

Fleet Operations Directive

February 4, 2019
FOD2019-01

Rescue Boat Operation Policy and Procedures

Rescue Boat Support Teams have met with officers and rescue boat crews on every vessel to observe and understand any local issues and hazards, to coach on new policy and to assist with writing appropriate vessel specific procedures and checklists.

The learnings from these support visits have led to improvements to policy and procedures. The Fleet Operations Manual (FOM) [07.50.090 Rescue Boat Operations](#) policy is updated and highlighted in this directive. Updated procedures and checklists are provided in the FOM to guide updates to Vessel Specific Manual (VSM) procedures and checklists.

Effective immediately:

Rescue Boat Team Roles and Supervision

The Chief Officer, Mate or Baynes Sound Connector Operator shall conduct a safety briefing and assign roles with due regard to training and experience.

The rescue boat team shall consist of four roles:

1. In-Charge
 - The In-Charge shall always supervise the rescue boat launch and recovery*
 - Except in an evacuation, the In-Charge shall always be an officer (or the Baynes Sound Connector Operator)
2. Coxswain
3. Assist in Boat
4. Davit Operator

Temporary Safety Restrictions

The following safety restrictions remain in effect until further notice:

- Launch/recovery drills shall continue to be conducted without crew in the boat with the exception of the Fleet Maintenance Unit training site.
- The rescue boat may be operated on the water for proficiency training providing the Marine Superintendent has authorized a launch to water level. Crew shall be standing by in another boat (such as a terminal support boat) as a means of entering the rescue boat. Prior to recovery, hooks shall be inspected by the Coxswain.
- Other than for marine emergencies such as man-over-board, search and rescue or an evacuation, no personnel shall be in a rescue boat when lowering and/or raising.
- For an unmanned rescue boat recovery, the Coxswain must visually inspect the release hook and insure the pin is in. Where applicable, the release handle must be moved back to the closed position and secured with the safety pin.

**Where crew size is less than 5, the In-Charge may assume concurrent role of Coxswain or Davit Operator.*

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Procedures

The Master, Officer of the Watch, In-Charge and the Coxswain shall follow the local procedures and checklists in the VSM based on FOM 07.50.090 [Appendix A](#) as well as the [Rescue Boat Support Team Visits Memo of September 25 2018](#).

Action by Senior Masters, Masters, Deck Officers and Rescue Boat Crews

Senior Masters shall work with their teams to review new FOM policy and procedures and update local procedures to conform to the FOM. Assistance will be provided to Senior Masters by Rescue Boat Support Team members Leann Vaughan, Gerald Canlas and Captain Graeme Bergh to ensure that VSM rescue boat launch and recover procedures are current and appropriate. This work must be completed as soon as possible but no later than April 1, 2019.


- Step 1: Senior Master and delegates review to discuss new FOM policy with rescue boat crew
- Step 2: Senior Master (or delegates) draft and revise the VSM article
- Step 3: Conduct tabletop scenario to validate the revised VSM article
- Step 4: Conduct practical drill to validate the revised procedure and checklists
- Step 5: Rescue Boat Support Team member visit to verify the FOM requirements
- Step 6: Senior Master submit the new VSM article to the Marine Superintendent for approval

Configuration Management

Any damage or deficiency to the Original Equipment Manufacturer (OEM) configuration of a rescue boat or associated equipment shall be reported immediately to the Chief Officer. The Chief Officer will review the damage or deficiency and raise a service request in the maintenance management program. **No configuration changes are authorized without following the Fleet Maintenance Standards (FMS) change request process** (FMS Article [V2.03.0220 Engineering Changes](#)).

This Directive supersedes Fleet Operations Directive FOD2018-04.

Thank you for your attention.



Darren Johnston
Executive Director, Fleet Operations

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