

PCA Code of Practice

1) Booking Process – Booking in advance

Requirements

- Advise the booker in writing or email of the risks involved.
- Request the booker make all members of the party aware of the risks.
- Advise the key exclusions to participation.

Wording

Caution: Ribs whilst safe and exciting, are also dynamic and are likely be subjected to significant shock loads. This event will not suit those who have neck, back, hip, knee, ankle or foot problems or any other medical condition made worse by shock loads.

Ribs will not suit those who are either pregnant or are significantly overweight and are unsuitable for those who have consumed alcohol or taken intoxicating drugs.

Please ensure that all members of your party are made aware of this information.

2) Booking Process – Booking at point of delivery

Requirements

- A clear warning sign (incorporating a red triangle with black exclamation mark) to be displayed at the physical point of booking.
- The sign to advise potential participants of the risks.
- The sign to advise key exclusions to participation.

Wording

Caution: Ribs are likely be subjected to significant shock loads.

This ride is not suitable for:

- Those with neck, back, hip, knee, ankle or foot problems or any other medical condition made worse by shock loads.
- Those who are either pregnant or are significantly overweight.
- Those who have consumed alcohol or taken intoxicating drugs.

3) Safety Briefing

Requirements

- To be delivered before the Rib is untied for departure.
- If boarding passengers by ship to ship transfer, the briefing to be delivered when clear of the transferring vessel.

The safety briefing to include:

- Description of proposed activity
- Weather and likely conditions
- Lifejackets – donning and operating
- Posture to reduce risk of injury
- Man overboard procedure
- Skipper incapacitation procedure
- How to avoid facial injury on hand rails

4) Signed Statement

Requirements

- A safety statement to be read out to all participants prior to the event.
- Two representative passengers to sign the statement.
- The statement to:
 - Ask if the safety briefing was heard and understood
 - Advise of the risks of participation
 - Advise main conditions excluding participation
 - Offer the opportunity to ask questions
 - Offer the opportunity to not participate

Wording

You have received a full and detailed safety briefing. Did anybody not hear or understand anything in the briefing?

Whilst on board a Rib, you may be subjected to significant shock loads should the Rib land heavily.

This event is not suitable for anybody with an illness or injury for whom shock loads may present a problem.

This includes those who have neck, back, hip, knee or foot problems or who are pregnant.

This event is not suitable for those who have consumed alcohol or taken intoxicating drugs or those who are significantly overweight

We strongly recommend using the posture demonstrated in the safety briefing to help absorb shock forces.

You have the opportunity to stay ashore, but in coming out on the boat you accept all risks.

I confirm this statement and safety brief has been read to the entire group.

Print name _____

Signature _____

Mobile No _____

Date _____

I confirm this statement and safety brief has been read to the entire group.

Print name _____

Signature _____

Mobile No _____

Date _____

5) Weather and passage plan record

Requirement

- A record is kept of the forecast weather for each charter or operating day
- A record is kept of anticipated sea state and operating conditions
- A record is made of the proposed passage plan
- The record is updated with the actual passage plan

Wording

- Weather, wind and tide _____
- Anticipated sea state and conditions _____
- Route planned _____
- Route taken _____

6) Safe operation

Requirement

The safe operating system includes the following:

