

Dive Boat Checklist

Date _____ Location _____

Name Operations _____

Boat Name _____

Insurance carrier _____ Limits _____

Size _____ Crew # _____

Dive Master _____

First Aid/Oxygen Kit __ Y __ N Dt. last checked _____

Emergency Evac Plan _____ Fluids _____

Fathometer _____ GPS/Loran _____

Dive Flags _____ Recall Device _____ Lights _____

Boarding Ladder/procedure _____

Tag Line _____ Ascent/Descent Line _____

Hang Bar _____ Hang Bottle/air supply _____

Site Name _____ (popular __ Remote __)

Site Sketch for orientation ____ Y ____ No

Sea State _____ Winds _____ Bottom type _____

Currents _____ Drift Dive? _____

Visibility _____ Overhead conditions _____

Site Depth - Max _____ Bottom Time _____

of Divers _____

Head Count/list (pre/post) _____

Approximate Level _____

(new, adv. Mstr, Rsq, Instr, Speciality)

Dive Master Orientation _____

Tables _____ Computer _____

(Agency - PADI, NAUI, SSI, NASDS, IANTD, other)

Plan Dive 1 -

Depth _____, Btm. Time _____ PSI _____ . SS _____

RGL _____ SIT _____ RGL _____ RNT _____

Contingency:

Depth _____ Time _____ PSI _____ SS/DS _____

Depth _____ Time _____ PSI _____ SS/DS _____

Plan Dive 2 -

Depth _____ Time _____ RNT _____ TBT _____ SS _____

SIT _____ RGL _____ PSI _____

Signature _____

Dive Boat Checklist

Dive Master/Instructor Checklist for Open Water dive.

This document is to assist in risk management for dive instructors and dive masters. It may be helpful to divers also if used. The intent is to present a list of conditions and responses which will minimize hazards existing on all dives. Some items not listed should be covered in the actual dive plan. Items such as CO in the air supply can be monitored, with additional equipment. Dehydration and stress also may be monitored though this list is not designed to deal with the divers.

When taking students on a dive, it is generally accepted that the dive will be on a charter operation wherein the dive boat provider has a safe and functional dive setup for hire. The custom is to call or contact a dive shop or charter boat operator in the area where it is desired to dive. The size and training level is presented and the general type of desired dive expressed. The boat operator then indicates that such a dive can be delivered. A price is established and the trip is on. Students are then told of the dive plan in a broad general context and escorted to the dive activity by the dive master or instructor.

In some cases, while on a private dive charter, the dive instructions may be a little less specific, with the dive master assuming that the divers are competent to make their own dive. Such dives are based on diver training levels of advanced or higher. The level of training should be supplemented by a degree of experience. The log may indicate an advance diver with only 3 or 4 dives per year. This is not suitable for some types of advanced dive, regardless of the "card" carried. In such a case, they are provided with a general briefing - "this is such and so a reef and we are in 100 ft of water, be back in the boat in 20 minutes with at least 500 psi in your tanks."

The attached check list provides the diver, dive master or instructor on a charter boat with a basis for evaluation of provided competence. It is intended to permit recording most of the aspects of safe diving that are controlled by the dive boat or the weather. Certain limits should be established to minimize risk to the divers. Such factors as current speed, maximum depths, thermoclines, visibility, sea state (rough waves), tidal flow, and bottom conditions (silt, caves, hot coral) must be considered. This list does not address the general dive plan. The Instructor/divemaster should already have same. Two other areas that may be of concern for the dive is the temperature of the water and the wind-chill index since these can contribute to diver hypothermia

The general dive plan - depth limits and time limits should be presented prior to the dive. In addition, it would be wise to provide a contingency figure for someone who makes an erroneous judgement and exceeds the proposed dive plan. Given students or divers with computers, they should be cautioned to take a safety stop anyway as a compensatory device for rapid ascent and computer error. Stress that where divers are using different tables or computers, they should stop by the more conservative of the two. Divers should keep a record of weights used, air consumed, bottom depth and time. Also note a dive roster and insure that ALL divers are back on board prior to starting the engine or pulling the anchor unless the move is to collect a drifting diver. Even then, insure that no diver is below the boat when the props begin to move.