

Captain



The Captain is both legally and by our definition responsible for the safety of the Crew and vessel throughout the deployment. SAR related decisions are to be made in accordance with HoM. Given the small size and low hierarchy 2 duties allow that. The Captain leads maritime trainings and coherence of the crew.

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1. MARE*GO

Flag State	Germany
Classifikation	None / pleasure craft
Callsign	DCXJ
MMSI	211677160
Dimensions	
Length of hull	20.99 m
Breadth	5.15 m
Depth	1.90 m
GRT	46 tons
Displacement	120 tons
Propulsion	single propeller and bow thruster
economical speed	6 knots
emergency speed	7 knots
SAR equipment	
	Emergency Medic Store
	3 x 25 p liferafts
	240 lifejackets
	2 Centifloats
Capacity	
	15 persons inside
	102 persons outside



Crew	Head of Deployment
	Captain
	Medic Person
	Cultural Mediator
	SAR RIB Driver
	Technical RIB Driver

MARE*GO used to be a fishing vessel in the nordic sea. She was built in 1917 in the Netherlands and has a huge history and a legendary status as SEA WATCH (1) and MARE LIBERUM. We took her back to the Med and want to keep her as long as possible to do her most favourite job.

2. Nautical

- MARE*GO is a heavy ship (approx. 120 tons). But she needs sensible steering and slowly maneuvers.
- Main engine clutches in after some seconds. To clutch out forward gear, a little/minimal tick to aft is needed. But don't move from forward to backward directly, leave a couple of seconds before/after clutching in and out.

2.1. Manoeuvre considerations in Port

- Have anchor safety removed and anchor ready to fall in emergency
- Bow thruster is effective, especially on maximum but given some time, full throttle is not necessary. Do practise with bow thruster beforehand, since handles are stiff. Never change from Starboard to Port directly. In fast forward motion the bow thruster has little to no effect. Handle with care.
- In port and with slow speed the rudder needs several turns and on positions above 10° (avoid max/end position)
- Marina Licata provides help with dinghy, don't hesitate to make use of it

2.2. Manoeuvre considerations mediterranean style (stern to pier)

- Move slowly, explain crew the role and practice of rendering
- Keep long ropes and throwing lines ready.
- Manoeuvre backwards is difficult for a strong propeller effect to starboard. Use the bow thruster.
- Have one crew member dedicated at the bow to point at obstacles (buoys) at the bow.
- Have one crew member giving you meter distance to shore when approaching the pier backwards.
- When stern line is established get two crew members to quickly tighten the mooring lines for the bow, which are attached at the pier with small lines. Make fast at the bow and clutch in backwards to maximise tightness on the bowlines and reduce distance to pier.
- When casting of, make sure bowlines are thrown back into the water and are sunk completely before coming close with the bow thruster or main engine propeller.

2.3. Manoeuvre considerations for anchoring

set out the anchor

- MARE*GO has 50m anchor chain. Half way and the end of the chain is marked purple.
- Brief the crew on the manoeuvre, usually 1 person at the winch, 1 person indicating with hand signals the direction of the chain.
- Let only well informed crew operate the anchor winch for safety reasons.
- Circle the area you want to anchor to check on depth.
- Bow into the wind and let fall anchor on 0kn.
- Mark position at plotter (set track).
- When anchor made it to the ground pul dead slow backwards to let anchor chain nicely roll out in the seabed.

- Person on the winch tries to regulate the speed of the anchor chain. Don't open clutch and break too much.
- Until 10m depth → half way of chain. Until 20m depth → full chain. Above 20m → don't anchor.
- The chain should become tight because of the slow backward movement of the ship and than come loose again ones the ship swings forward again.
- Don't clutch in backwards if there is attention on the chain.
- If the chain is not stable in the water but jolting/jerking that means the anchor is not getting proper grip and grinding over the ground.
- Fasten the break by hand.
- Fix the anchor safety and debrief with crew.
- Put the anchor light on (at night) and rise the anchor ball (at day).
- Briefing and watch system for anchor watch including list of things to control (battery status, position, LNOB, fenders, anchor, change of weather, VHF, etc.), you might consider an anchor alarm on the plotter or via app at the MARE*GOs phone.

Heaving the anchor

- When heaving the anchor, brief the crew and ask additional crew member to sort anchor chain in chain compartment (flashlight, gloves and ear protection).
- Start generator and turn on winch.
- Make sure when anchor chain gets heaved, that the ship is ideally above the chain and no pressure on the chain to not torture generator and winch too much.
- Let only well informed crew operate the anchor winch for safety reasons
- Anchor chain might coil up at the winch, turn carefully backwards and solve the problem.
- Fix the anchor safety and debrief with crew.
- Put the anchor light off (at night) and lower the anchor ball (at day).

2.4. Weather and Waves

MARE*GO as a fishing vessel is built to roll.

