

ADVANCED BOAT HANDLING TIPS FOR SCRIPPS PIER

I. Fuel transfer:

1. If, when returning to the pier, you find the surf too big to retrieve the boat safely, you may opt to take on fuel and head for Mission Bay or San Diego Bay.
2. You may anchor, safely outside the surf line in a direct line with the wind and swell, with respect to the boat hoist, on either side of the pier.
3. You may then slack a line with a float back to the pier where it can be grappled or taken up by a swimmer.
4. Sealed fuel cans can then be lowered into the water and pulled back to the boat.

II. Cargo nets:

A. MBRD 500 lb. cargo net.

The method for use from the pier to the skiff is:

1. Spread the net out square on the pier under the hoist.
2. Load the net so the net will not crush things when it is hoisted.
3. Have the skiff hooked on to the chain ladder and idling out at 90 degrees to the pier.
4. Run the load all the way out, then lower it down to a height about a meter above boat height at the top of a swell.
5. Back the boat under the load with the Cox'n and crew well clear.
6. Lower the load quickly into the boat, unhook, and raise the hoist clear.

B. MBRD heavy duty, one meter ring net.

1. The net has a quick release knot pursuing the bottom.

2. Follow the instructions in section II-A. Except you may opt to dump the net by pulling the quick release knot's rope end.

III. Lowerable Wooden Accommodation Ladder (stair case):

Note: The ladder was designed to be as safe as we could make it BUT it is still dangerous. Dangerous to come alongside of- and dangerous to transfer people to and from boats. Getting the boat under the ladder, if the swell is big enough, will result in instant sinking with the possibility of someone being crushed between the boat and the ladder.

A. Suitable Weather Conditions:

1. Winds under 10 knots
2. Swell under 1 meter
3. Wind direction from west to south. Never north of west.

B. Free approach:

1. Lower the ladder platform to a level just above the swell height.
2. Approach ladder at idle speed from a northeasterly direction.
3. Never tie up to the ladder.
4. Have crew use the boat hook and or "hand hold" the boat in against the platform by grabbing the stairs high enough to prevent smashing her/his hands between the boat and the ladder.
5. Personnel exit or enter the boat amidships at the top of the swell. No feet or hands on the rail of the boat or the platform edge.
6. One strong crew person on the ladder and one in the boat are required to assist in the transfer of personnel and equipment.

C. Sea painter approach:

1. A sea painter (long bow line) attached to the pier is lowered to a crew person in the bow from the northwest corner of the pier. Or a heaving line may be sent up from the boat to a person on the pier with a sea painter attached

2. The crew person takes the line around a cleat and slacks off as the Cox'n idles back in reverse gear to a position amidships and north of the platform.
3. By backing toward the platform slightly, and with the help of the boat hook under the stairs, the Cox'n comes along side.
4. Transfer is now made as quickly as possible.
5. When the transfer is complete the Cox'n backs away, the painter is cast off, and the boat motors away.

D. Anchor approach:

1. An anchor is set 20 ft. north of the northwest corner of the pier (the Cox'n must know that there are no instruments or cables on the bottom at this point).
2. From this point, the instructions are basically the same as above. The crew person pays out the anchor over a cleat and the Cox'n backs to a position opposite the ladder platform. The Instructions in section C. are then followed exactly. When the transfer is complete, the crew pulls the anchor and the Cox'n assists with the engine.

IV. Returning a towed boat to the pier.

A. Straight in approach:

1. With a towed boat 50-ft. or more behind, slow to idle speed (unless sea or wind conditions require a little more power) at a distance of 150 ft. or more from the lee side of the pier.
2. Line up at 90 degrees to the chain ladder, idle straight in and hook your boat to the seaward chain on the chain ladder.
3. Have the towed boat crew stand ready with oars and boat hook.
4. Pull the towed boat along your shoreward side and hook it up to the shoreward side of the chain ladder.
5. Cast off the towed boat and back away from the pier at 90 degrees relative to the pier.

6. Stand by to assist till the towed boat is safely retrieved.

B. Towed along side approach: (Use only in calm conditions)

1. With a towed boat behind, stop 150 ft. or more back from the lee side of the pier. Pull the tow along your shoreward side with the tow's transom six feet forward of yours. A single, short, line tied tight amidships of the tow to your rail should be adequate.
2. If you can't steer, go back to the straight in approach. If you can steer, proceed toward the chain ladder at idle speed with the tow's bow lined up at 90 degrees to the ladder.
3. The tow crew stands by with oars and boat hook.
4. Hook the tow's bow line to the shoreward chain of the chain ladder, cast off the tow, back off, and stand by to assist if needed.

Note: There are many ways to tie tows alongside, but when maneuvering near the surf line the simplest, quickest way to cast off is best.