Appendix 1.0 Contents

Appendix 1.1  GYRO Start Up Instructions
Appendix 1.2  Magnetic Compass
Appendix 1.3  ARPA Radar
Appendix 1.4  GPS System
Appendix 1.5  Electronic Plotter System (TMQ C Plot)
Appendix 1.6  Simrad Echo Sounder
Appendix 1.7  Furuno Sounder
Appendix 1.8  GMDSS Equipment
Appendix 1.9  Doppler Log
Appendix 1.10  AIS Shipbourne Class A Transponder System
Appendix 1.11  Anemometer
Appendix 1.12  Sea Temperature System
Appendix 1.13  Radio Equipment
Appendix 1.14  Main Engine Clutch
Appendix 1.15  Main Steering System
Appendix 1.16  Emergency Steering System and Checks
Appendix 1.17  Bow Thruster Operation
Appendix 1.18  Main Engine Emergency Stop
Appendix 1.19  Windlass Operation
Appendix 1.20  Trawl Equipment Operations
Appendix 1.21  Derrick Operation
Appendix 1.22  Fire and Bilge Alarm System
Appendix 1.23  Pot Hauler Operation
Appendix 1.24  Litton Alarm VDU Operation
GYRO COMPASS

DO NOT use this equipment unless you are appropriately qualified, have been instructed and given permission

GYRO START UP INSTRUCTIONS

The master gyro is located under the main steering console.

Under normal week to week operations the Gyro system is left running to meet the vessel's operational requirements.

This system is only shut down when crew are on extended leave.

**Note:** After a complete shutdown of the Gyro power supply, allow at least 3 hrs to run up.

Starting is very simple. Performed by turning the gyro power switch from [off] to [ordinary]. With this operation, the master compass and the repeater are automatically synchronised and become ready for operation.

It is necessary to ensure the master compass card and the repeater compass have exactly the same reading. If the two readings do not agree, switch off the repeater junction box and turn the synchronising knob of the repeater compass until both agree. After this step, the repeater compass should be switched on once again.

The repeater switch should **normally** be turned on.

To prevent accidental tampering the switch is covered by a metal cap.

**Note:** In the event of power loss, turn power selector to [Stand-by].

When stopping the gyro compass, turn the starting switch of the power adaptor from [ordinary] to [stand-by] and, after leaving in this position for over 2 minutes, turn it to [off].

**Note:** Do not forget to check the reading on the master compass and repeater compass card upon subsequent startings.
LATITUDE CORRECTOR
When the compass is in operation, the corrector should be set for the approximate latitude of the ship. These settings need not be changed for small variations in latitude but should be kept within 5 degrees.

To set correction, turn latitude corrector knob attached to the master compass to the ship’s latitude and adjust the upper and lower scales to the ship’s latitude.

Heading alignment checks can be carried out by the following:

Alongside wharf then:
- Compare Gyro heading to Magnetic heading
- Ensure Vessel is parallel and hard alongside wharf
- Compare Gyro heading to Wharf’s known bearing

At sea:
- Transit Bearings
- Azimuths and amplitudes.

GYRO REPEATER CHECKS
MV BLUEFIN has a total of 5 repeaters in the following locations.
- Bridge steering repeater
- Port and starboard repeaters
- Aft console repeater
- Emergency steering flat repeater.

SYNCHRONISING REPEATERS WITH MASTER GYRO
Ensure the repeater is in the [off] position before attempting to adjust heading.

Note: Failing to do so will affect the main steering repeater and miss alignment issues will occur.

ADJUSTING REPEATERS
1. Turn power off to repeater.
2. Adjust by turning knob located on the side of the compass bowel until desired heading is aligned with lubber line.
3. Turn power on.
4. Compass card will jump 2 or 3 degrees high or low of the main repeater.
5. Record the error in the ships log for future reference.
The magnetic compass is located on the wheelhouse roof in a standard compass binnacle. Magnetic compass azimuth ring is located under the chart table.

The deviation card is located on the port side of the chart table.

