation

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Objective

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

Reference Documentation

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| CoBT 1 |
| Atlantic 85 Manual |
| Crew Members Handbook |
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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 | Lines under load |
| | |
| | |

Health and Safety

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Preparation and Deployment

- Release anchor reel, and pull the warp from the channel and becketts (Fig 1)

- Lead anchor warp through the bow fairlead and cleat off on the starboard cleat (Fig 2)
- Take up a position on the deck aft of the anchor locker lid with your back against the anchor locker lid with your back against the port sponson (Fig 3)
- Manoeuvre boat into required anchoring position with due regards to depth of water, sea state and weather conditions (Fig 3)
- On the command of the helm open the locker lid (and secure open using the Velcro strap), lift the anchor and deploy over the sponson. Engage engines slowly astern (Fig 3)
- Whilst retaining a minimum one turn on the cleat for control (Fig 4), the line should be paid to a minimum of 4 times the depth of water
- Ensure anchor is holding by engaging full power astern on both engines and then taking a transit



Fig 1

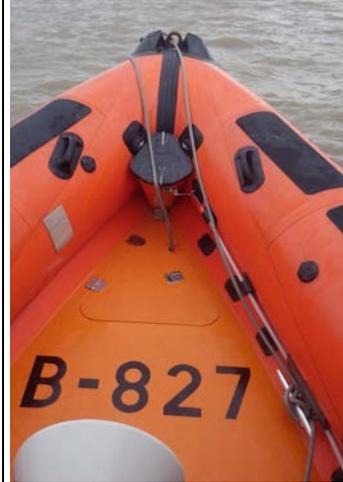


Fig 2



Fig 3



Fig 4

Whilst crewmember is paying out the line ensure hands are away from cleat and held in 'dagger' grip with small finger towards the cleat. Ensure there is clear communication between the helm and the crewmember when paying out the line.



Recovery

- Remove reel handle from stowage
- Manoeuvre boat slowly ahead
- One crewmember to recover slack through fairlead and around cleat until chain is reached
- Lock off warp
- Second crew to wind slack on to reel as it is recovered



Fig 5



It is important that good communication is maintained between helm and crew to prevent the warp being run over by the boat.

- Recover chain over sponson into its stowage bin until anchor is reached, stow the anchor immediately and close and secure the locker lid
- Release warp from fairlead and cleat, and stow onto reel
- Clip in to the beackets and channel. This is best done while the rope is wet – engage the rope in the outboard end of the slot, hold it in place with a thumb and pull the rope gently through the channel, keeping your thumb on the point on the rope where it is entering the slot
- Replace all securing bungee cords, and



Fig 6



Fig 7

anchor reel handle. If conditions do not allow the rope to be secured in its becket / channel then this can be left until the lifeboat returns to station but the warp should be turned up round one of the cleats

