


DIVING SAFETY AND ACCIDENT
ENQUIRY COMMITTEE
HKUA
3/2009

Guidelines for the Safe Operation of Recreational Dive Boats in Hong Kong

*Diving Safety and Accident Enquiry Committee
Hong Kong Underwater Association*

Guidelines for recreational diving clubs/centers, instructors and divers to operate dive boat



Revision History		
Date	Rev.	Description
4/6/2009	V001	The draft Guidelines for the Safe Operation of Recreational Dive Boats in Hong Kong was prepared by a voluntary Task Group under Diving Safety and Accident Enquiry Committee (DSAEC). On 4 June 2009, the draft guideline was sent to government departments including all HKUA affiliated diving clubs for comments. The consultation process completed in 19 June 2009. No comment was received.
26/6/2009	V001	DSAEC endorsed the Recreational Diving Safety Manual for Hong Kong on 26 June 2009. The DSAEC members would like to express their sincere gratitude for all contributions from the Task Group, convener namely Charles Wong , team members Michael Chan, John Fortune, Chung Tak HO, Mason Lai(representative from Marine Department), Chee Kwan Lee and Mimi So.



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Guidelines for the Safe Operation of Recreational Dive Boats in Hong Kong

1. INTRODUCTION

The Hong Kong Underwater Association (HKUA) as the recognized and authorized body for the sport of underwater diving by the Hong Kong Government, the Board of Directors of the HKUA at their board meeting on 13th November 2007 endorsed the proposal to set-up a Diving Safety and Accident Enquiry Committee (DSAEC). Government support with direct feedback from the Chief Executive supported the proposed DSAEC.

A Resolution to establish DSAEC was supported and approved at the HKUA Annual General Meeting on 26th January 2008. The DSAEC is an independent body within the HKUA and directly responsible to the Chairman of the HKUA. The DSAEC through the Diving Safety Officer reports to the HKUA Board of Directors on any safety issues and accident enquiry at their monthly meeting.

The DSAEC was established to keep under review diving safety in Hong Kong; to enquire into diving accidents in Hong Kong and accidents to Hong Kong residents whilst diving overseas; to advise the Hong Kong Government and diving clubs, professional instructors on measures which might be taken to ensure diving safety in Hong Kong and whilst diving in overseas territories; to develop and promote diving safety guidelines for diving operators and instructors.

The committee comprises members with considerable diving experience and expertise. They include diving and rescue instructors, a diving & hyperbaric medical practitioner, lawyer, law enforcement officers, an engineer, an arbitrator, corporate management professionals and ad hoc government representatives from Leisure and Cultural Services Department, Marine Department, Agriculture, Fisheries and Conservation Department and Marine Police.

The committee prepared this guideline as a core reference for Hong Kong diving boat operators, Pleasure Vessel Operators, divers, diving instructors and diving clubs to safely operate a diving boat.

1.1 Purpose

Safe operation of a dive boat is essential to the safety of divers. This document is prepared as a guideline on 'best practice' in the operation of a commercial boat, a pleasure vessel, a club-run boat, a private boat and a diving support boat engaged in recreational dive activities.

The guideline is to be used by leisure vessel operators and dive boat operators as a guide to:-

1. The responsibilities of the persons involved in diving activities;
2. The provision and qualification of the competent boat handler;
3. The provision of a competent person to manage and to be in charge of diving activities;
4. Essential equipment to be carried on board of a dive boat;
5. Emergency procedures.

1.2 Scope

This guideline is designed to cover operation of a commercial boat, a club-run boat, a private boat and a diving support boat for recreational snorkeling, skin diving and diving using compressed gases and self-containing underwater breathing apparatus (SCUBA). It is applied to dive boat handler and pleasure vessel operator as well as recreational divers, diving instructor and diving clubs. Each of these involved parties must hold some level of duty and responsibility in providing a healthy and safe environment for recreational diving.



