

Searcher

Vessel Policies

Welcome Aboard !!!

We are glad to have you onboard the RV Searcher for your expedition, and we look forward to working with you to make this a productive and successful project.

As professional mariners and marine technicians, we have three goals when we set sail. First is to make sure that all personnel are safe and every effort is made to avoid injury during the cruise. Second is the safety of the vessel, to make sure the ship's seaworthiness is maintained. Our third goal is to complete your scientific mission as completely and efficiently as possible. Please let us know how we can help you accomplish all three goals while you are aboard RV Searcher

Sincerely,
The master, crew and technicians onboard
RV Searcher

Please take the time to read over. This handbook is intended as an introduction and general overview & includes:

- Inherent risk of going out to sea
- Basic ship Rules
- Stateroom procedures
- General utilities and Shipboard life
- Safety Onboard
- Emergency Procedures

REVISIONS -

This handbook is subject to ongoing revisions. We want to offer the best and most concise information as possible and so we welcome comments, corrections, suggestions for better arrangement of materials, additions etc.

Inherent risks in going to sea

The information in this section will be covered in the verbal briefing given before the voyage begins. Please ask any questions in that time or at any time subsequently.

Going to sea in any vessel has inherent risks both foreseeable and unforeseeable. These risks may result in injury or even death. This section of the Searcher's Policy and Procedures Manual will outline a number of these risks. The risks outlined in this section do not represent the entirety of the dangers present in a given voyage; this section aims to ensure that those aboard the Searcher are aware and accepting of the inherent risks associated with each voyage and agree to work with the crew of the Searcher to minimize them for all on-board.

As used in this section the term boating is inclusive of the preparation for going to sea, being at sea, and the subsequent clean up and unloading upon return to port. Each of these stages has a myriad of activities and set of risks associated with it, including but not limited to:

1. Preparation for going to sea: loading of water, fuel, oils and other fluids, the loading of equipment or gear to be used for research or leisure, the loading of foodstuffs and personal effects, the preparation of gear for research and of the vessel for getting underway. This also includes any activities undertaken away from the dock, yet directly related to preparation for going to sea, such as shopping for gear and foodstuffs.
2. While at sea, risks are generated from many circumstances.
 - a. The constant motion of the vessel is often overlooked, and can deviate from its normal behavior as weather and sea conditions change. These changes can be sudden, unpredictable, and even dangerous at times. It is **imperative** that those aboard try to maintain three points of contact with the boat at all times to mitigate the likelihood of injuries and crew overboard scenarios.

If you must be on deck in harsh conditions, always wear a life jacket and ensure that at least one other passenger or crew member knows you will be on deck. If possible, work with a buddy and use a safety line to connect yourself to a sturdy rail or ring.

- b. Fire at sea is addressed in another section and the emergency response will be covered in the pre-departure briefing, but be aware that this is one of the most dreaded risks at sea. Staying calm, following crew instructions and teamwork are critical for everyone on board.
 - c. Likewise, flood, collision and crew-overboard are other major known risks of boating and are covered in other sections of the manual and in the briefing.

- d. While aboard Searcher, you may be involved in research or recreational activities that involve the use of fishing gear, anchoring, sea-anchoring, drogues, sharp hooks, knives, gaffs, clubs, carrying gear, lowering tenders, working with electrical equipment, transferring to tenders and to shore (usually involving rocky landings with or without swells and breakers), etc...
- e. The nature of the research being conducted may necessitate scuba diving or the use of scuba equipment. Any passengers intending to participate in such activities must possess the proper certification and training for the operation and will not be permitted to dive without them. Even if certified, it is important to take your physical, medical and emotional state prior to a dive– if you believe these factors may put the safety of you or your fellow divers at risk, do not dive.

