

PROJECT. 'MAN-O-WAR' VII CODE OF PRACTICE

INTRODUCTION

- 1.1. The Project Code-of-Practice is aimed towards maximising safety and best use of available resources to advance the Mission Statement. In particular to ensure Project diving is conducted within the safest possible diving practises. Project safe diving recommendations are supplementary to safe-diving practises of participating diver's respective dive organisations.

In accepting the Code-of-Practice by way of signing the Project Declaration, Project participants declare themselves able and willing to meet Project Code-of-Practice standards, or to be prepared to make known to Project Management at any time any reason for being unable to do so.

Diving requirements within the scope of the Project will be demanding and as such not be entered into lightly. Participating divers require to be dive-qualified to verifiable CMAS 2 Star level or its equivalent, with participating divers able to demonstrate satisfactory experience and ability to dive in limited visibility and heavy tidal conditions, divers acknowledging medical and physical fitness to perform strenuous diving over extended periods in cold water conditions. Project Management reserves the right to preclude anyone from participating in Project activity for any reason.

Interpretation

- 1.2 Various directional phrases have been used throughout the Code-of-Practice requiring varying levels of interpretation; As follows.

- **'Must'** An absolute indication that directives
Must be followed to the letter at all times.

- **'Will or Shall'** Directives to be followed unless extra-
Ordinary circumstances require the
Project Controllers to direct otherwise

- **'Should'** Directives expected to be followed
But able to be relaxed by the Duty
Controller or Dive Team Leader
Under special circumstances
Providing there is no safety
Implications involved.

- **'Can or May'** As per "should" but where there are
No safety implications involved.

Photography

- 1.3 Project participants are welcome to take photographs, still or video of Project activity for personal use but may not use the same for gain, publicity or training purposes without prior agreement of the Project Controller. For safety reasons personal photography will require to be cleared in advance with the Duty Controller

Control

- 2.1 Project Controller(s) Project. 'Man-O-War', VII will operate under the control of Project Controller, Bob Peacock, assisted by Deputy Controller, Bill Utley. Controllers will work in close liaison with the Project's Archaeological Advisors, Martin Dean and Dave Perkins. Also with Capt. Gray, Harbour Master, Ramsgate, in respect of Project use of Harbour facilities.
- 2.2 N.A.S Training Controllers will ensure adequate support given for NAS training elements within the Project.
- 2.3 Duty Controllers as required Project Controllers may appoint suitable experienced Duty Controllers to assist in day-to-day management of specific aspects of the Project.
- 2.4 Control Base on shore Project control will function from the BSAC Clubhouse, The 'ICEHOUSE', Military Road, Royal Harbour, Ramsgate.
- 2.5 Control Communication
- a) Project Controller - Mobile Telephone 07970 144815
 - b) Dep.Project Controller - Mobile Telephone 07970 144815
 - c) Duty Controller(s) - Mobile Telephone 0831 857811
 - d) Control Liaison - 01843 282828
- 2.6 Team Leaders Project Controller(s) will as required appoint Team Leaders to assist in the management of specific aspects of the Project.
- 2.7 Dive Team Leaders Project Controllers will appoint suitably qualified and experienced Dive Team Leaders to assist in the management of Project diving. Dive Team leaders will normally remain on board respective Team Dive Boats during Project diving. If for any reason a Dive Team Leader has the need to dive, with the Duty Controllers consent an Acting Dive Team Leader may be appointed.
- Dive Team Leaders will assume direct responsibility for respective Team diver's compliance with dive-briefings, instructions and safediving practises. Dive Team Leaders will be directly responsible for initiating any required emergency action(s) in line with Project Code of Practice procedures.

- 2.8 **Records** Dive Team Leaders will be responsible for maintaining effective Logs of team diving activity and for the collation of Team's Project results. Completed Dive Logs and Project results will be passed as soon as possible to Duty Controllers or Project Controllers on the completion of each assignment.
- 2.9 **Divers** Participating Project divers are directly responsible for their Own dive safety and for carrying out continuous and effective dive risk assessments throughout project diving. Divers will be expected to present themselves at the appointed times fully ready and equipped to carry out any required diving, guaranteeing the good order and suitability of their dive equipment, including dive tank air/gas content.

