

BSAC EAB11 Boat Briefing



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
 - Check fuel tap is turned on
 - Turn on electrics
 - Ensure kill cord is correctly attached
 - Check gear lever in neutral position
 - Prime fuel line bulb (inside boat below engine) until firm
 - Ensure engine vertical or slightly off vertical (but propeller below surface) if in shallow water
 - Turn ignition key until engine fires up
 - Check for tell-tale jet of water from engine
- Note: Choke is not normally required for starting

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
- 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

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

Ship on Collision Course:

- Set off white hand held flare
- Use boat as a shield to warn off ship
- Call coastguard as a Pan and request try to call ship
- Call on CH16

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- *“Pan Pan Pan this is dive boat SPARE RIB in position
xx xx xxxN xx xx xxxE
Ship heading (south/north) bare away I have divers down and cannot
manoeuvre”*

Do not recall divers they will hear approaching ship and should stay down

Lost Diver(s):

- Immediate mayday call as above
- 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 asap
- If separated from surface cover divers are to remain together by Buddy Line
- Remain attached to Buoy for as long as possible as this will be the start point for any rescue. Drop weights and float Horizontal.

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
- 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

Radio Information:

Anglian Diver	SPARE RIB
Call Sign: MWLF6	Call Sign: MDHH8
MMSI: 235056151	MMSI: 232016148

- 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 SPARE RIB, dive boat SPARE RIB, dive boat SPARE RIB, over”*
- Change to working channel (CH67) as directed press
- Wait for Humber to call you
- *“Humber coastguard this is dive boat SPARE RIB we are in position xx xx xxx N xx xx xxx E*

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- *With x divers / crew on-board*
- *The boat will always be manned and we estimate back at Sea Palling at: xx:xx (24hr clock) – this is approx. 2-3 hours after slack*
- *“We will call you on our return over”*
- *When finished message end with “SPARE RIB, out”*
- *On returning to Sea Palling “Humber coastguard this is SPARE RIB, we have finished diving operations for the day and have safely returned to Sea Palling over”*

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 SPARE RIB, 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 SPARE RIB 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
- 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:

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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:
 - o Rate of 30 compressions to 2 breaths
 - o Ensure compressions at rate of 100-120 per minute
 - o Depress chest 5-6cm
- Drysuit may need to be cut to perform effective CPR
- Ensure casualty is laid on a hard surface to perform effective CPR
- Monitor for changes
- Record details and times; emergency plan sheet in folder

In both instances recall all remaining divers.

Boat Shut Down Procedure:

- Wash boat and engine
- Check anchor line and buoy stowed ready for next trip
- Check fuel tanks are re-filled
- Check air vent on fuel tank cap closed
- Check fuel tap on boat is turned off
- Turn off GPS, sounder and radio

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- **Turn off electrics** after other units have been powered down
- Ensure kill cord is still correctly attached
- Reduce the pressure of tubes (sponsons) on Anglian Diver. Spare Rib automatically vents excess pressure.
- Replace boat cover
- Move boat to storage place with engine raised to avoid damaging the boat