



WetLand

Daily Operations Procedure for Docked WetLand Barge

Section 1: Daily Operations

- A) Safety Drills
- B) Docking Drills
- C) Small Events
- D) Larger Events
- E) Docking Procedure

Safety Drills

Instructions, onboard training and drills

1. Purpose: The purpose of this section is to mitigate the consequences of a maritime danger by means of proper instructions for training and drills of persons on board in correct procedures under day-to-day conditions. For this purpose, the crew shall have the necessary knowledge and skills to handle daily events and extreme emergency cases.
2. Each WetLand Crewmember will be briefed and drilled on all safety drills, including “Man Overboard”, Dangerous Weather Conditions, Small Events Operations, Larger Events Operations, and Docking Procedure.

B) Docking Drills

1. WetLand Crew will be briefed and drilled on docking procedure.
2. WetLand will be moored to the Walnut Street Bridge piling closest to Central Philadelphia, by way of two cabled bumpers running the length of the piling and two additional cables running from the cabled bumpers to the vessel. Extra cable slack is wound onto two winches onboard to aid in docking procedure.
3. WetLand can be moved in two ways: It can be pulled to the Schuylkill Banks pier by way of nautical lines and winched cable. It can also be moved by attaching a small motored craft to its stern, piloted by a licensed captain. Both movements will be drilled with any crew change.

C) Small Events

1. Small events on WetLand consist of 35 or fewer people.
2. In the case of events on WetLand with an RSVP of 35 or fewer, guests will be taken to and from WetLand from the Schuylkill Banks dock via a skiff. The skiff can carry three persons at a time and contains three life vests.
3. Crewmembers are drilled in safety procedures for the skiff, including safety precautions and “Man Overboard”.

D) Larger Events

1. Larger events on WetLand consist of 35 – 50 RSVPs throughout the course of an event.
2. In the case of a larger event on WetLand, organizer Joan Oh will contact the Schuylkill Banks to obtain permission to tie WetLand to their dock for the course of the event.
3. Crewmembers will all be trained in tying off the WetLand vessel to the Schuylkill Banks pier.

E) Docking Procedure

1. WetLand can be docked in two ways. Please refer to (B3).
2. When docking WetLand with a small motored craft attached to WetLand’s stern, the craft is tied to the port side, with bumpers sandwiched tightly between the craft and the WetLand vessel. The cable is released from the Walnut Street Bridge piling. One line will run from WetLand’s bow to the shore, and one from stern to shore, with two crewmembers on shore assisting the move. The motored vessel will steer WetLand to the Schuylkill banks dock, where

it will be tied off by the two crewmembers. When returned, the small motored craft re-attaches to the port side of WetLand and motors it back to the Walnut Street Bridge piling while the two crewmembers, onboard WetLand, prepare to reattach the cables to WetLand at it nears the bridge piling.

3. When docking Wetland with cable and nautical line, two crewmembers will be on shore reeling the WetLand vessel to the Schuylkill Banks Pier with nautical line attached to the bow and stern of the vessel. The third and fourth crewmember onboard WetLand will reel the vessel out from the Walnut Street Bridge's piling with the help of two cable winches, one at bow and one at stern. After the event, WetLand is returned to the Walnut Street Bridge's piling by rowing the skiff out to piling, grabbing the cables, rowing back to shore and reattaching the cables to the winches. Onboard WetLand, two crewmembers reel WetLand back to the Walnut Street Bridge piling while two crewmembers on shore release the nautical line affixing WetLand to the Schuylkill Banks Dock.

- F) Fire Safety and Response: Instructions, onboard training and drills**
1. Purpose: The purpose of this regulation is to mitigate the consequences of fire by means of proper instructions for training and drills of persons on board in correct procedures under emergency conditions. For this purpose, the crew shall have the necessary knowledge and skills to handle fire emergency cases, including passenger care.
 2. General requirements
 - 2.1 Instructions, duties and organization
 - 2.1.1 Crewmembers shall receive instruction on fire safety onboard the ship.
 - 2.1.2 Crewmembers shall receive instructions on their assigned duties.
 - 2.1.3 Parties responsible for fire extinguishing shall be organized. These parties shall have the capability to complete their duties at all times while the ship is in service.
 - 2.2 On-board training and drills
 - 2.2.1 Crew members shall be trained to be familiar with the arrangements of the ship as well as the location and operation of any fire-fighting systems and appliances that they may be called upon to use.
 - 2.2.2 Training in the use of the emergency escape procedures shall be considered an essential and required part of on-board training.
 - 2.2.3 Performance of crewmembers assigned fire-fighting duties shall be periodically evaluated by conducting on-board training and drills to identify areas in need of improvement, to ensure that competency in fire-fighting skills is maintained, and to ensure the operational readiness of crew.
 - 2.2.4 On-board training in the use of the ship's fire-extinguishing systems and appliances shall be planned and conducted in accordance with provisions of the US Coast Guard Regulation III/19.4.1.
 - 2.2.5 Fire drills shall be conducted and recorded in accordance with the provisions of US Coast Guard Regulation III/19.3 and III/19.5.
 - 2.3 Training manuals
 - 2.3.1 A training manual shall be provided for each crew member.
 - 2.3.2 The training manual, shall contain the instructions and information required in paragraph 2.3.4 in easily understood terms and illustrated wherever possible.
 - 2.3.3 The training manual shall explain the following in detail:
 - 2.3.4.1 general fire safety practice and precautions related to the dangers of smoking, electrical hazards, flammable liquids and similar common shipboard hazards;
 - 2.3.4.2 general instructions on fire-fighting activities and fire-fighting procedures, including procedures for notification of a fire;
 - 2.3.4.3 ship's alarms;
 - 2.3.4.4 operation and use of fire-fighting equipment; and
 - 2.3.4.5 escape systems and appliances.
 - 2.4 Fire control plans refer to the attached floor plan and evacuation routes.
 - 2.4.1 General arrangement plans shall be permanently exhibited for the guidance of the ship's officers.
 - 2.4.2 A duplicate set of fire control plans or a booklet containing such plans shall be permanently stored in a prominently marked weather-tight enclosure outside the deckhouse for the assistance of shore-side fire-fighting personnel.
 3. Additional requirements for WetLand.
 - 3.1 Fire drills: In addition to the requirement of paragraph 2.2.3, fire drills shall be conducted in due regard to notification of passengers and movement of passengers to assembly stations and embarkation gangways. A proportion of portable fire extinguishers should be discharged, if possible by those likely to use them in an emergency.
 - 3.2 Fire control plans: Plans required by this regulation shall provide information regarding fire protection, fire detection and fire.