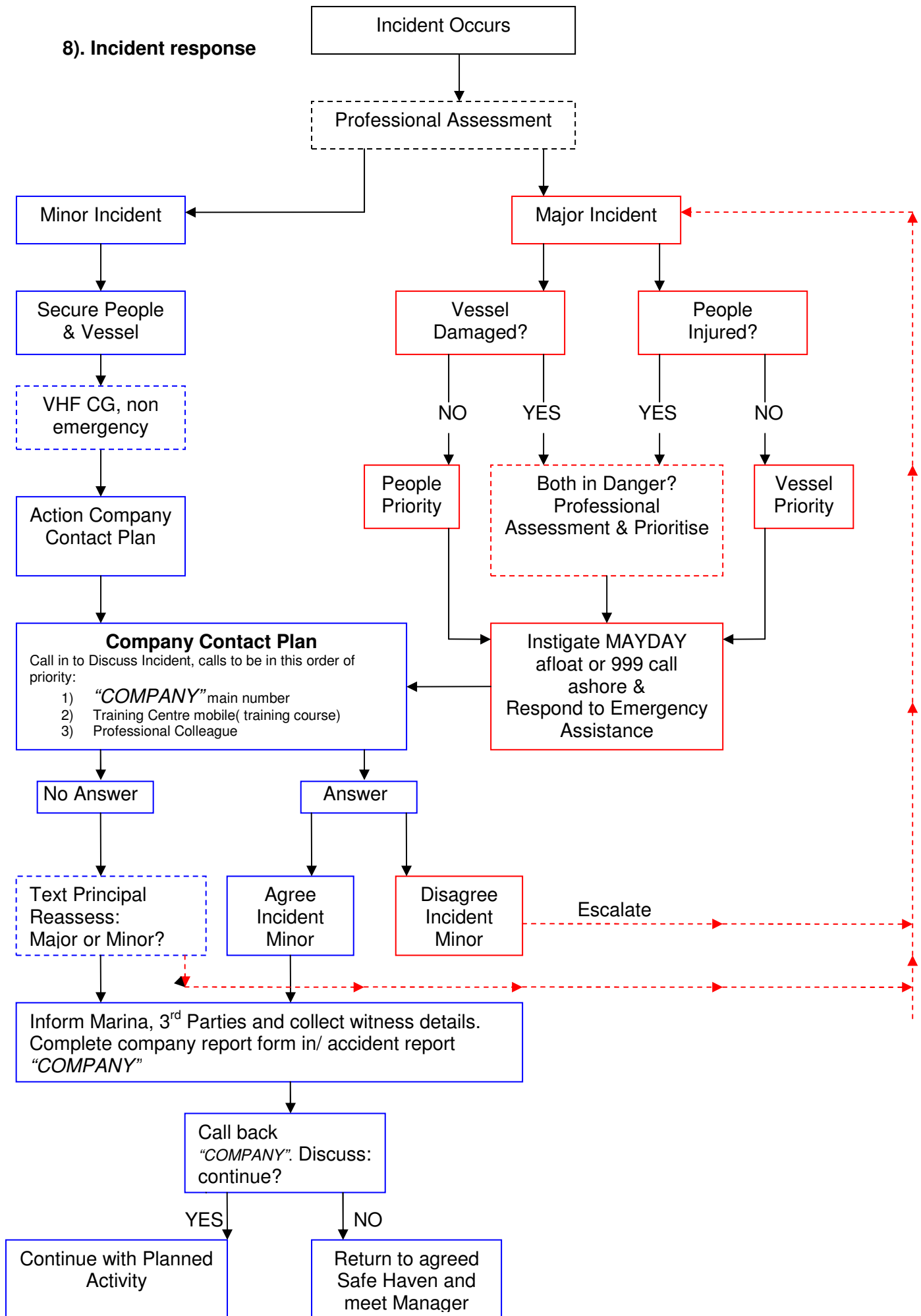
1. The skipper takes responsibility for the safe operation of the boat and the safety of its passengers.
2. Passengers must occupy appropriate seating and use the given handholds, as directed by the skipper, at all times whilst outside harbour limits
3. Passengers wear life jackets on board the boat.
4. The skipper wears a kill cord when underway.
5. The skipper (or lead skipper) gives a full safety briefing as per section 3).
6. The skipper (or lead skipper) reads out the safety statement and has it signed by two passengers as per section 4).
7. The skipper (or lead skipper) records weather and passage plan as per section 5).
8. Ribs are not driven through the wash of any motor vessel (other than Ribs) at speed except for purposes of safe navigation, collision avoidance or Rule C.
9. Ribs are only driven through the wakes of other Ribs in a sensible and controlled manner with at least 75 metres behind the Rib in front.
10. No manoeuvre shall be undertaken that will result in a collision subsequent to an engine failure in either the skipper's own or any other vessel.
11. Tight turns are controlled to prevent any risk of 'skipping out' and ejecting passenger from their seats or overboard.
12. No smoking on board.
13. The operator will draw up a risk assessment to cover their operation and keep it updated as necessary.

7). Injury prevention

Operators will incorporate the following measures into their operating procedures to minimise the risk of injury

- Keep decks clean and free from oil and grease.
- Disallow passengers from moving about the boats at speeds above 6 knots.
- Ensure passengers keep the limbs within the boat.

8). Incident response



9). Fire prevention

Operators will adopt the following fire prevention measures in their operating procedures

- No smoking on-board the vessel.
- Exercise appropriate caution during re-fuelling.
- Ensure that fuel line integrity is not compromised.

10). Briefing competent other

Operators will ensure that a passenger is briefed on the following in case of incapacitation or loss overboard of the skipper:

- Operating the DSC distress button if fitted
- Operating the VHF to make a Mayday call
- Contacting the Coastguard via telephone.
- Recovering a casualty from the water