2. INTERPRETATION

Dive boat –	Dive boat can be a pleasure vessel that consists of diving facilities to be used for recreational diving.
Pleasure vessel -	any launch, yacht, inflatable vessel, junk, lorcha or other vessel that--- (a) has an engine installed in it, or is designed to have an engine installed in it or carried on it, whereby the vessel may be propelled by mechanical means; (b) is possessed or used exclusively for pleasure purposes; and (c) is not let for hire or reward other than under the terms of a charter agreement or hire-purchase agreement.
Dive group leader -	To provide direction and co-ordinate support for the Group and to ensure that all are working towards the defined Objectives of the Group.
Divemaster/Dive Marshal -	A Divemaster/Dive Marshal is qualified to organize and conduct dives for certified divers if the diving activities and locale approximate those in which the Divemaster/Dive Marshal is trained. Additional training, knowledge or experience is necessary for the Divemaster/Dive Marshal who wishes to organize highly specialized activities, such as wreck penetration, cavern or ice dives or enter a new locale.
Diving instructor –	A diving instructor is a certified professional from a diving organization (e.g. BSAC, CMAS, CUA, HKUA, NAUI, PADI, SDI, SSI) assumes a leadership position in diving and can safely instruct and supervise open water to divemaster/dive marshal level divers.
Dive Professional –	A dive professional is a leadership rank of diver including diving instructor, dive master, dive marshal and teaching assistant.
On Board Duty Staff –	A dive professional with appropriate training is designated on board to be in charge of all diving activities for a dive boat with 10 or more divers on board.
Shall –	a statement is mandatory
Should –	a statement is recommendation or suggestion
Small group -	Small group diving refers to a group of divers of a maximum size of 10 divers, or divers who are involved in diving training activities. This group may be renting a non-purpose built dive boat for diving activities, or are a small group within a bigger group in a dive boat.
Supporting dive Boat –	In general, a support boat is used as a cover boat for divers whilst underwater. A small speed boat is normally of capacity less than 8 persons that is more than 3 meters in length overall or is fitted with outboard engines of more than 3 kW total propulsion power.
Private boat –	a pleasure vessel is not designed for diving activities.

3. RESPONSIBILITIES

3.1 General

Diving Safety should be the top goal of achievement by all divers, instructors, dive masters, diving clubs locally. This is the individual responsibility of every diver in the diving fraternity.

3.2 Responsibilities of a Diving Club

- Promulgate safety guidelines for operating a dive boat to all parties within the diving fraternity.
- Provide qualified and experienced pleasure vessel operators, dive boat handler, crews and on board duty staff to manage the dive boat.
- Ensure that their dive boats comply with all local regulations.
- Ensure that dive boat equipments are properly and regularly maintained.
- Conduct regular and frequent inspections and maintenance of their dive boat equipment.
- To ensure safety and emergency equipment is in working order on the diving boat.
- Report back the nature and cause of diving accidents/incidents to the DSAEC on the Scuba Diving Incident Report Form (SDIRF) expeditiously.

3.3 Responsibilities of Diving Instructor / Divemaster / Dive Marshal / Dive Professional

- Ensure that diving training and activities are carried out in a dive boat complying with relevant local regulations and standards with sufficient safety provision.
- Fully understand the dive plan and logistics from on board duty staff and or dive boat and Pleasure Vessel Operator.
- Understand the provision of emergency equipment, diving equipment, entry/exit procedures of the dive boat.
- Follow agreed direction and emergency procedures with on board duty staff and or Pleasure Vessel Operator.



3.4 Responsibilities of a Diver

- Fully understand the dive plan and logistics from on board duty staff and or pleasure vessel operator.
- Understand the operation of and provision of the emergency equipment, diving equipment, entry/exit procedures of the dive boat.
- Follow agreed direction and emergency procedures with on board duty staff and or dive boat Pleasure Vessel Operator.
- Check the equipment used by himself/herself before diving.
- Follow the instructions given by the divemaster/dive marshal/instructor.