Divers, by training, understand that scuba diving is an inherently dangerous activity and that you assume and are solely responsible for any accident, injury or death that occurs during or results from a scuba operation. Further, you are solely responsible for your own dive planning and equipment, and for ensuring the adequacy and safety of such planning and equipment. This responsibility includes checking the quality of air compressed using the Searcher's compression equipment. **The Searcher does not have a recompression chamber or any special lifesaving equipment, and it may not be possible to receive adequate emergency treatment should an accident or injury occur.**

- f. Emergency medical evacuation for any reason can be costly. It is strongly recommended that each passenger has appropriate medical insurance to cover such contingencies and the associated costs of emergency response, transportation and medical care. Plans offered by organizations such as the Divers Assist Network (DAN) are excellent options.
3. Returning to port does not eliminate risk. Voyaging extracts a physical and mental toll, and it is easy to let your guard down when port is in sight. However, activities remain that have inherent risk including anchoring, docking, tie-up, washing down of the vessel, unloading of gear and equipment, unloading of foodstuffs, discharging / re-charging fluids, and safely returning home. It is important to remain vigilant during this time.

While each trip has been planned for a certain duration and for set research purposes, due to the nature of boating it may not be possible to adhere to a set schedule or even to conduct the planned research. Understand that delays may be encountered that interfere with planned post-voyage schedules such as air travel or accommodation rental.

The sea is a dangerous place, and unexpected emergencies can arise suddenly and without warning. It is possible that, for the safety of the vessel and its passengers, you may be asked to undertake tasks for which you have not been adequately trained. **You**

have the right to refuse to assist. Any action undertaken for the benefit of the vessel and its passengers is to be taken voluntarily and you assume the risk of doing so.

The Searcher Policy and Procedure Manual will be referenced in the pre-departure briefing and will be available to you for review in your cabin prior to departure. You are **NOT** taking a pleasure cruise on a cruise ship. **If this information is divergent from your understanding of what this voyage may entail, and you feel unable or unwilling to accept the risks involved, please inform your team leader or the Searcher's captain and you will be put ashore prior to departure.**

Basic Ship Rules

To ensure everyone's safety as well as to enjoy the trip, there are a few basic rules that you will need to understand and follow.

Feel free to ask questions about anything. If something seems amiss or sounds / looks wrong, please speak up!

Respect is an expectation aboard the Searcher. Any discriminatory behavior based on gender, orientation, ethnicity or other factors should be reported to the captain or doctor immediately.

While the Searcher seems spacious, it can become cluttered very quickly. When finishing an activity while underway please return any materials or implements used to their original stowage area to keep the boat clean and prevent their spillage in turbulent conditions.

NO SMOKING EXCEPT WITH PERMISSION AND IN COCKPIT

STATEROOM PROCEDURES

You will be responsible for your personal quarters.

1. Cleaning supplies are provided under each sink.
2. Extra towels are located in bathroom cabinets.
3. Extra bedding can be requested from the crew.
4. Due to the unique treatment system used aboard the searcher, **nothing goes into the toilet unless you have eaten it.** Used paper is to be placed in the trash can by the toilet. Use only the Breeze cleanser to clean the toilets.
5. Extra garbage bags are located under the sink or in the bottom of the garbage bins.
6. Leave all doors securely closed or latched open while not in use.
7. Drawers are opened by pushing the button. Do not slam them. If they need to be forced, something has broken.
8. Please keep the floor of your stateroom clear for safety purposes.
9. Please place your bathmat in front of the shower before showering and hang it up once finished.
10. Please squeegee the shower once finished.
11. Please **do not** hang wet items or towels over any wooden surface.
12. If you need soap, shampoo or extra toiletries please see the crew.

