

Using the K&E Rib Seaking

Procedure to book

- Check availability (see list of dates on Notice board, but if in doubt see Boats Officer)
- Book it by putting your name down as the Dive Manager.
- There must have at least one Diver Cox'n and if they are going to dive also one other qualified to at least Boat Handler to remain on board, at least one VHF radio qualified and at least one Dive Leader.
- As the Dive manager, you are responsible for the boat, it's contents and your crew

On the Thursday before the weekend,

- Check the weather for the dive day(s) and decide if it's on or not, assuming it is:
- Book out the boat kit (in the boat shed) with the Boats Officer. It would be wise to ensure either the Boats officer is going to be at the club or arrangements have been made to open the boat shed for you.
- **What to pick up**
 - The **green boat box**, check inventory :
 - In grey **Instruments box**
 - Navman Tracker 5500(with cover)
 - Lowrance Elite 5 HDI
 - Handheld VHF radio & charger
 - Ignition key (with float, careful, it's the only one)
 - Kill cord
 - Battery Isolator keys (1 with float, 3 spares)
 - Bunch of miscellaneous keys (purpose unknown!)
 - Lifejackets
 - Misc tools, wheel wrenches, water pipe connector etc.
 - **Yellow Flare Box** – check flares in date
 - **Tool Box**
 - **O2 kit** , check contents- do you know how to use it?
 - **Boat Fuel Can (this will probably be empty)**
- Charge handheld VHF radio
- Check launch & recovery window with tides. It is worth checking with Simpson Marine their launch and recovery window, particularly Spring LW. If the dive is outside the window, you will need to book with Simpson Marine to launch it on the Friday. Be warned they do not take the boat cover off for you.
- Produce voyage plan and dive plan and inform the Diving Officer
- Minimum qualification on boat
 - 1xDiver Cox'n (DC),
 - 1xBoat Handler (only if the DC is diving)
 - At least one person with a VHF qualification
 - At least one Dive Leader?

On the day of the dive:

Fill the **Boat Fuel Can** with unleaded petrol fuel up as close to Newhaven as possible to save travelling with full tank of fuel.

Where is it?

Simpson Marine, West Quay, Newhaven, East Sussex, BN9 9BY

01273 612 612

www.simpson-marine.co.uk

When you get there – Boat preparation

- Go to boat
- Take off cover, roll it up- take note how it is tied on. Do Not tug, get someone on the boat to help ease it off
- Insert battery isolator key and turn on
- Connect electrics & turn on & check
- Secure O2 kit to rack
- Check tubes are correctly inflated – Seaking has 5 separate sponsons, pump is in lower front locker.
- Put Flare box in top front locker
- Put Tool box in lower front locker
- Radio check, check both fixed and handheld. Handheld is then placed in top front locker.
- Check fuel (should be full)
- Connect Kill cord but do not start engine
- ***Ensure engine is fully lifted- otherwise the prop \ skeg could get crunched on launch***
- Assemble all dive kit & put on board
- Everyone to put on dry suits and close up
- Ask Simpson to launch boat
 - No one in the boat
 - one person holding the painter (the rope at the front)
 - Simpson will put trailer back
- Tie up with painter and stern rope to cleats on pontoon

Before you set off

- Safety briefing – see separate sheet
- Call Coastguard by phone (and shore cover if appropriate) and advise of plan
- Call New Haven harbour control for permission to leave (channel 12)
- Go Diving!
 - Helm to wear kill cord at all times.
 - Leave plenty of time for shot recovery and general faffing and the journey back
 - Ensure you are back in time for Recovery window
 - Call coastguard (and /or anyone else you have given your plan to) by telephone on completion of diving or as they have requested

When you get back to the Marina:

- Call harbour control and request permission to come in
- Tie up, turn off engine
- No one to take off dry suits (or undo zips) until boat is back on dry land
- Go to marina and get Simpson who will recover the boat and move to our spot or if the boat is to stay in the water for a Sunday dive they will tell you where to tie up for the night . If the boat staying in the water take off ALL boat kit. Don't forget to thank Simpson.
- Take off all dive kit from the boat.
- Connect ' earmuffs ' to engine, connect to fresh water standpipe , fortunately, it's right next to the boat. You might need fix the water pipe connector, it's in the inventory.
- Run engine for a few minutes while running fresh water through the ' earmuffs ' , the exhaust water should be warm which proves it is circulating all around the engine.
- Drop the engine on to its stop (little lever on the rear of the engine)
- Flush axles with fresh water using the connector at the front of the trailer
- Remove all electric equipment , wipe all with dry cloth
- Remove all keys
- Remove O2 kit, flares box and tool box
- Fill boat with fuel- leave it full
- Wash boat with fresh water
- Cover boat and tie down. It's normally easier to have someone in the boat easing the cover on.
- Note any problems with the boat, contact Boats Officer immediately
- One last check – forgotten anything?
- Depart

For the next day diving (or the following week)

- When you get home check all instruments are dry and salt free before packing away.
- If diving on Sunday liaise with Sunday crew for handover
- Bring all kit back following Thursday and go through inventory with Boats Officer
- Give Log sheets to Diving Officer
- Why not write up a report and post it on the club website; go on, you know you want to.