4. COMPETENCE OF DIVE BOAT HANDLER

4.1 Competence of a Supporting Dive Boat Handler

- A supporting dive boat shall be under the control of a person who is a qualified pleasure vessel operator at all times.
- A supporting dive boat handler shall be qualified with at least Pleasure Vessel Operator Certificate of Competency of appropriate Grade issued by the Director of Marine under Section 16 of the Merchant Shipping (Local Vessels) Ordinance (Cap. 548)[4].
- It is highly recommended that a supporting dive boat handler should attend a safe handling of supporting dive boat seminars organized by the Hong Kong Underwater Association to enhance and confirm his skills in handling a boat for recreational diving operations.

4.2 Competence of a Dive Boat Handler

- A dive boat shall be under the control of a person who is a qualified pleasure vessel operator and an assistance at all times.
- A Pleasure Vessel Operator shall be qualified with at least Pleasure Vessel Operator Grade 2 Certificate issued by the Director of Marine under Section 16 of the Merchant Shipping (Local Vessels) Ordinance (Cap. 548) for a pleasure vessel that is of not more than 15 m in length overall operating in Hong Kong waters[4].
- A pleasure vessel operator shall be qualified with at least Pleasure Vessel Operator Grade 1 Certificate issued by the Director of Marine under Section 16 of the Merchant Shipping (Local Vessels) Ordinance (Cap. 548) any pleasure vessel operating in Hong Kong waters[4].
- A pleasure vessel operator should obtain specific qualification and experience operating a dive boat involved in recreational diving activities including knowledge, skills and experiences relating to diving operational skills and maneuvering techniques.
- It is recommended a pleasure vessel operator should obtain the HKUA Diver Pleasure Vessel Operator award to certify their knowledge and skill on diving boat handling and management.
- A dive boat should be under direct control of HKUA Diver Pleasure Vessel Operator at all the time.
- If the pleasure vessel operator goes diving, for such circumstances, another qualified pleasure vessel operator shall be available to manage the boat, and in an emergency, recover the divers and boat. If such a person is not available, then the pleasure vessel operator shall not dive.
- A pleasure vessel operator should have experience in a variety of sea conditions and various maneuvering skills. The pleasure vessel operator should take into account of his personal experience and or limitation to plan a diving trip.



4.3 Competence of a Private Boat Handler

- Small group divers which refer to a group of divers of a maximum size of 10 divers, may be renting a non-purpose built private dive boat for diving activities.
- A pleasure vessel operator shall be qualified with relevant Pleasure Vessel Operator Certificate of Competency issued by the Director of Marine under Section 16 of the Merchant Shipping (Local Vessels) Ordinance (Cap. 548) for a pleasure vessel[4].
- A supporting boat should be provided with qualified boat handler to assist the divers.
- A designated group leader should be assigned and be responsible for all liaison with pleasure vessel operator, diving first aid equipment and emergency procedures.

4.4 Competence of an On Board Duty Staff to Manage a Dive Boat

- Shall be a Certified Divemaster/Dive Marshal or above
- Shall hold a valid/refreshed First-Aid qualification
- Shall have a properly trained operator of the First-Aid Oxygen Equipment
- Shall be trained Emergency/Accident Management Team
- Shall be of up-to-date in water Rescue Skills with qualifications similar to Advanced Recreational Rescue Diver recommended in the Recreational Diving Safety Manual of HKUA
- Should complete a dive boat onboard Duty Staff course organized by the Hong Kong Underwater Association. He shall have experience in assisting a dive boat onboard Duty Staff activities on at least 5 occasions before he can operate independently

5. DIVE BOAT MANAGEMENT

5.1 On Board Duty Staff Responsibilities

An on board duty staff should supervise the diving activities of a maximum of 30 persons. An assistant should be required for more divers in the ratio of one assistant for every additional 15 divers or less.

A pleasure vessel operator shall not at the same time take up responsibilities of on board duty staff for diving activities.