Communications

- 3.1 **Control** see (2.5)
- 3.2 **Availability** Project participants, particularly divers and Dive Boat skippers Will be required to remain within close communication throughout the run of the Project via Project Control/Liaison on 01843 282828 All location messages to be pre-fixed, 'MAN-O-WAR'
- 3.3 **Fax/Mail** Fax/Mail requirements to be routed through EAST KENT MARITIME TRUST.
 FAX 01843 582359 (PREFIX 'MAN-O-WAR')
 MAIL – Controller – 'Man-O-War'
 C/o EKMT – Clock House, Pier Yard
 Royal Harbour, Ramsgate CT11 8LS

UNDERWATER COMMUNICATIONS

- 3.4 **Signals** Underwater hand/rope signals to be predetermined during dive briefings. Where underwater radio links are to be used – "Call Signs" to be allocated during dive briefings. Dive team leaders to ensure diver awareness/co-ordination
- 3.5 **Emergency Surface-signal** Underwater 'Thunder-Flash' style light explosive charges will be used to signal needs for emergency surfacing by all divers. In Addition following use of the 'Thunder-Flash', tapped signals will be used, i.e. metal objects clanged together under water in the close vicinity of divers. Tapped signals to continue until all divers surface safely.

SAFETY

- 4.1 **Safe-Diving Practices** Safe-diving directions contained within the Code-of-Practice must be read as supplementary to the Safe-diving Codes of Practice of participating diver's respective Dive Organisations.
- 4.2 **Ascents/descents** Divers must not carry out free ascents during Project diving except under emergency circumstances. For both safety and site preservation purposes clearly marked shot lines will be deployed in advance at strategic locations around dive sites for use in ascents and descents. If for any reason a shot line cannot be located for ascent purposes a delayed surface marker buoy may be used.
- 4.3 **Decompression Diving** **Planned decompression diving must not take place at any time, except under emergency circumstances.** Divers involved in decompression diving for any reason will automatically be 'rested' until such time as the full circumstances of any decompression diving has been looked into by Project Controller(s) All proposed to be used dive tables and computers will require prior approval of Project Management and to be reflected in dive logs.
- Note:** Routine, planned safety stops are not classified as decompression diving.
- 4.4. **Paired Diving** Project diving will normally be carried out by matched, paired Compatible divers. Dive Team Leaders will take care to ensure maximised compatibility of paired divers in respect of diving standards and practises and the use of matching dive-tables or computers.
- 4.5 **Loss of Paired Diver Contact** Paired divers must endeavour to remain in visual contact during period of dives. In poor visibility use of 'Buddy Lines' to be considered. If visual contact is lost both divers must return to the Shot line and ascend safely. If contact is restored and air content, Time and circumstances permit, dive pairs may opt to descend and Continue the programmed dive. Any loss-of-contact occurrences require to be reported to Dive Team Leaders.
- 4.6 **Tethered Divers** In certain circumstances Project Controllers may authorise use of tethered divers to carry out specific diving assignments. Tethered Divers may be surface fed divers umbilically linked to moored dive boats or scuba equipped divers rope linked to dive boats. In all cases tethered divers must be suitably qualified and experienced in the special safety requirements of tethered diving. Where possible tethered divers will be underwater radio linked to the surface.

