



MANAGEMENT SYSTEM MANUAL

OCN 6.4 R/V Oceanus Small Boat Operations

Originator:

Lawrence T. Bearse

Approved By:

J.L. Coburn, Jr.

1. Purpose

The purpose of this procedure is to set forth guidelines for small boat operations and the qualifications for small boat operators.

2. Responsibility

Small boat operations are conducted at the direction of the Master. The Chief Mate shall oversee the training of operators while qualified operators give the practical instruction.

The Bosun is in charge of the deck during launch and recovery of small boats. While a boat is underway, the boat operator is in command and responsible for the embarked personnel and safe operation of the boat.

3. General

The ship normally carries an Avon R.H.I.B. with outboard motor as a ship's boat. For special operations such as diving, an Achillies inflatable with outboard motor is available with an advance request. The Achillies is normally warehoused at the WHOI storage facility. The ship provides a boat operator as well as all required safety equipment for small boat operations. The ship's boats are intended to be used in support of the scientific effort and are not intended for recreation or shore launch services, although at the discretion of the Master, they may be used for other purposes as deemed appropriate.

The Bosun shall be responsible for checking the small boat on a daily basis while at sea to ensure that the Avon is always pressed up and ready for deployment.

4. Procedures

Although not required of ship's boats, every effort will be made to maintain the R.H.I.B. as a registered motorboat. A copy of the registration will be kept in the "Boat Box".

The Master/Bosun/Chief Mate will ensure that the operator has received adequate training and is certified as a boat operator. In some cases, personnel under training will be allowed to operate under supervision of a trained operator. Special care must be exercised to keep weights to a minimum during all hoisting operations so as not to over tax the lifting bridle or boatlift points.

The operator shall ensure:



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- A. That the boat is in proper condition, adequately inflated and seaworthy.
- B. The boat contains the required equipment as required by the USCG for the size motor boat being operated and that the required equipment is in good condition and up to date as required and ready for immediate use. A watertight boat box is provided for those items that must be kept dry.
- C. That a VHF radio is on board, fully charged and tuned to the agreed upon frequency (normally 19A), is turned on and ready for use. In the case of a hand held radio, it shall be placed in a sealed plastic bag to protect it from moisture. A spare battery pack will also be kept in the bag.
- D. That the boat is operated in a safe manner observing all applicable rules of the road where required.
- E. That the number of persons and gear does not exceed the manufacturer's weight limits and that the weight is evenly distributed for proper operation under the prevailing conditions.
- F. That a radio check is conducted prior to getting underway from the ship.

The boat operator will follow all special instructions given by the ships watch officer.

The Chief Engineer, or his designee, shall be responsible for engine maintenance both periodic and planned whether done on board or contracted to an outside source as well as providing adequate quantities of stabilized gasoline and 2 cycle oil mix. Requests for work orders, spares and quantities and all maintenance records shall be processed through SafeNet.

The Bosun will be responsible for the general overall boat maintenance (except engine work) and readiness condition. The Bosun will collaborate with the Chief Mate and Chief Engineer as needed to address maintenance and repair issues to be implemented through SafeNet.

5. **Launch / recovery**

In general, the small boat will be launched and recovered from the ship's starboard side. A four-part spliced sling coupled to a single pear or sling ring is lead to a single lift pennant attached to the crane headache ball and hook is the preferred method for lifting. The four lift points are attached to the boat's lift rings. Tag lines are fair lead for and aft with positive control using cleats or other securing points. The crane operator and line handlers follow the directions of the Bosun for launch and recovery.

The usual procedure is as follows but may be modified to suit the situation at hand:



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- A. The boat is raised from the deck, lifted over the bulwark rail and then swung inboard against the bulwark and made fast.
- B. Gear may be loaded and the operator climbs aboard with required safety gear and takes position on the outboard side facing the ship.
- C. On signal, the boat is swung out and lowered away. Once positively afloat, the operator releases the crane hook. As the hook is being raised, the line handlers provide long leads fore and aft to keep the boat safely along side.
- D. The boarding ladder is deployed over the side. Designated persons board the boat and additional gear is passed down if needed.
- E. Once all hands are seated and the motor is running the bridge will give permission for the boat to get underway.
- F. Upon recovery, the process is essentially reversed, the boat is returned to the deck and secured as before.

Note: Once the boat has been launched, the operator is in charge and responsible for all persons aboard. All lines are to be safely secured inside the boat.

The checklist appended to this procedure will be used in small boat operations aboard Oceanus.

6. Training

To become recognized as a qualified small boat operator, the individual shall:

- A. Understand the use and care of the equipment and the operations from prelaunch to recovery and securing.
- B. Receive practical training that includes observation of all aspects of the operation with qualified operators, then operating with a qualified operator supervising until the trainee is ready to solo. Readiness to solo is determined by the Chief Mate.
- C. Practical test = solo performance
- D. Written test

NOTE: The Master and the Chief Mate reserves the right to revoke any operator's certification if, in the opinion of either, an operator is in violation of safety standards or operating the boat in a manner which endangers personnel.

7. Reporting

Upon completion of the above requirements to the satisfaction of the Chief Mate, "Avon Operator" Qualification will be added to the Training Section of the crewmember's personnel record in SafeNet.



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Approved ships watch officer: _____