**Pre-departure checks**

1. Check 12 volt and 24 volt binnacle globes as these often blow.
2. The 24 volt light switch is located on the main light switch distribution board.
3. Ensure reflector glass is clean and free from dirt.
4. During survey operations ensure that no electronic equipment or equipment that may interfere with the magnetic compass is mounted close to it.
5. Compare Magnetic heading with gyro compass.
6. Ensure vessel is parallel and hard alongside wharf.
7. Compare heading with wharf’s known heading.

**DO NOT** use this equipment unless you are appropriately qualified, have been instructed and given permission.
DO NOT use this equipment unless you are appropriately qualified, have been instructed and given permission

Note: Before turning on Radar ensure that personnel are clear of the wheelhouse roof and that lanyards have not become loose from the yards.

**TURNING TRANSMITTER ON**

When [STAND-BY] status is displayed on the screen, press the transmit switch labelled [STBY/TX] on the control panel.

The transmit switch toggles the radar between [STAND-BY] and [Transmit status]. The antenna stops in [STAND-BY] status and rotates in TRANSMIT status.

**START UP CHECKS**

**Gyro heading interface**

1. Press the Radar Menu key to display the FUNCTIONS 1 menu.
2. Press the (0) key twice to display the FUNCTIONS 3 menu.
3. Press the 9 key to select GYRO SETTING option.
4. Rotate the EBL control to adjust the Gyrocompass reading.
5. Press enter Key to confirm setting.
6. Speed input to the Furuno radar is from the doppler log (ensure Doppler log is on).

**PRESENTATION MODES**

Note: Operational preference presentation mode is North Up Relative Motion.

Warning: When the gyrocompass signal is lost, the presentation mode becomes head-up and the HDG readout at the top of the text area shows asterisks ****.

Also gyro appears in red characters at the lower right corner of the screen.

When gyro signal is restored the set HDG appears at the upper right corner of screen.

1. Press the MODE key, and the asterisks and GYRO go off.
2. Align the HDG readout with the gyrocompass reading. Referring to the previous (start up check Gyro heading interface).

Finally press the cancel key to erase the message SET HDG.

DO NOT use this equipment unless you are appropriately qualified, have been instructed and given permission.

**TURNING ON POWER**

1. Press and hold down the [DIM/PWR] key.
2. The unit beeps and then starts up with the last used display mode.
3. The GP-30/35 takes about two minutes to find its position when turned on.
4. If no position is found “GPS NO FIX” appears at the centre of the display.
5. When the satellite signal is being received normally, the GP-30/35 displays various abbreviations at the top left corner the display which shows the receiver status.
6. Refer to Furuno GPS-30/35 Operator’s Manual page 1-3 for display abbreviations.
7. **Note:** Check DATUM.

**Note:** This system is interfaced with the ARPA radar, AIS Shipborne class A Transponder System, C PLOT Electronic Charting system, OLEX 3 D Mapping system.

**Note:** No one navigation device should ever be solely relied upon for the safe navigation of the vessel.
DO NOT use this equipment unless you are appropriately qualified, have been instructed and given permission.

The electronic chart plotting system is a Hydrographic approved charting system with chart corrections loaded monthly.

The electronic chart system is also interfaced with the following bridge equipment:

- ARPA Radar
- Furuno GPS
- Gyro compass
- Sea Temperature sensor
- AIS

Note: This system has no track control system interfaced with the auto pilot.

**STARTING TMQ C PLOT**

1. The computer fwd of the steering console must be turned on followed by the screen next to the steering console.
2. Once start-up has completed then, using the mouse, click on the TMQ C Plot icon.
3. Follow the loading prompts until software is operational.
4. Ensure GPS system is on and functioning correctly.
5. Further references refer to TMQ C Plot operator’s manual.
SIMRAD DEPTH SOUNDER

**DO NOT** use this equipment unless you are appropriately qualified, have been instructed and given permission.

**SIMRAD ECHO SOUNDER START UP INSTRUCTIONS**

The computer for SIMRAD sounder operation is located fwd of the steering console in the computer hub and labelled accordingly:

1. Start computer system and labelled screen.
2. Select Simrad icon on desk top (Simrad OLD).
3. Click on icon to start both 38 KHZ and 120 KHZ sounders.