- 4.6 (a) Stand by diver** Use of tethered divers automatically requires use of suitably experienced, qualified stand-by divers adequately briefed as to the Tethered divers dive plan and equipment. Stand-by divers must remain fully kitted up and immediately ready to go to tethered diver's assistance by way of following the tether. Stand-by divers must themselves be fully roped to moored dive boats and where possible underwater radio linked.
- 4.7 Reserve Air/Gas** Surface conditions in Project diving area is subject to Unpredictable and sudden condition changes, [flat calm to 5's in minutes plus sea fogs.] Accordingly important that divers surface with more reserve air than usual to provide for extended recovery periods. A minimum of 60 Bar on main cylinders should be held in reserve for surfacing.
- 4.8 Saturation Protection** to avoid untoward risk of nitrogen saturation divers will not be permitted to carry out more than 2 descents in any 24-hour period, Nor more than 6 continuous days diving during the run of the Project. Duty Controllers/Dive Team Leaders will be responsible for ensuring these counter-saturation protection practices are fully enforced.
- 4.9 Tidal conditions** Project diving area is subject to strong tidal conditions. Accordingly important that all project diving is timed and programmed to match slack water. Project dive areas are also subject to unpredictable tidal variations accordingly important that Dive Team Leaders double-check actual tidal conditions before each Project dive and where necessary adjust diving programmes accordingly.
- If for any reason diving is authorised to be conducted outside of slack water it must only be done by divers experienced and capable of doing so, and by divers fully aware of the risks involved, dive briefings appropriately extended to cover such additional risks. During out-of-slack diving, safety boats will be deployed to cover submerged divers and S.M.B. use anticipated. Divers surfacing outside of slack require having a minimum of 75 Bar on main cylinders to match anticipated increased recovery difficulties in tidal conditions.
- 4.9(a) Emergency Signalling Equipment** In consequence to anticipated strong tidal conditions divers must on every dive carry adequate emergency signalling equipment both audio and visual for use in possible difficult surfacing/recovery situations. Emergency signal lighting to be supplementary to other underwater lighting equipment. Sausage style buoys or flags to be of adequate size, colour and make-up to be visible at a distance in rough seas.

4.10 Missing Divers

If for any reason a submerged diver or divers is suspected of being Missing, Dive Team Leader will immediately assess the situation and take appropriate action to locate the missing diver. Same action will be taken to follow unexplained failures of divers to surface at programmed times. Initial search action to be concluded within 15 minutes of first indications of a suspected diver-missing situation. If diver(s) still remain missing – full ‘Missing Diver’ emergency drills to be put in play; as follows,

- a) **Observers posted.**
- b) **Dover Coastguard informed on;**
 - (i) **VHF – CHANNEL 16**
 - (ii) **Telephone – 999 or 01304 210008**
- c) **Duty Controller informed by Mobile Telephone**
Further action to follow Coastguard instruction(s).
Immediately a missing diver has been located
Coastguard and Duty Controller to be informed.
Detailed incident report to be completed as soon as
possible by Dive Team Leader and passed to Project
Controller(s) in respect of every ‘Missing Diver’
‘Suspected missing Diver’ incident.

4.11 Decompression **Problems at sea**

All and any suspected decompression problems suffered by surfaced divers are to be dealt with as emergencies and the Following actions put in play by Dive Team Leaders.

- a) **Level of problem assessed, particularly as to possible need for medivac action. If in doubt incidents to be treated as medivac required.**
- b) **Emergency oxygen treatment to be put in hand at once, in all cases by qualified oxygen administrators. [Project Dive Boats will be equipped with diver emergency oxygen equipment.]**
- c) **For medivac/medical advice contact Dover Coastguard on VHF Channel 16 or by telephone 999 or 01304 210008 who will nominate recompression facility to be used. Recompression facility Duty Officer R.N. ‘HASLER’ GOSPORT, PORTSMOUTH 999 or 08311 51523.] R.N. HASLER may be contacted at any time for advice on emergency decompression issues.**
- d) **Inform Duty Controller, passing on any required shore-based reception assistance needed for emergency returns to**
- e) **Harbour special berthing etc. for dive boat.**

**4.12 Decompression;
Delayed problems**

Divers discovering suspected decompression difficulties subsequent to Project diving are advised to contact Duty Officer, R.N. HASLER Gosport, Portsmouth, on 0831 151523 for advice as to best course of action. In serious cases use of the 999 system to be considered, interlinked where possible with Gosport advice.