Duty Staff Responsibilities

- Shall be present to control and ensure safe diving activities on board of a recreational dive boat.
- Shall be responsible to account for the number of all divers in and out of water at all times. No diver will be allowed to conduct any diving activity without the permission of the duty staff.
- Shall inform and manage the emergency procedure including communication methods to recall divers
- Shall closely liaise with pleasure vessel operator on the boat operation at all times

5.2 Dive Boat Management

- To conduct diving activities without first anchoring the vessel is dangerous. The pleasure vessel operator, who is not able to see divers once submerged, may use the engine to arrest the movement of an unanchored vessel under the influence of wind and current, causing danger to divers in the water.
- To avoid accidents, pleasure vessel operator and on board duty staff shall ensure that prior to carrying out any diving activities, the vessel shall first be anchored with the engines switched off and the vessel is not drifting.
- On board duty staff shall be in radio contact or face-to-face communication with the pleasure vessel operator at all times to co-ordinate the movement of the boat and diving activities to ensure the safety of all personnel and shall provide a clear dive briefing that covers dive objectives and follow-up sequences, dive site information, diver accounting method and emergency procedures.
- Pleasure vessel operator shall ensure and confirm with on board duty staff that there is no diver underwater before starting the engine.
- It is important for those persons remaining on board small vessels or supporting boat, while someone is overside and underwater, to maintain a proper lookout and alert any approaching vessels by appropriate means e.g. honning, whistling, etc. to keep clear.
- Divers should as far as possible exit a boat on the windward side in case of drifting.
- When divers are recovered, pleasure vessel operator or supporting dive boat handler should take into account of divers' conditions (such as fatigue, dive gear), currents,



vessel type, and wind to recover the divers. It should be noted that vessel maneuvering should be very careful as it is in proximity to the divers.

- Pleasure vessel operator or supporting dive boat handler shall pay attention to an inflatable signal (safety sausage) deployed by divers underwater.

5.3 Avoid Overloading

- It is essential that no dive boat is loaded with a total weight of equipment and personnel beyond the limits laid down by the manufacturer's guidance or the Government license issued to regulate the operation of the boat whichever is smaller. This is a guide to be used in determining the safe carrying capacity of the boat in "normal" working conditions. However, consideration should be taken of the type of equipment being used for the proposed diving activity. The number of personnel and diving equipment must be reduced to compensate for the required increase in loading.
- Ensure that diving equipments are evenly and properly distributed on the boat.

5.4 Voyage planning

- With reference to Chapter V of the International Convention for the Safety of Life at Sea (SOLAS V) applying to vessel, regulation V/34 'Safe Navigation and avoidance of dangerous situations', it concerns prior-planning for your boating trip, more commonly known as voyage or passage planning. When planning a boating trip, the dive club should take into account the following:
 - *weather: before you go boating, check the weather forecast and get regular updates if you are planning to be out for any length of time.*
 - *tides: check the tidal predictions for your trip and ensure that they fit with what you are planning to do.*
 - *limitations of the vessel: consider whether your boat is up to the proposed trip and that you have sufficient safety equipment and stores with you.*
 - *crew: take into account the experience and physical ability of your crew. Crews suffering from cold, tiredness and seasickness won't be able to do their job properly and could even result in an overburdened skipper.*
 - *navigational dangers: make sure you are familiar with any navigational dangers you may encounter during your boating trip. This generally means checking an up to date chart and a current pilot book or almanac.*
 - *contingency plan: always have a contingency plan should anything go wrong. Before you go, consider bolt holes and places where you can take refuge should conditions deteriorate or if you suffer an incident or injury. Bear in mind that your GPS set is vulnerable and could fail at the most inconvenient time. It is sensible and good practice to make sure you are not over-reliant on your GPS set and that you can navigate yourself to safety without it should it fail you.*

- *Information ashore: make sure that someone ashore knows your plans and knows what to do should they become concerned for your well being.*



6. DIVE BOAT EQUIPMENT

6.1 Dive Boat Essential Equipment

Essential equipment shall be carried at all times that the boat takes to sea. The equipment shall be fully functional and suitable for the job it is intended to perform.

