



# MANAGEMENT SYSTEM MANUAL

## ARM 7.9.1 R/V Armstrong Overboarding Procedures

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### 1. Purpose

The purpose of this procedure is to set forth guidelines for Overboarding on the R/V Armstrong.

### 2. References:

- A. SMM 7.9.2 Overboarding Operations
- B. SMM 7.9.3 Overboarding Equipment

### 3. Scope

Overboarding is dictated by several factors including but not limited to; instrumentation, weather, sea state, objectives, handling characteristics and project requirements. Safety is always the first consideration. All hands involved in overboarding operations shall be required to wear and make use of safety equipment and clothing as required by the operation at hand and to observe safety procedures as set forth and under the direction of the Bosun, Mate on Watch, or "deck boss". All personnel involved with overboarding operations shall wear PFDs.

This procedure covers overboarding procedures with the exception of CTD operations, small boat operations and trawl operations. These are covered under separate procedures.

### 4. Responsibility

The Mate on Watch shall be in charge or, if so designated, a mate on deck or the Bosun. In some cases a recognized expert in the field may lead the operations on deck (deck boss). All other persons not directly involved with the evolution shall remain clear of the work area. The Mate on Watch, representing the Master, has overriding authority on all operations.

### 5. General

Prior to engaging in overboarding operations, a plan shall be established. A pre-deployment/recovery plan will be developed between the Master, Chief Mate or Bosun, and the scientist/owner or other person responsible for the equipment being put over the side.

Goals, issues, and concerns will be discussed, considered, accepted or modified, as needed, to ensure maximum reasonable methods to safely accomplish the task at hand. The plan will consider, and where applicable, provide for a fall back or back up plan to cover contingencies.

The overboarding equipment shall be secured to the deck/bulkhead by lines, straps or chains of sufficient strength when not in use.

Taglines shall be used to control the load during launch and recovery.