**4.13 Pre-dive equipment
Checks**

Paired divers pre-dive counter checking of each other's diving equipment is an essential part of dive safety requirement. Paired divers equipment checks normally to follow pattern laid out below;

- a) Dive suits properly worn. In the case of dry-suits all zips and seals in good order and fully closed. Hoods and gloves in position.**
- b) Weight belts properly weighted, quick release buckles in good order, all easily reached and jointly understood.**
- c) Fins secure, straps/buckles in good order.**
- d) Cylinders full, contents correct, valves turned fully on.**
- e) Buoyancy jackets properly in place, tank strapping secure. Inflation/deflation systems fully functioning and jointly understood.**
- f) Demand valves, octopus rigs, contents gauges and jacket/suit connections all fully functioning secure and jointly understood.**
- g) Masks in place, straps in good order**
- h) Emergency surface signal equipment, audio and visual in place, Buddy lines carried. Use of same agreed.**
- i) Delayed Surface Marker Buoys (SMBs) carried and secured.**
- j) Computers, watches/timers, dive tables carried, plus dive slates/slate markers. Checked and jointly understood.**
- k) Emergency signalling equipment, audio and visual, suitable and safely secured.**

Dive Boats

- 5.1 Safety Dive boats will be pre-checked for Project diving suitability by Project Controllers prior to any Project use. In particular correctness of all safety equipment, oxygen and first-aid equipment will be checked. Dive boats to have adequate/easy means to enable divers to safely exit and enter the water even when fully kitted, tired or exhausted.
- 5.2 Command Named authorised dive boat skippers will be in charge of Project Dive Boats, working in close conjunction with Dive Team Leaders in respect of diving.
- 5.3 Pre-departure Briefings Immediately after embarkation and prior to leaving Harbour Dive Boat skippers will brief every one on board as to, “at sea safety requirements and emergency procedures”, including use of safety equipment. Details of everyone on board will be logged and passed to Duty Controller before Dive Boat leaves Harbour.
- 5.4 Safety Lines During Project diving moored Dive Boats will be required to deploy a 10m, 8mm buoyed safety line to assist returning divers.
- 5.5 Dive operation warning flag Dive Boat skippers will be responsible for ensuring the Diving ‘A’ Flag is clearly displayed throughout all Project diving, likewise same action required of the Safety Boat Coxn when deployed.
- 5.6 Safety Boat Project Controllers will be responsible for ensuring a suitable Safety Boat remains constantly moored alongside and immediately available to respond to emergency recoveries. A qualified Safety Boat Coxn likewise to remain immediately available to operate Safety Boat in any required diver recovery. During diver recovery suitable ‘A’ flag to be displayed. Safety Boats deployed to remain in radio/telephone link with dive boat and with Dover Coastguard.
- 5.7 Harbour Courtesy Dive Boats entering/leaving loading and unloading within Ramsgate Harbour must comply with all harbour instructions. Project use of the Ramsgate Harbour is done with the valued support of the Harbour Master and maximum care required by all to honour this valued assistance.
- 5.8 Operating It will be the responsibility of dive boat skippers to ensure that at no time are Dive Boats overloaded with either personnel or equipment or tasked beyond any possible safety-levels.

While at sea Dive Boat Skipper’s command dive boats and passengers, Dive Team Leaders command divers and diving. Any possible areas of conflict to be resolved on the spot or referred at once to the Duty controller.

INSURANCE

- 6.1 Divers** **Participating divers must accept total responsibility for insuring their own person and their personal equipment including survey or photographic equipment.**

As a recognised NAS Project, NAS/Public liability insurance will apply to Project activity carried out within the scope of Code of Practice requirement.

VEHICLES

- 7.1 Harbour Use** **Divers personal cars/vehicles used to transport personnel and equipment within the Royal Harbour Ramsgate must conform with Harbour vehicle restrictions. Vehicles will be required to display supplied special permit labels. After loading and unloading all vehicles must be parked within the designated Project Car Park in the West Harbour area.**

- 7.2 Harbour vehicle** **With the co-operation of TDC/ Royal Harbour Management a TDC/Harbour vehicle may be made available for general Project use. Control of this vehicle will be directed by Project Controllers, requiring use of nominated Project drivers. Insurance of the Harbour vehicle will be a Project responsibility, arranged through T.D.C. by Project Controllers.**