- Wind: 20 kn is to much for MARE*GO and you stay in the harbour.
- Waves: with 1.5 meter from the side is to much and you stay in the harbour.
- Waves: more than 3 m from the bow / stern ist to much and you stay in the harbour.
- Calculate within changing your course trough the journey.
- Be aware of the waether conditions and communicate with other actors in the AOO.

2.5. Nautical Equipment

On the bridge you will find:

- SIMRAD NSS12 Chart Plotter with integrated autopilot and radar
- Pleasure craft paper charts
- ONWA KP-708 AIS
- COBRA MRF77 VHF
- Airband VHF
- Lowrance Link-5 VHF

All manuals are in the office on board of MARE*GO. Make sure, that you know, how to use this devices.

3. Technical advices

MARE*GO is an old lady who needs a careful hand and brain. We keep her in the best status, but be aware, that the engine is built in the 1970s and that everything can break. Act slowly, careful and sensible. Get in close contact to your engineer about the technical conditions.

- Let engine running for 15 minutes to cool down.
- Raise the RPM (rounds per minute) slowly. Give the engine and the gear box time to get into it. Be aware of the temperature.
- You risk the engine and the gear box, when the temperature of them raises to much or to fast. Half a kn it is not so much difference in the ETA, but for the longlasting of MARE*GO.

4. Safety

All safety matters are part of your position. MARE*GO has an high level yacht standard. You will find:

- personal safety equipment (PSE): life jacket, life belt, helmet, headlight, knife
- life raft for 8 person at the monkey deck
- EPIRB on the starboard behind the bridge door (outside)
- SART starboard inside the bridge
- fire extinguisher, fire blanket and fire fighting system
- smoke detectors in every room and gas detector in the kitchen
- survival suits
- VHF with DSC Function

It's up to you, what kind of briefings and trainings you do and when you want to practice them.

4.1.SPOT device at LNOB

- We have a GPS tracker on LNOB called SPOT. This always remains there and is always switched on as soon as LNOB leaves the harbor. And switched off when LNOB is back at its mooring place in Licata.
- press the button (there is only one), until the green lightshow starts at two LED. When it gets calmer and only one light, its on.
- SPOT is connected to an app on the homephone, so you can always check where LNOB is, which can be useful for a long approach.
- The App gives you to check LNOB position every 2,5 / 5 / 10 minutes. Take 10 minutes, because it costs a lot of energy check in with the satellites.
- Please note that spare batteries must always be available. If these run out, ahoy@mare-go.de will receive an email and the batteries must be replaced immediately.
- any question, ask Marie moin@zusammenland.de

5. Fire Fighting

Still MARE*GO is a pleasure craft. If there is a fire, fight it with the provided equipment. There is no fire fighting system for professional crew. Every crew member should be able to use the fire extinguisher and the fire blanket. The fire fight system of the engine room is nothing for testing. It will take several days to clean and the personal costs of the testing person. But nevertheless, if there is a fire in the engine room, the fire fighting system will start automatically (sign at the bridge) or manual by the captain (red button at the bridge).

Needless to say, but always a remember: no candles on vessels.

6. Authorities

- Take care, that you work with the Marina Office, not against them. They communicate with the coast guards.
- Collect passports at the first day and keep them in the MARE*GO folder.
- MARE*GO folder: Here you find all certificates, papers, documentaries of MARE*GO, LNOB and GREEN. Take this folder with you, when you talk to the authorities. Make sure, that you understand the structure of the folder.
- Communicate positive and constructive with the authorities. On eye level, because you are the captain.
- Be aware that Lampedusa port is full of experiences with NGO vessels. Don't annoy them.
- For bunkering: contact the Bunkering Station in the fishery harbour at least 24 hours in advance and be aware of their opening hours.

7. Departure

- agree with crew on readiness for operation and pre-departure briefing
- collect documents, including passport, ship certificates (folder), crew list (including all separate for LNOB)
- Inform Marina in the office and on vhf channel 74 about every movement
- mooring briefing with all boat crew (LNOB crew available?), set roles and positions
- start Logbook entry for the trip
- announce your departure via VHF to port/marina
- leave the marina and move to the fishery harbour for bunkering
 - watch for google maps
 - mooring alongside at portside
- leave port, stow away fenders and ropes, debrief with crew immediately
- prepare for next step (taking alongside/towing LNOB etc.)

8. Arrival

- Arriving in Licata: you inform the Marina about your ETA as soon as possible via e-mail, including passports and crewlists (MARE*GO and LNOB)
- On scene you inform the Marina via VHF channel 74
- After mooring visit the Marina office if all ok
- Debrief the crew.

9. End of Deployment

- If crew members want, you can fill out the form about sailed miles (digital captain folder)
- Write a short report of the deployment (one page), ask the crew to help.
- After Head of Deployment finished the report, delete all way points and tracks in the plotter
- Make a list of things got lost or break, ask your crew to add.