**Warning:** The settings on both 38 and 120 KHZ are set for sea surface to sea bed as this system is interfaced with the OLEX 3D bottom mapping system, and the sounding is not depth below keel **until** the draft aft is subtracted from the sounding.

**Note:** The Simrad echo sounder gives the depth below keel, the transducer is located STB side directly under the steel pole next to the master's chair, allowances must also be made for AFT draft.

**Note:** Further reference can be found in the SIMRAD Operator's manual.
DO NOT use this equipment unless you are appropriately qualified, have been instructed and given permission.

1. Push red button below Screen.
2. Select 200 or 50 KHZ using knob on display.
3. Adjust gain and brightness accordingly until clear seabed picture is obtained ensure settings are correct for numeric values.

**Note:** The Koden echo sounder gives the depth below keel, the transducer is located STB side directly under the steel pole next to the master’s chair, allowances must also be made for aft draft.

**Note:** Refer to Koden Operator’s manual for further information.
DO NOT use this equipment unless you are appropriately qualified, have been instructed and given permission

**START UP AND CHECKS**

1. Turn on the SAT C communication terminals 1 & 2.
2. Turn on the Monitors 1 & 2.
3. Turn on the printers 1 & 2.
4. The system will go through a self-test; this may take a few minutes.
5. [OK] indicates all systems are operating correctly.
6. [NG] indicates a fault - it may take further time to rectify the fault - the self-test commonly rectifies this problem.
7. The next step is to log the system into an ocean region.
   - Press options key.
8. Select NCS or press log in and the system will then do a self-search for NCS.
9. Once the system is logged into an Ocean region commencement of reports may be edited from disk or new reports created on disk.

**Note:** Do not try to send reports directly from edit - they must be saved to disk and then retrieved for sending.

Always use the AUSREP ship reporting instructions for Australian area.

Contact numbers for RCC are located on the inside of the first page of the above document.

**Note:** When creating reports always ask for acknowledgment so that you know that the report has been received by RCC Australia - if no response, give them a phone call and check that it is in their system.

**Note:** If system fails to log in, a sailing plan and follow up reports may be sent via phone to RCC - they will POLL the vessel as per normal until a final report is submitted.

All reports and poll responses must be entered into the GMDSS log.

Further reference see FURUNO GMDSS Equipment Operation manuals and AUS rep ship reporting manual.

**Note:** AUSREP ship reporting system is a mandatory requirement.

Technical support phone numbers for the SAT C terminal are as follows.

(08) 9302 0302
00 111 709 748 4226.
BLUEFIN SAFE OPERATING PROCEDURES

DOPPLER LOG

**DO NOT** use this equipment unless you are appropriately qualified, have been instructed and given permission

**JRC JLN-203 DOPPLER LOG SYSTEM**

Start up

1. Turn on power.
2. The three – digit readout indicates speed instantly.
3. Reset the distance run before departure.

**Note:** If power is lost to the Doppler the audible alarm will be activated.

**Note:** The ARPA radar obtains the speed thru water from the JRC JLN Doppler log.

The JRC JLN-203 Doppler log uses a high accuracy pulse Doppler system and high frequency ultrasonic signals.

Signals are reflected from approximately 1.8 to 3 metres below the hull bottom - they are tracked to detect their Doppler frequency shifts, ensuring a highly accurate measurement of own ship’s speed through water without being affected by following seas.
SAAB AIS

DO NOT use this equipment unless you are appropriately qualified, have been instructed and given permission

SYSTEM OPERATION

System power up

1. The system is turned on by applying power to the R4 transponder system. This does not have a switch and is hard wired into the mains power.
2. If display screen has been turned off, press [MODE] - this switches the power on to the screen.
3. When configuring system from [moored] to [underway] there may be alarms on the screen to remove this. Press the GREEN [Enter] key until alarms are not displayed any more.
4. Press STATUS key to enter navigation status.

Note: This system is interfaced with the C Plot electronic plotter and the Furuno GPS.

Further reference can be obtained from the AIS operational manual.
The anemometer is located atop the mast. This system has its own readout located on top of the steel pole next to the master’s seat.

There is no requirement to start up as this system runs continuously.