A pleasure vessel operator shall ensure that all equipment is checked before every trip to sea and satisfied that the appropriate equipment is present and functional. Sufficient and stable space to layout equipment, especially a secure area for Scuba tanks to prevent them rolling around.

The dive boat shall have the following essential equipment:-

- Anchor, warp, chain and buoy :- an anchor of appropriate weight with sufficient sizes and length of chain cables in accordance with Marine Department recognized classification societies' rule requirements with holding characteristics for the sea bed conditions shall be carried on the boat. If ropes are used instead of chain cables, the ropes sizes and strengths should be equivalent to that of chain cables., There should be a strong point on the boat for attaching the anchor warp which allows for the anchor to be abandoned at short notice should the need require.
- Fixed navigation lights including masthead light, side light, stern light and anchor light that comply with the Merchant Shipping (Safety)(Signals of Distress and Prevention of Collisions) Regulations, Cap 369 sub. Leg. N shall be fixed on a dive boat. A check that these lights are in good working order should be made before departure.
- Diving flag or lights- an appropriate diving flag in accordance with Rule 27-(e) of the International Regulation for Preventing Collisions at Sea (COLREG), 1972 must be fully displayed at all times when divers are in the water. It will be removed when all divers have been recovered. Whenever the size of a vessel engaged in diving operations, the following shall be exhibited:
 - three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white;
 - a rigid replica of the International Code flag "A" not less than 1 metre in height. Measures shall be taken to ensure its all-round visibility.
- Sound device - There must be an appropriate means of making sound signals to warn other boats of the presence of divers in the dive area and to attract the attention of divers both on the surface and underwater. All divers must be clearly briefed on its use, meaning and appropriate action to be taken.
- Communication device - a means of effective communication, e.g. radio must be available between the boat handler and dive boat duty staff to ensure that the boat can be operated safely without causing any danger to divers in the water.

- Steering compass - a reliable, steering compass should be carried. If the boat is to be operated during the hours of darkness, the compass should be illuminated.
- Navigation equipment - equipment to ascertain the position of the boat at any time should be carried on a boat, e.g. a GPS system for navigation safely backs to the point of departure.
- VHF radio – a VHF set must be carried at all times the boat is at sea. It should be capable of transmission and reception on channel 16. Its effective range must be suitable for the distance of operation from the point of departure or nearest point of likely contact. To facilitate calling in emergency situation, a template should be available at the boat regarding details in emergency call.
- Torch - a waterproof torch should be carried as a safety equipment and checked to ensure it is functioning correctly before each departure.
- Fire fighting apparatus such as fire pump, fire hydrant, hose and nozzle, portable fire extinguishers - appropriate number and type shall be installed on the boat as required by Merchant Shipping (Local Vessel)(Safety and Survey) Regulation, Cap. 548 sub. Reg. G. The fire fighting apparatus must be positioned in conspicuous locations and can be easily accessible in case of a fire.
- Radar reflectors - With reference to SOLAS V, many large ships rely on radar for navigation and for spotting other vessels in their vicinity. So, whatever size your boat is, it is important to make sure that you can be seen by radar. Regulation V/19 requires all small craft to fit a radar reflector 'if practicable'. If your boat is more than 15m in length, you should be able to fit a radar reflector that meets the International Maritime Organization (IMO) requirements of 10m². If your boat is less than 15m in length, you should fit the largest radar reflector you can. Whatever size your boat is, the radar reflector should be fitted according to the manufacturer's instructions and as high as possible to maximize its effectiveness.
- First aid kit - a suitable first aid kit must be carried and maintained to full capacity at all times. See section 7.
- Oxygen administration kit - an oxygen kit must be carried on board a commercial recreational dive boat as first aid equipment in the event of any diving injury. The kit must be maintained in a fully functional order.
- Adequate and sufficient life-saving apparatus such as life jacket, lifebuoy, line throwing appliance, buoyant lifeline shall be fitted on board raft as required by Merchant Shipping (Local Vessel)(Safety and Survey) Regulation, Cap. 548 sub. Reg. G.
- Kill cord for high speed open craft, an appropriate tool kit and spares, an appropriate chart of the area, sufficient fuel for planned dive trip, a waterproof watch or clock, radar reflector and personal protective clothing should be available on board.
- Adequate area at rear platform for preparation before entry into and exit from the water
- Trail, Current, or Tag Line - A floating buoy with ropes attached to the stern of boat recommended for supporting divers who are waiting on the surface