GENERAL UTILITIES

- **Please turn off lights when not in use.**
- **First aid: First aid kits are located in the Main salon. If you require medical assistance or have any allergies please notify the captain or crew immediately.**
- **Water:** Please conserve water. Feel free to shower at any time; however, hot water may become limited, so respect others and ensure all faucets and hoses are secured and turned off when finished.
- **Laundry:** The washer and dryer are located in the forward forecabin. Please see the crew if you urgently need items laundered.
- **Woodwork:** Please be aware of belts, buckles, and jewelry that may scratch the woodwork. Please do not hang any wet items on the wood.
- **Entertainment:** All staterooms are equipped with TVs and DVD. A selection of DVDs can be found in the salon, which is also equipped with a TV and DVD player as well as cards, puzzles and board games, which can be found in the drawers left of the TV. Help yourself, and please remember to return DVDs to their folder after viewing.
- **Internet:** Internet connection is available by request and can incur charges. Please see the captain or crew if you require the use of email or internet services for password info.
- **Shoes:** Please remove footwear before entering the boat's interior. It is recommended that footwear be worn while on the decks.
- **Recycling:** We try to recycle when able. Please crush soda cans and place them in the recycling bin located in the cockpit. Plastic bottles can be recycled as well.
- **Waste management:** All garbage will remain on board until the vessel reaches a port of call, at which time it will be properly disposed of.
 - All compactible garbage will be placed in the galley compactor. Fully compacted garbage bags will be stowed on the top deck.
- **Miscellaneous items:** Hair dryers are located in the day head for your use. If you need additional equipment or gear stored please contact the crew.

Galley

1. Please lightly rinse used mugs and rehang them on the provided hook.
2. Do not leave knives on kitchen counters.
3. Dishwashers will only be run once completely filled.
4. Please place fat and grease in containers for disposal and not down the drain.
5. All biodegradables are to be placed into their assigned container.
6. **Keep the refrigerator door closed and secured.**
7. Cold beverages and ice water are available in the cockpit refrigerator on the back deck or in the coolers.
8. **DO NOT** place string or fishing line directly in the trash compactor.
9. Please use your personal bottle to minimize excessive waste of beverages.

Safety

1. No alcohol consumption two hours prior to departure or while underway.
2. **Absolutely no illegal drugs are to be brought aboard.**
3. Life jackets are located in stateroom closets, the fly bridge and water craft.
4. While underway and especially during turbulent weather please be aware of each other and notify the captain or crew when going outside.
5. As a result of the ship's constant motion, the galley can quickly become one of the most dangerous places aboard. Take extra caution when handling hot implements / substances or sharp objects, as the ship's medical supplies are not sufficient to treat serious burns.
6. While in the engine room:
 - a. Never leave loose tools or gear out where a roll can topple them
 - b. Shoes and a shirt must be worn in the engine room
 - c. Hearing protection must be worn while the engines are running
 - d. No open flames are permitted. Be extremely cautious with spilled fuel. No oily rags are to be brought into or kept in the engine room.
 - e. **Never** bring gasoline below deck.
 - f. Keep all brushes, paint and thinner in the deck storage lockers.
 - g. Never pump bilges without checking with the captain first.
 - h. Exhaust manifolds are extremely hot. Exercise caution when working nearby.
7. While handling gear:
 - a. Consult the captain or watch officer **in all cases** before attempting to operate tools or machinery.
 - b. While handling gear, be mindful of your position on the vessel. Avoid accidental collisions with crew and passengers, and take extra caution in inclement weather.

We hope you enjoy your trip with us, and if you have any requests to improve the quality of your stay do not hesitate to ask!

EMERGENCY PROCEDURES

MAN OVERBOARD:

1. If possible, throw a life ring or flotation device as close to the individual as possible.
2. Post a lookout to keep the overboard individual in sight and inform the pilot house of the incident.
3. The helm will activate MOB procedures on both computers and both GPS systems, recording the latitude / longitude / time where and when the incident has taken place.
4. The vessel will begin a retrieval effort, retracing its course and expanding the search pattern if needed.
5. If necessary, a rescue tender will be launched to recover the overboard individual.
6. The swim step ladder should be prepared for recovery.
7. If necessary, a designated crew member will put on a wetsuit or immersion suit, equip a safety line and enter the water to assist with recovery.
8. If necessary, a first aid kit and medical supplies should be prepared to treat the overboard individual upon recovery.

If the overboard individual is not immediately located, issue a PAN PAN alert to notify the coast guard and other nearby vessels before resuming the search.

