Notes from the Field

Sub Mand the Small Operator







Guide



Remote Locations



Unique Operations

Journey

Misconceptions

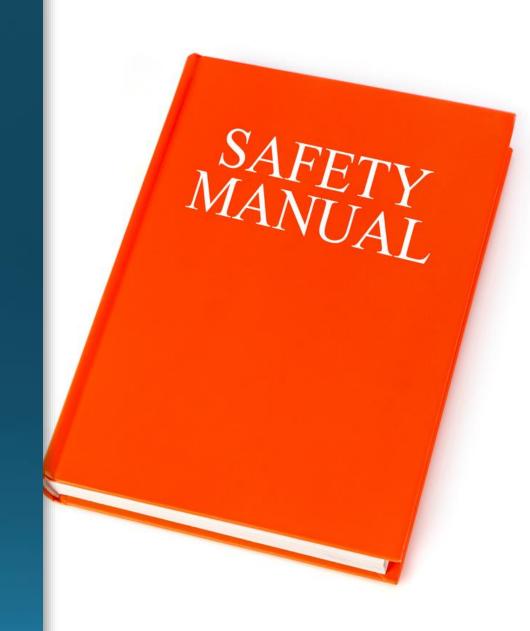
Equipment

Operations

Compliance Strategy

Misconceptions

- Where can I buy Sub M Book?
- Where can I get a TSMS?
- Should I call the USCG?



Start from the Beginning

- To TSMS or not to TSMS
- Assess Equipment



Watertight Integrity

Firefighting

Lifesaving

Electrical

Guarding

Equipment



Hatches

Watertight Integrity



Bulkhead Penetrations

Watertight Integrity

Firefighting

Fire Detection



Firefighting



- 46 CFR 142.325
- If equipped with a portable fire pump:
 - The pump must:
 - Power driven.
 - Self-priming.
 - Capable of delivering at least 60 psi/80 gpm.