- Solidly constructed and readily available ladder(s) for divers to exit water
- Guard at the rear platform to prevent divers slipping underneath the platform when exiting from the water

6.2 Dive Boat Recommended Equipment

To enhance diving safety factors onboard, it is highly desirable that the recommended equipment should be onboard.

For divers' exiting, returning and descent and ascent:-

- Bridle Lines: a line is alongside a boat from bow to stern at the surface, to assist divers to pull themselves to the bow or anchor line for descent.
- Life line - a buoyant heavy line and quoits or throw bag must be carried on the boat to help regain contact with an occupant who falls overboard or a diver who is unable to return safely to the boat.
- Shot lines, weight and buoy with dive flag - This equipment must be carried by a commercial recreational diving boat as an addition means to warn surface vessel of the presence of divers underwater. A shot should be at least 15kg. The line should be at least 10mm in diameter with sufficient length taking into account tidal variation during the diving operation. The marker buoy should be a bright color and easily visible in the sea conditions expected. It must be of a suitable size to provide sufficient buoyancy to support any divers for decompression. A minimum of 20kg is recommended for this purpose.

For protecting divers and emergency:-

- Search Line: A line should be used for underwater search and recovery activities.
- Knife - a sharp knife capable of cutting through rope up to 12 mm diameter should be carried as a dedicated item and stored in an easily accessible place.
- Mooring warps and fenders, handheld VHF, extra fuel, echo sounder, electronic navigational aid, searchlight, hand bearing compass, sea anchor and diver recall equipment should be made available in a dive boat.
- A guard cage is recommended to be constructed around the propeller to protect divers from the propeller should the engine be inadvertently started

6.3 Supporting boat

- A rubber inflatable boat (RIB) with outboard engine and safety cage around the propeller is ideal.
- An RIB is easy to exit and enter into the sea, to get out of the sea and to be also highly maneuverable in rough seas.
- Required at all times during any diving activity.

- Boatman who operates supporting boat must hold valid licenses according to statutory requirements of HKSAR and have a deck hand on board to assist divers getting on board.
- Maneuverable support boat with dive flag displayed is essential. A rowing boat is not acceptable.
- Boat shall be operated at a reasonably slow speed in order to avoid hitting unexpected ascending diver in the area when divers are below. Crew member and Pleasure Vessel Operator shall keep divers surfacing under constant observation.
- Engine shall be stopped or in neutral before approach is made to divers on the surface. Divers shall not swim close to the dive boat or support boat whilst propellers are revolving. The pleasure vessel operator and diver master shall check before starting engine that no divers are near and/or beneath the dive boat or support boat.
- Ladder on supporting boat and a rope and buoy are useful for divers to hold on to when preparing to get on board
- Radio communication with mother boat should be strongly recommended
- Protection guard cage around the propeller is essential and shall be provided



