



# Anglian Divers Boat Briefing 2025

Any Incidents (Injuries / Loss / Damage) should be reported to the club Diving Officer on return to shore.

The Coxswain is responsible to the Diving Officer for the safe operation of the boat and conduct of the dive. Surface cover (Appropriate to the dive) shall be always maintained onboard when divers are in the water. In an Emergency – do not hesitate to call for assistance.

## **Engine Start Procedure:**

Only start engine in water (or with ears attached with water supply flowing)

- Check fuel tanks under boat seat full.
- Check air vent on fuel tank cap open.
- Turn on red electrics key
- Ensure kill cord is correctly attached.
- Check gear lever in neutral position.
- Prime fuel line bulb (inside boat below engine) until firm
- Ensure propeller in the water
- Turn ignition key until engine fires up.
- Check for tell-tale jet of water from engine.
- Allow Engine to warm up before moving off.

## **Navigation:**

- Travel at slow speed inside the bay
- Watch for jet skis, swimmers, seals, and other water users.
- Keep engine slightly raised in shallow water (but propeller below surface)
- Adjust person position on boat to balance the boat left and right and keep weight forward to allow boat to get on the plane.
- Trim the engine position up or down to plane effectively in the conditions.
- Adjust speed to be suitable for the sea conditions.
- Slow for large waves and adjust course for safe, comfortable travel.
- Give way to larger vessels or those under sail.
- Always pass astern or to port side of other vessels
- Watch for surface debris and obstructions.
- Keep well clear of pot markers and lines to avoid propeller entanglement.
- Display the 'A' flag when divers in water.
- Ensure Fuel tanks are switched **prior to** the return journey to prevent sudden boat stop

## **Diver Recall:**

If you need to get divers up for any reason the following can be used:

- Rev engine (in neutral: out of gear, lift lever to rev) repeatedly in sequence - 6x-revs-pause-6x-revs.
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## Radio Information:

Anglian Diver	SPARE RIB
Call Sign: MWLFG	Call Sign: MDHH8
MMSI: 235056151	MMSI: 232016148

## Arrival on Site:

- Always monitor CH16.
- Coastguard will move you to CH67 for passing information.
- Only essential communications and emergency traffic on CH16
- **Call coastguard when on site before commencing diving and on safely returning to shore:**

*"Humber coastguard Humber coastguard Humber coastguard this is dive boat (name),\_dive boat (name) dive boat (name), over".*

- Change to working channel (CH67) as directed.
- Wait for Humber to call you.

*"Humber coastguard this is dive boat (name) we are in position xx xx xxx N xx xx xxx E*

*With x divers / x crew on-board*

*The boat will always be manned and we estimate back at Sea Palling at: xx:xx (24hr clock)*

*"We will call you on our return over".*

When finished message end with *"boat (name), out"*

- On returning to Sea Palling *"Humber coastguard this is boat (name); we have finished diving operations for the day and have safely returned to Sea Palling over"*

## Ship on Collision Course:

- Set off white handheld flare.
- Position boat between approaching vessel and divers if safe to do so.
- Check AIS for Vessel Name - Call on CH16. Call coastguard as a Pan
- *"Pan Pan Pan this is dive boat (name) in position.  
xx xx xxxN xx xx xxxE  
Ship (name) bare away I have divers down and cannot manoeuvre".*

**Do not recall divers. They will hear approaching ship and should stay down.**

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## Lost Diver(s):

- Immediate Mayday call as below.
- Keep dive site visibly buoyed as a reference point.
- When other divers recovered attempt to search down tide area for lost diver(s)
- Request help from other dive boats in vicinity.
- All divers should carry and inflate DSMB if separated from buddy / boat asap.
- If separated from surface cover divers are to remain together.
- Remain attached to Anchor Buoy for as long as possible as this will be the start point for any rescue. Drop weights and float Horizontal. Use reel to stop from being pulled under by the current.

## Yellow Emergency DSMB Deployed by Diver(s):

- Start boat, carefully manoeuvre, and follow DSMB.
- Suitably experienced rescue diver to enter water by the DSMB with sufficient gas for self and for emergency support. If safe to do so.
- Diver to assess the situation, communicate updates to the boat and give emergency support as appropriate to the diver(s) below.
- O2 and first aid kit to be prepared.
- Do not call for Coastguard assistance until nature of incident is known.

## Emergency: Life Threatening Situation:

- Slide cover on DSC and press button hold for 5 seconds.
- Then call Coastguard on CH16:
- *"Mayday Mayday Mayday this is dive boat (name); I have a diver emergency in position xx xx xxx N xx xx xxx E".*
- State nature of emergency and assistance required.
- Wait for a response then repeat as necessary.

## Emergency: Not Life Threatening

- Call Coastguard on CH16:
- *"Pan Pan Pan this is dive boat (name) in position xx xx xxx N xx xx xxx E (state nature of distress and assistance required)"*
- Wait for a response and repeat as necessary.

## Helicopter Procedures:

- Start communications with helicopter (they will call on CH16)
  - Turn boat into wind and so wind is over port bow.
  - Set off orange smoke flare (in flare box) to show pilot wind direction when visual with helicopter.
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- Motor slowly into wind
- Helicopter will need to be into wind and so that starboard side door is over boat.
- Secure all loose items.
- Do not touch winch cable until earthed.
- Ensure buddy also ready to go and both computers.
- Follow all instructions from helicopter.

## **Oxygen Administration:**

Oxygen is to be provided to any diver with symptoms of decompression illness or as a precaution following an uncontrolled ascent:

- Assemble oxygen kit with appropriate delivery system for either conscious or unconscious casualty.
- Turn on oxygen supply to full.

## **Conscious casualty:**

- Keep casualty laid down.
- Get casualty to hold demand mask to face.
- Keep warm, give water or isotonic fluids to aid hydration, reassure, treat for shock (do not raise legs for suspected DCI)
- Call for assistance if necessary.
- Monitor for changes.
- Record details and times; emergency plan sheet in folder
- If oxygen runs out provide casualty with highest nitrox mix available

Note: if Immersion Pulmonary Oedema (IPO) is suspected leave the casualty in the sitting position

## **Unconscious casualty:**

- Put out mayday call to coastguard.
- If not breathing normally perform CPR:
  - Rate of 30 compressions to 2 breaths
  - Ensure compressions at rate of 100-120 per minute.
  - Depress chest 5-6cm.
- Drysuit may need to be opened to perform effective CPR.
- Ensure casualty is laid on a hard surface to perform effective CPR.
- Monitor for changes.
- Record details and times.

In both instances recall all remaining divers.

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