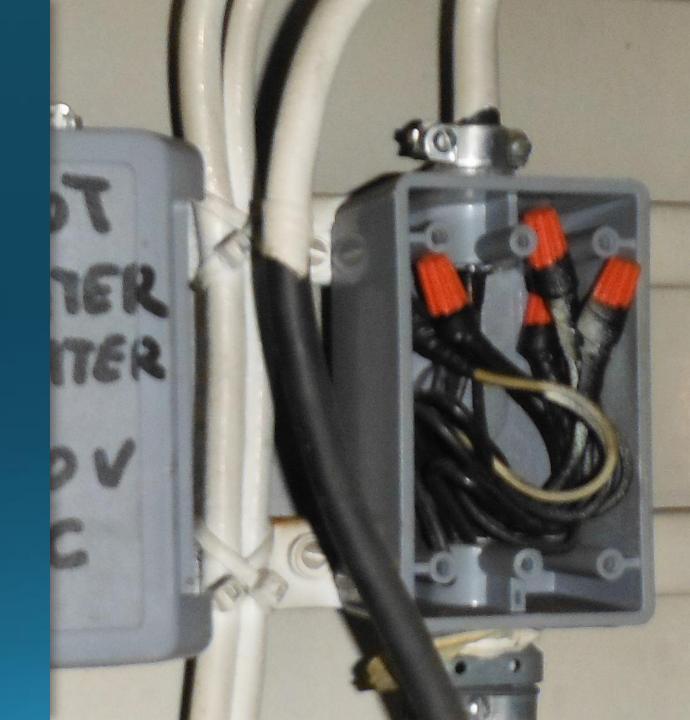
Lifesaving

- Markings
- Stowage



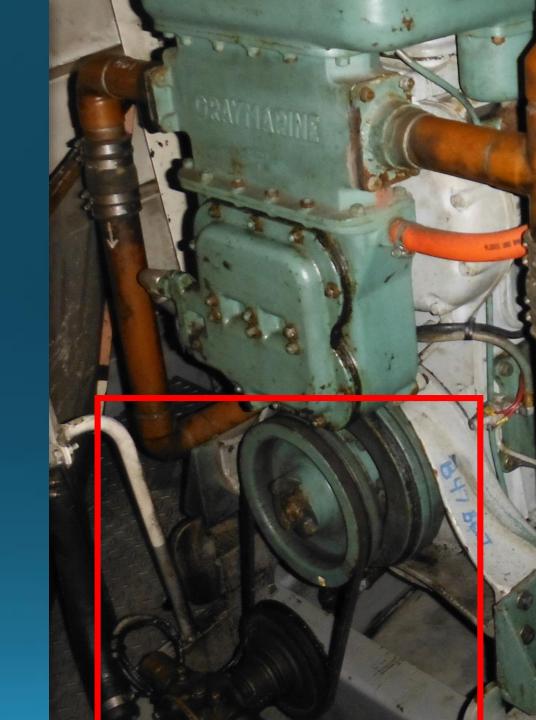
Electrical

- Missing Covers
- Wire nuts
- Extension Cords



Guarding

- Auxiliary pumps
- Attachments



Operational

Nav Assessment

Record Keeping (TVR)

Drills

Safety & Health Program

Navigation Assessment

•must conduct a navigation assessment for the intended route and operations prior to getting underway.