7. EMERGENCY PROCEDURES

7.1 Accidents and Emergency Procedures

- Dive Safety Manual/Guidelines shall be easily accessible by Duty Staff/Crew members
- Duty Staff shall manage and plan for any Missing Diver Search Procedures
- Report to police shall not be delayed at all – helicopter emergency assistance can be requested through the Police for search and evacuation of a casualty.
- A rescue search team shall be formed and trained comprising qualified divers (Best by Advanced Rescue Divers, Divemasters, Dive Marshals, Instructors, or divers who are well trained in search & recovery)
- Emergency Procedure checklist shall be on board at all times.
- Emergency Procedure Annual Drill is highly recommended for Dive clubs and Boat managers/rescue teams.
- If helicopter rescue is necessary, pilot should be advised to fly at low altitude

7.2 First Aid Equipment

First Aid Kit

- First Aid Kit shall be on every dive boat
- Shall be well-stocked, following items are recommended
 - Emergency phone numbers/coins/phone card
 - Gloves, Ventilation barriers
 - Large absorbent dressings, sterile cotton, Cotton tipped swabs
 - Sterile gauze pads, clinging rolled bandages,
 - Adhesive bandages/tape, Triangular bandages
 - Dry pads
 - Bandage scissors
 - Tongue depressors
 - Tweezers, Needle
 - Safety pins, Penlight
 - Oral thermometer
 - Squeeze bottle of water
 - Splints
 - Emergency blanket
 - Cold packs/Hot packs
 - Vinegar
 - Plastic bags, Small paper cups
 - Denatured alcohol – for disinfectant (not to be used on wounds)
 - Antibacterial soap, Antiseptic solution or wipes, Antibiotic ointment
 - Hydrocortisone ointment
 - Aspirin and non-aspirin pain relievers
 - Antihistamine tablets
 - Activated charcoal
 - Anti-nausea drugs

- Nasal decongestant spray
- Tournique

Oxygen Kit

- Size of Oxygen Kit should last for 30 mins for local water areas or appropriate size to wait for emergency support
- Should have both continuous flow and demand-valve systems suitable for different status of patients

Defibrillator

- Automatically External Defibrillator should be on dive boat
- Duty Staff/Crew should be well trained on operation of AED

7.3 Emergency Contacts

Hong Kong Diving Related Emergency Contacts

Emergency Number(Police ∙ Fire Services)	999
Decompression Chamber of Fire Services Department :	2723-2233
D.A.N. Hong Kong Representative	2858-7774
Hong Kong Marine Police :	2367-0666
Marine Rescue Centre: :	2233 7999
Marine Department	2542 3711
Vessel Monitoring Centre(24 hours)	2233 7801
Government Flying Services Department :	2305-8301
飛行服務隊	2769 4451
Fire Services Department Ambulance Services	2735 3355
Hong Kong Observatory :	2926 8200

In addition, VHF watch on channel 12, 14, 67, 74 in respective areas (HK Harbour Facilities & Layout Chart referred) to have direct contact with Vessel Traffic Centre (VTC) of Marine Department to obtain marine information and summon help.



8. REFERENCES

1. The Combined Diving Associations, “GUIDELINES FOR THE SAFE OPERATION OF MEMBER CLUB DIVE BOATS”, 2005
2. CMAS, “3 STARS DIVER TRAINING MANUAL”
3. U.S. EPA, “SAFETY PLAN FOR SMALL BOAT OPERATORS” 1997
4. Marine Department of Hong Kong SAR, “Examination Rules for Pleasure Vessel Operator Certificate of Competency” 1/12/2006

APPENDIX I MARINE DEPARTMENT NOTICE No. 124 of 2006

Marine Department Notice No. 124 of 2006 (Navigational & Seamanship Safety Practices)

Safety Precautions for Swimmers on Diving Activities

In a recent accident a person was injured after diving to the seabed to free up the anchor of a sampan at Sai Kung. The anchor of the sampan was covered by sea mud and could not be picked up for departure. A passenger of the sampan dived down to free up the anchor. However, on his way back to the water surface, he was hit by a passing pleasure vessel. His left hand was seriously injured by the turning propeller.

It is important for those persons remaining on board small vessels, while someone is overside and underwater, to maintain a proper lookout and alert any approaching vessels by appropriate means to keep clear.