GENERAL

8.1 Code-of-Practice Interpretation **The Project Code of Practice is intended as a general guide to Project practices and should be read as such and not as a finite guide to everything involved with such a diverse Project. At any time Project participants having cause to question the validity or practicality of any part of the Code-of-Practice content must seek immediate guidance from the Project Controllers, particularly in respect of matters directly or indirectly involving safety, including diver safety.**

8.2 Acknowledgement **The Project organisers wish to place on record their sincere appreciation of the encouragement and support shown by Thanet District Council, both Members and Officers during the run up to the Project. In particular to thank;**

**Leader of the Council – Councillor Nicholson
Councillor Farmer, and
General Manager/Harbour Master – Capt. Gray**

In addition Project organisers wish to acknowledge the encouragement given to the Project by Dr. Steve Ladyman M.P.

Project organisers also wish to acknowledge the assistance given with the ‘Code of Practice’ by Chris Underwood of NAS, Martin Dean and members of the ADU and Bill Utley of M.A.H.S. Also Reg Bell, Chairman of BSAC 106

To thank the E.K.M.T. for active encouragement and support provided during the build up to the project and for nominated support during the Project.

PROJECT 'MAN-O-WAR', VII – MISSION STATEMENT

BACKGROUND

- **Great Storm of 1703 led to heavy devastation of part of The Royal Navy's recently restored fleet of great ships. In a matter of hours the Flagship 'Mary', the 'Northumberland', the 'Restoration' and the 'Stirling Castle', all blown out of shelter off Deal onto the treacherous Goodwins, all lost together with some 1190 lives.**

The stricken Fleet remained lost and buried until 1978 when local fishermen snagged nets on wreckage, divers descended and the watery burial site of the lost fleet had been located, shortly afterwards identified as a site of major maritime heritage importance and placed under the protection of the 1973, Protection-of-Wrecks Act. Since then as resources and weather have permitted the site has been dived under close Government license for research purposes. Initially some artefacts raised for identification purposes but subsequent diving restricted to programmed research survey work.

MISSION STATEMENT

Aims;

- **Project 'MAN-O-WAR' VII is aimed at intensively studying the 1703 Great Storm Wrecks within the Goodwin Sands, Kent, some of which have become dramatically exposed in recent months. This work will be a continuation of pre-disturbance archaeological surveys taken place over the past six years by the Project Controller under licence from the Department of Culture Media and Sport.**
- **Attempts to be made to positively confirm the identities of each of the 1703 wrecks, and to chart those not yet positively located.**
- **A re-assessment to be made of the archaeological potential of the sites in respect of the current exceptional exposure.**
- **The Project to provide maximised updated information to enable a review to be made of long-term site(s) management plans.**
- **Collected data to be held by the Project Controller. Copies provided to East Kent Maritime Trust, Thanet Archaeological Trust, Archaeological Diving Unit and the Maritime Archaeological Historical Society (U.S.A.).**

Methodology.

Investigations will be carried out using a wide range of established techniques including the following.

- ❑ Underwater video survey of each site to identify exposed major features on each wreck site**
- ❑ Labelling of major features and laying of ground lines between selected features on each site**
- ❑ Tape measure survey between major features on each site**
- ❑ Tape measure survey to plot the extent and height of each exposed wreck structure**
- ❑ Tape measure survey to plot the extent of the related debris around each wreck**
- ❑ Remote sensing survey to establish relative positions of each wreck site**
- ❑ Remote sensing survey of individual sites and surrounding area**
- ❑ Analysis of seabed sediments in and around sites**
- ❑ Biological survey**

The work will be undertaken by Project members including volunteers from the Maritime and Historical Archaeological Society, from NAS and by nominated local divers working under the direction of Bob Peacock, Project Controller, all working closely with the ADU who will be on site during the period of Project diving. A report on the Project's work on the protected wreck sites will be made to the Department for Media Culture and Sport under the terms of the licence held by the Project Controller. A short report on the Project will be publicly offered via the NAS Newsletter and similar publications. A longer report to be made available to maritime heritage interested bodies through appropriate academic research channels.