



North Dorset sub aqua club



## North Dorset Sub Aqua Club (BSAC No. 0975)

### Dive Manager's responsibilities for diving from RIBs

<b>Planning the dive</b>	Site and date are checked for suitability for diving
	Slipway and parking are suitable (check costs etc.)
	Divers are suitably qualified and equipped for the planned dive
	Weather and tides are checked for suitability ahead of date of diving
	Alternative sites / dates considered in case of plans need to be changed ( Plan B... C etc)
	All divers are briefed on the dive and informed of air / gas requirements
<b>Before setting off</b>	
	Boat and trailer are both checked and in good condition
	All tyres are in good condition (including spare wheel )
	Boat engine has been checked for operation
	Sufficient fuel is on board to cover all eventualities
	All safety gear is checked and in good condition (see boat check sheet)
	Towing vehicle and tow hitch arrangements are suitable and sufficient for use
	Driver of towing vehicle is suitably qualified and insured for towing



North Dorset sub aqua club



<b>Before launching</b>	Buddy pairs and dive plan has been agreed with all divers (and cox)
	All necessary equipment has been loaded (incl. food, drink and suitable clothing / sun protection)
	All divers have sufficient air / gas for the dive (or plan B)
	Launch permit / parking arrangements have been paid for
	Weather and tide conditions are still suitable for the dive trip. (IF NOT then Plan B must be agreed on and implemented)
	All divers must be happy to continue, or else encouraged to drop out (Diving and boating is supposed to be FUN and not an endurance!)
	Arrangements to be spelled out for then launching of the RIB and parking of trailer & vehicle.
	Location and arrangements to be spelled out for embarking after parking up (esp. if pontoons or steps / ladders are involved)
<b>NOTE</b>	<b>The Dive Manager is in charge of the diving operations</b>
	<b>The Cox (who may be someone else) is in charge of all boat safety and dive etiquette</b>
<b>When at sea</b>	The Cox should ensure that all equipment is correctly secured and give the divers a thorough safety briefing. This includes the location & operation of the radio, other safety gear and the man-overboard procedure.. (If diving from two boats then arrange to listen out to Ch 10)
	The Cox should then contact the Coastguard on Ch 16 to give them "traffic information" and provide details of the proposed diving activities.
	The Cox will then determine if conditions are suitable for the proposed dive plan. If he has any doubt, then he must inform the Dive Manager of his concerns and get the plan changed. Any diver who is unhappy (or sea sick) must be allowed to sit the dive out.



North Dorset sub aqua club



<b>When on site</b>	The Cox will shot the site / check GPS coordinates / transits and hand over to the Dive Manager
	There must always be a competent person in charge of the RIB at all times. They will keep a look out for other boats, hazards and the location of divers / DSMBs and assist the retrieval of surfaced divers.
	The boat radio must be left on to listen for safety messages from the coastguard and other boats.
	The A flag must be displayed to ward other boats of dives in the water
<b>During diving activities</b>	The Dive Manager is responsible for ensuring buddy checks are carried out and fill out the dive record slate to record the dive details (dive time, depth, deco stops, gas usage & comments etc.)
	If any diver becomes ill of has suspected DCI then IMMEDIATELY call up the Coastguard for advice
	Although not delay, although helicopters may cost money, but they also SAVE LIVES !!
<b>After the dive</b>	If anyone is found to be ill or uncomfortable then the trip should be changed or aborted
	If all persons are happy to continue, the Dive Manager and Cox will decide on where to go to sit out the deco. period prior to undertaking a second dive. (Usually this involves lunch & a hot drink in a sheltered spot!)
<b>After completing diving activities</b>	The Dive Manager should complete the dive slate details and check all are ready for the trip back and take down the A flag.
	The Cox will then recover any shot / buoys etc & ensure all equipment is secured and before staring back to shore
<b>When close to the harbour</b>	The Cox should contact the coastguard on Ch 16 to report that all divers and RIB are back safely.