		art	ure				
	Aer	,					
THIS PAGE IS A: DAILY CHI				IST PRE-SAILING	CHEC	KLIST	
THE RESERVE TO PARTY CHI	ECKLIST	PRE-	RRIVAL CHECK	Voyage P	lan# _		
THIS PAGE IS A: LI DAIL!	_ Day _		Date				1
Time Period: 0001 to 2400 Trip Data: Departed From:			Enroute to:	(Ta)	17	otal Hours	
Trip Data: Departed Profit.	Name		Hours	on Duty (From/To)			
A. Crew Position	Name						
A1. Master A2. Mate (Pilot)							-3
A3. Engineer					-		-
THIS PAGE IS A: □DAILY CHI Time Period: 0001 to 2400 Trip Data: Departed From: A. Crew Position A1. Master A2. Mate (Pilot) A3. Engineer A4. Deckhand A5. Deckhand A6. Deckhand List other crewmembers on the back of this pag Instructions: Each check mark shows that an i Abbreviations: Use abbreviation OK = Satisfot B. Steering System—Main pump B2. Steering system—Alternate Pump B3. Steering system—Alternate Pump B4. Steering angle, maximum to port B4. Steering angle, maximum to port B5. Flanking rudders B6. All steering stations work B7. Steering system linkage B8. Rudder angle indicator is accurate □ N/A C. Navigational Equipment Status: C1. Radar #1 (Identify: C2. Radar #2 (Identify: C3. Port searchlight #1 works C4. Starboard searchlight #2 works C5. VHF-FM Radio #1 (Identify: C7. Magnetic compass, compensated □ N/A C8. Deviation Table is accurate □ N/A C9. Swing meter (Illuminated) □ N/A					-		-
A5. Deckhand				de compa			
A6. Deckhand List other crewmembers on the back of this pag	e. (A7, A8	, etc.) as we	Il as any "persons in ac	Idition to the crew	ons cited.		
List other crewmembers on the back of this pag Instructions: Each check mark shows that an i (Abbreviations: Use abbreviation OK = Satisfa	inspection	was perform	- N/A - Not Appli	icable; does not appry.			
Abbreviations: Use abbreviation OK = Satisfa	ctory; N/R	R = Needs K	FO Towing eng	ine, winch, and capstan(s) nch brake			R R
B. Steering System B1. Steering System—Main pump	□ок	□ N/R	E10 Towing wi	nch brake	lours &	Mile	_
B2. Steering system—Alternate Pump	□ OK □ OK	□ N/R □ N/R	E11. Towing ha	erminal gear for towing a	longside	or pushing ah	ead
B3. Steering angle, maximum to port B4. Steering angle, maximum to starboard	□ OK	□ N/R			□ N/A	DOK DN	/R
B5. Flanking rudders	□ OK	□ N/R □ N/R	horsenowel	r of vesser			
B7. Steering system linkage	□ OK	□ N/R □ N/R	F2. Face wires a	ement	□ N/A	DOK DI	I/R I/R
B8. Rudder angle indicator is accurate ☐ N/A	□ OK	□ N/R	F3. Face wires/ F4. Winch Con	coupings ser meet	□ N/A		N/R
C. Navigational Equipment Status: C1. Radar #1 (Identify:)	□ок	□ N/R					
C2. Radar #2 (Identify:	□ок	□ N/R	G. Machinery Gl. Engineroon	m ready for sea or voyage			N/R N/R
[What time did radar stop working? C3. Port searchlight #1 works	□ OK	□ N/R	G2. Check prot	pulsion machinery			N/R
C4. Starboard searchlight #2 works	□ OK	□ N/R	G3. Check other G4. Check all	pauges			N/R
C5. VHF-FM Radio #1 (Identify:) C6. VHF-FM Radio #2 (Identify:)	□ OK □ OK	□ N/R □ N/R	Intercon (Coupler System oth load cells PSI, ensure	there is	not	
C7. Magnetic compass, compensated N/A	OK	□ N/R	G5. Compare b	fierence. (Range should be 5	00-1500P	SI) DOK	N/R
C8. Deviation Table is accurate	□ OK	□ N/R □ N/R	G6. Check PSI	on Lock Intensifiers.			N/R
C9. Swing meter (Illuminated) □ N/A C10. Depth sounder works □ N/A	□ OK	□ N/R	(Range she	ould be 1500-2200PSI) I Lubrication Pump.		LOK L	1010
C11. Automatic Identification System N/A	OK	□ N/R	(Range sh	ould be 50-200PSI)			N/R
C12. Intercom and PA system tested N/A C13. General alarm system tested N/A	□ OK	□ N/R □ N/R		leaks (i.e. Oil, grease, wa			□ N/R
C14. Pilothouse Alerter	□OK	□ N/R	G9. Check great	ase and ensure enough is inspect the condition of a	in drums.		□ N/R
C15. Navigation lights work C16. Whistle tested	□ OK	□ N/R	G11. Check B	reakers on Motor Contro	Center.		□ N/R
C17. Fire alarm panel	OK	□ N/R		ındle will be down not up			
[Report all navigational equipment that fails	in service	.]	H. Safety and	d Miscellaneous Items			
D. Charts and publications suitable for this vo				uel for voyage		☐ YES	
D1. Charts/maps (up to date & large scale) D2. Coast Guard Light List (LL)	K DN	Not Avail.		e-sailing plan with crew ured for sea or voyage		□ YES	
D2. Coast Guard Light List (LL) □ 0 D3. Local Notice to Mariners (LNM) □ 0		Not Avail.	H4. Weather	forecast checked		☐ YES	DNO
D4. Tide Tables □ N/A □ O	K DN	Not Avail.		r(s) operate satisfactori	ly	□ YES	
D5. Tidal Current Tables N/A 0		Not Avail.		ht doors and hatches toff valve operable			
D6. U.S. Coast Pilot □ N/A □ O D7. Navigation Rules [33 CFR 88.05] □ O		Not Avail.	Page 100	The state of the s			
			 L Barge(s) II Navigation 	n lights work		□ок	ON
E. Towline & terminal gear for towing astern E1. Towline (Visual Inspection)	□ок	□ N/R	12. Hatches s			□OK	
E2. Towline (visual inspection)	OK	□ N/R	13. Load line			N/A DOK	
E3. Towing wire has a spliced or poured socket	□ок	□ N/R	I4. List and t			OK	
E4. Towing wire has no wire clips	OK	□ N/R	IS. Anchorin	g system operational cy pick-up line deploye	4 0	N/A DOI	
E5. Terminal gear	OK	□ N/R	17. Deck line		u U	N/A DOI	
E6. Chafing gear E7. Shock line	□ OK	□ N/R		oridles, pendant, and go	ear		
8. Towing bridles and gear	OK	□ N/R	19. Tow diag	gram and barge info av	ailable		
Marine Education Textbooks			47		Page R	evised Septe	mber 1
Maine Laucation Textoooks							

Record Keeping (TVR)

The Golden Rule

What is not documented is not done !!!