FIRE ON BOARD:

1. If fire alarms have not yet sounded, immediately alert the crew and your fellow passengers of the emergency.
 - a. Obtain a life vest from one of the locations outlined earlier in this section. Crew members will escort you to a designated muster point, being either the pilot house or the boat deck in the event that the pilot house is inaccessible.
 - b. The captain will point the ship downwind and shut off the engine while the crew closes fuel lines and executes the fire emergency protocol.
 - c. Wait for the crew to begin evacuation procedures. Once evacuation is complete, wait for help to arrive.

Crew members are pre-assigned tasks in preparation for a fire emergency, and trying to help can lead to confusion and mistakes. The following section of the fire emergency protocol applies to you ONLY if the normally designated crew member is incapacitated or otherwise unable to fulfill their duties. DO NOT ATTEMPT TO HELP UNLESS ASSISTANCE IS SPECIFICALLY REQUESTED BY THE CAPTAIN OR A CREW MEMBER.

2. **If the normally designated crew member is incapacitated or otherwise unable to fulfill their duties,** you or another passenger may need to send a distress broadcast as outlined later in this section.

3. **If the normally designated crew member is incapacitated or otherwise unable to fulfill their duties**, close hatches and vents to limit the fresh oxygen available to the fire.
4. **If the normally designated crew member is incapacitated or otherwise unable to fulfill their duties**, locate and retrieve a fire extinguisher. They can be found in the following locations:
 - a. 4 in the forward engine room (3 large, 1 small)
 - b. 3 in the aft engine room (2 large, 1 small)
 - c. 2 in the galley (1 small, 1 tiny)
 - d. 1 in the salon (1 large)
 - e. 1 in the crew quarters (small)
 - f. 1 on the forward storm bow (large)
 - g. 1 in the pilot house port side (large)
 - h. 1 on the crane deck port side (large)
 - i. 1 on the top deck under the radar post (large)
 - j. 2 in the bottom deck (both large)
 - k. 1 in aft head (large)
5. If the area is safe to enter, approach the fire and use your extinguisher in accordance with PASS guidelines:
 - a. Pull the pin.
 - b. Aim at the base of the fire.
 - c. Squeeze the trigger.
 - d. Sweep back and forth to cover a wider area.
6. If the fire cannot be quickly doused by 1-2 extinguishers, return to the muster point and wait for the crew to begin evacuation procedures. Once evacuation is complete, wait for help to arrive.

FLOODING:

1. Obtain a life vest from one of the locations outlined earlier in this section. Calmly and quickly locate a crew member who can direct you to a designated muster point, being either the pilot house or the boat deck in the event that the pilot house is inaccessible.
2. Remain calm as the crew attempts to control, identify and correct the source of the flooding. If they are unable to, the captain will give the order to abandon the ship and relay this information to the coast guard and any nearby vessels.
3. The crew will assist with your evacuation onto auxiliary craft. Once evacuation is complete, wait for help to arrive.

DISTRESS BROADCAST:

Make sure the communication equipment (i.e. VHF, single side-band, telephone) is turned on and set to channel 16. Pressing the red button will automatically tune in to channel 16.

Pick up the handset and speak the following message **calmly, slowly, clearly and loudly** after pressing the microphone button:

“Mayday, mayday, mayday. This is the M/V Searcher, M/V Searcher, M/V Searcher, call sign WDA6100. My position is _____.”

For your position, look on any GPS, MAPTECH, computer charts or paper charts. Relay latitude, longitude, nearby landmarks or distance from known points. Repeat your position thrice.

“We are (sinking / on fire / listing / etc.). We require (rescue / medical / etc.) assistance. We have (# of crew / passengers) aboard. The vessel is a steel hull type trawler vessel, 96 feet long, and has a gray colored hull with white color trim. Coast Guard documentation number 1028221. I will be listening on channel 16. This is the M/V Searcher, call sign WDA6100.”

If the situation permits, stand by the radio to await further communication with the coast guard or a nearby vessel. If you do not receive an answer and the emergency persists, repeat the message on another channel.