Owners, masters, crewmember of vessels, and persons participating in water sports and boating activities are urged to observe the above-mentioned measures to prevent similar accidents.

We also take this opportunity to remind persons intending to engage in diving activities from their vessel to comply with the provision of Rule 27(e) of the International Regulations for Preventing Collisions at Sea (COLREG) by exhibiting the appropriate flag and light signals.

R. F. TUPPER
Director of Marine
Marine Department
Government of the HKSAR

Date: 8 August 2006
Action file ref.: MAI/P 901/086-2005



附錄 II 海事處佈告 2006 年第 118 號

海事處佈告2006 年第124 號 (航行及航海技能安全守則)

潛泳的安全預防措施

西貢最近發生一宗意外，一名舢舨乘客潛往海牀協助起錨後游返水面時受傷。肇事舢舨的錨被海泥覆蓋而無法起錨離開，該名乘客遂潛入海中協助起錨，卻在游返水面期間遭一艘駛經的遊樂船隻擦過，左手更被該船轉動中的螺旋槳重創。

每當小型船隻上有人下水或在船邊活動，留在船上的人便須保持適當瞭望，並以適當方法提醒任何駛近的船隻避讓。

為免日後發生同類意外，船東、船長、船員、參與水上活動和船艇活動的人務須採取上述措施。

在此提醒各位，如欲在船隻附近進行潛水活動，務須遵從《1972年國際海上避碰規則》第27(e)條有關展示適當旗號和燈號的規定。

海事處處長譚百樂
香港特別行政區政府海事處

2006 年 8 月 8 日
檔號：MAI/P 901/086-2005

APPENDIX II MARINE DEPARTMENT NOTICE No. 118 of 2006

Marine Department Notice No. 118 of 2006 (Miscellaneous Information)

Safety Precautions for Diving Activities

On 16 October 2005, a person was seriously injured by the propeller of a locally licensed pleasure vessel while he was engaged in diving activities near Beijian Island outside Hong Kong waters. He was certified dead on arrival at hospital.

2. The cause of the fatal accident was due to the Assistant Master, who was not aware that a passenger had just entered the water at the stern of the vessel, engaging the engine to stop the vessel from drifting. As a result, the person was drawn towards the propeller and seriously injured.

3. To conduct diving activities without first anchoring the vessel is dangerous. The Master, who is not able to see divers once submerged, may need to use the engine to arrest the movement of an unanchored vessel under the influence of wind and current, causing danger to divers in the water.

4. To avoid recurrence of similar accidents, owners, masters, diving instructors and divers are urged to ensure that prior to carrying out any diving activities, the vessel should first be anchored with the engines switched off.

R. F. TUPPER
Director of Marine
Marine Department
Government of the HKSAR

Date: 3 August 2006
Action file ref.: MAI/P 901/098 -2005



附錄 II 海事處佈告 2006 年第 118 號

海事處佈告2006 年第118 號 (雜項信息)

潛水活動的安全預防措施

2005 年10 月16 日，一名潛水者在香港水域以外的北尖島附近潛水時，被一艘本地領牌遊樂船隻的螺旋槳擊至重傷，送院時證實不治。

2. 這宗致命意外的肇因，是助理船長開動引擎來阻止船隻漂移時，沒有察覺到有乘客剛從船尾下水，導致該名乘客遭捲向螺旋槳，身受重傷。

3. 潛水時如所乘船隻未有拋錨，易生危險，因為船長在無法看到水下潛水者的情況下，如須開動引擎來阻止未拋錨的船隻隨風向或水流移動，便容易傷及潛水者。

4. 為免日後再發生同類意外，船東、船長、潛水教練和潛水者務須確保在進行任何潛水活動前先拋錨和關掉船隻引擎。

海事處處長譚百樂
香港特別行政區政府海事處

2006 年 8 月 3 日
檔號：MAI/P 901/098-2005