- Content
- Location
 - Centralized
 - Remote
- Paper vs. Electronic

Drills

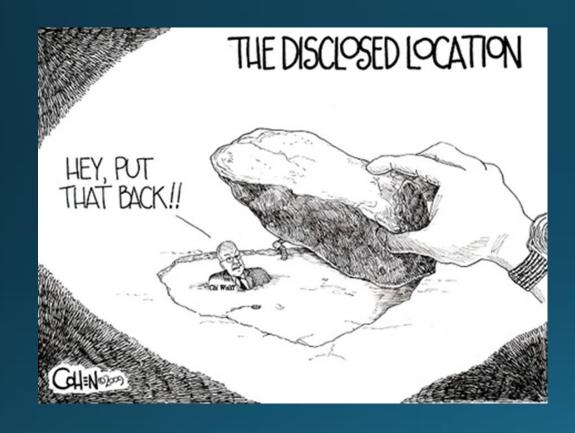
- Type
- Frequency
- Scalability
- Document





Safety & Health Program

Compliance Strategies





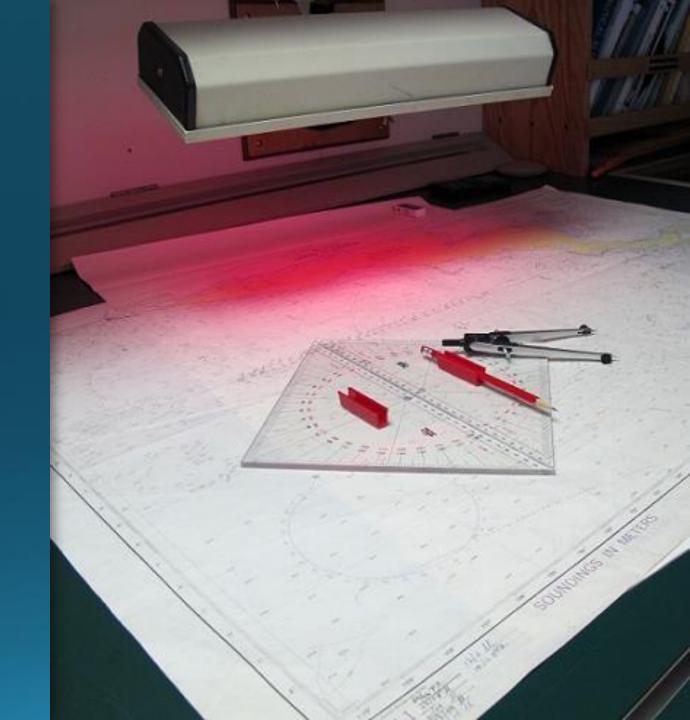
Compliance Strategies





- Be Proactive
- Contact Local OCMI
- Develop a Working Relationship

- Prepare
- Know the Rule
- Know your Operation

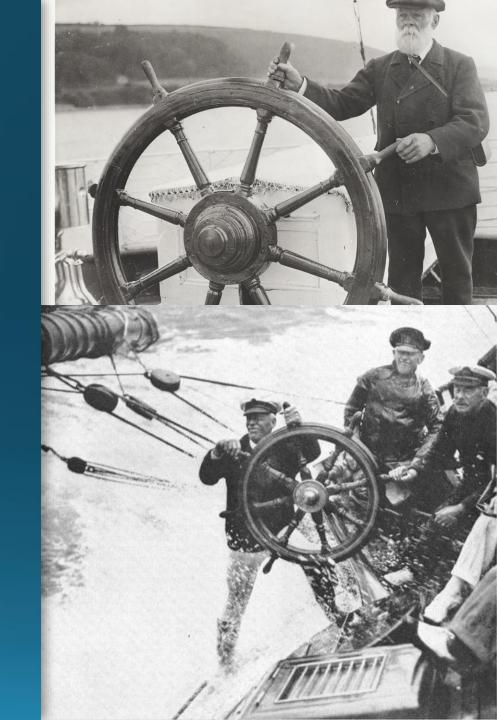


There are no experts





 Don't hand over the helm to compliance



- Be Proactive
- Establish a relationship with local OCMI
- Identify Compliance Resources
- Know the rule
- Know your operation and equipment
- And finally....

Don't work to be in compliance Make compliance work for you.



Questions/Comments

