



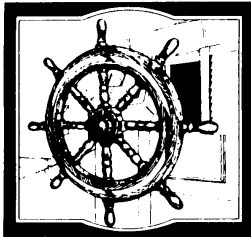
Up Top in Operations

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BOAT CREW QUALIFICATION GUIDE STATUS – JUNE 2000



The following is an update on what is currently happening with the new Boat Crew Qualification Guide. When you read this please keep in mind that things do happen fast in operations and what is the picture today may well be very different tomorrow.

G-OCX, along with a working group from the Operations Department personnel and several OTO's, developed the tasks to be used for both coxswain and crew qualifications. These tasks are basically the majority of the original tasks that were still considered valid and several

new tasks that were felt needed to round out the training requirements. One primary task that was added was the Check Ride whereby a candidate would get underway with a QE and approximately 20 tasks would be covered during that check ride. Also, qualification tasks for PWC Operator were developed and will be included in the overall qualification guide. All of the new manual is written in the information-mapping format, just like the Boat Crew Seamanship Manual.

In May, a draft of the new guide was released by G-OCX, which is divided into several volumes of tasks, instructions and basic guidelines for the conduct of the program. During the review process some concerns were raised about the sign off procedure. The way the guide was worded, some of the required tasks would only be validated (signed off) by a mentor; the QE was only required to validate the Check Ride and a dockside Oral Exam performed prior to the Check Ride. Additionally, some tasks were categorized as optional and only an order issuing authority (Activity, Group, Station) could make these tasks or, any other additional task for that matter, mandatory. The Director of Auxiliary was not permitted to add any tasks and was required to certify a member when the tasks were completed.

The draft was sent to the National EXCOM for comment and I sent it to the DSO-OP's for their comments. To date we have gotten a good response and the vast majority of the responses share our concerns. The chief comment is that mentors should not have the final say on a candidates qualifications unless a certification program for mentors was established which would be the same as just adding more QE's where needed. Also, most feel the director, and not the order issuing authority, should have the responsibility for determining which tasks are required for their district. If an order issuing authority has a valid need for a specific task, it should be no problem to have the Director add it.

The responses from the NEXCOM and DSO's have been greatly appreciated and they are being made known to G-OCX. We sincerely hope that they heed our concerns.

EMERGENCY RESPONSE GUIDEBOOK – 2000

DC-M has obtained copies of the DOT Emergency Response Guidebook for the year 2000. This handbook describes numerous hazardous materials and briefly outlines the potential hazards, safety procedures and emergency response procedures for each substance. It also includes the

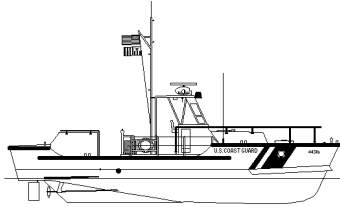
guide number for each substance, which is required to be displayed on the containers carrying the material. Sufficient copies of these guidebooks have been made available to the DSO-MS of each district with instructions to distribute them to the surface facility owners in their district. Be on the lookout for your copy.

Bill Herman, DC-O

FOR BETTER BOATING SAFETY

STABILITY

The stability of a vessel should always be a prime concern to any skipper. Most recreational vessels are designed with a reasonably adequate and safe initial stability. However, the addition of weight in the form of people, equipment, stores, fuel, and water may reduce or adversely affect stability. This is often demonstrated when a small boat is improperly loaded and subsequently capsizes. Generally, when weight is added to the upper decks or high above the hull, the center of gravity (center of weight) of the vessel is raised and the righting moment or stability of the vessel is reduced. If the center of gravity is very low in the hull, the vessel will be much more stable. It could even be too stable. A vessel with a very low center of gravity and no appreciable keel will tend to snap roll in a seaway and that can be extremely uncomfortable. When a significant weight is moved to one side or the other of a vessel it will cause the vessel to list to that side. This list will remain until the weight is moved to the centerline or another weight is added to the opposite side to compensate for it. If a list is allowed to go too far, the vessel will probably swamp and sink.



Liquids with large surface areas within the hull of a vessel can have a significant affect on the vessel's stability. This is termed the free surface effect. Water collecting in large unobstructed areas of the bilge, fuel or water in large partially filled transverse tanks, and water trapped on decks by obstructed scuppers and freeing ports can create potentially dangerous free surface liquids. When the vessel rolls in a seaway, these free surface liquids will flow to the low side of the vessel. Naturally the center of gravity of these liquids will shift with them, and they can represent substantial weight. There is

also a dynamic force associated with the movement of such liquids. If their weight is large, they can cause the vessel to list severely and in extreme cases even roll over. Such a situation can occur when a vessel is caught in a storm and has large areas of water in the bilge, half full fuel tanks, and is shipping seawater over the decks faster than the scuppers and freeing ports can clear it.

Maintaining a vessel's stability is not difficult if the owner or skipper takes proper action. Whenever possible one should avoid placing heavy weights high up in a vessel. Heavy equipment items and stores should be secured or tied down so that they cannot shift if the vessel rolls. Baffle plates can be installed in transverse fuel and water tanks and in the bilge to break up the amount of free surface available to liquids. A tank that is completely full or totally empty will not have any free surface. Keeping scuppers and freeing ports clear of debris will help free the decks of any seawater or heavy rain that comes aboard. The time to take these precautions is before the vessel is taken out on the water. When a vessel is rolling and pitching in rough seas, securing heavy weights and cleaning debris from the decks will usually be difficult and dangerous.

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