The digital readout only gives relative wind direction from the ship’s head in degrees shown, must be either added or subtracted; if the wind is on the starboard side, then this must be added; if the degrees are on the port side then they are subtracted.

This system has an input into the ARPA radar and a wind rose on the ARPA display, when the ARPA Radar is operated in North up Relative motion display, the wind rose gives the true direction of the wind.

**Note:** If there are light airs the direction may be affected causing an untrue direction on the display. This can be checked by other means.

**DO NOT** use this equipment unless you are appropriately qualified, have been instructed and given permission.
DO NOT use this equipment unless you are appropriately qualified, have been instructed and given permission.

The sea temperature display is located starboard side of the steering console.

To operate:

1. Turn on.
2. Select degrees Celsius or degrees Fahrenheit.

The sensor for this system is located in the Engine room sea water suction, therefore will only give sea surface temperature.

Note: This system is interfaced with the C PLOT chart plotting system and sea temperature can be displayed on track history.

Note: See settings in C Plot manual.
DO NOT use this equipment unless you are appropriately qualified, have been instructed and given permission

MF/HF DSC AND VHF DSC EQUIPMENT

To turn system on and off:

1. To turn power on and off. To turn the power off, press and hold down the switches for at least 2 seconds. Then, release the key after a loud beep is heard.
2. To select pre-programmed channels press [RCL] [10] [ENTER].

To send DSC call VIA MF/HF and VHF RADIOS

<table>
<thead>
<tr>
<th>What you see</th>
<th>What you do</th>
</tr>
</thead>
<tbody>
<tr>
<td>Watch/Auto</td>
<td>Press Enter</td>
</tr>
<tr>
<td>MF/HF Message</td>
<td></td>
</tr>
<tr>
<td>Call Type ?</td>
<td>Press select</td>
</tr>
<tr>
<td>T,IND,TEL,ALL,RA,RS,DIS</td>
<td>Press &lt;&gt; then Enter</td>
</tr>
<tr>
<td>Call type; Test Call etc.</td>
<td>Press ENTER</td>
</tr>
<tr>
<td>Station ID&lt;0000000000&gt;</td>
<td>Press select</td>
</tr>
<tr>
<td>Digits IN=00</td>
<td>Enter MMSI using key pad</td>
</tr>
<tr>
<td>Station ID:xxxxxxxxxxxx</td>
<td></td>
</tr>
<tr>
<td>DSC?</td>
<td>Press select</td>
</tr>
<tr>
<td>DSC Freq &lt; XXXX&gt;</td>
<td>Press &lt;&gt; then Enter</td>
</tr>
<tr>
<td>2 4 6 8 12</td>
<td>* READY FOR CALLING</td>
</tr>
<tr>
<td>INDIVIDUAL CALL xxx.x</td>
<td>Press call</td>
</tr>
<tr>
<td>( Where X represents a numeral )</td>
<td></td>
</tr>
</tbody>
</table>

Note: A continuous listening watch must be maintained on the following Channels:
VHF CH 16 & CH 70
MF/HF Channels are programmed in to the DSC receiver
This system is on continuous scans of all emergency MF/HF frequencies.

Note: All radio calls are to be recorded into the Radio log.

Hand held VHF radios

Hand held UHF radios
BLUEFIN SAFE OPERATING PROCEDURES

CLUTCH IN/OUT PROCEDURE

**DO NOT** use this equipment unless you are appropriately qualified, have been instructed and given permission

**MAIN ENGINE CLUTCH - IN/OUT PROCEDURE**

**Note:** Ensure that Rev and Pitch control is at [0] percent before start up.

Once the Chief Engineer is satisfied that the main engine has sufficiently warmed up and all systems are working satisfactorily, he will then clutch in the main engine or contact the Bridge, indicating that it is **OK** to clutch in and increase the RPM.

The control must be switched over in the engine room before passing control to the Bridge.

To clutch in and increase RPM:

1. The Revs will be sitting between at 450 RPM.
2. To clutch in push the green button [CLUTCH IN] this will engage the clutch.
3. Slowly bring the RPM up to 1200 RPM for manoeuvring a final adjustment can be made once underway.

**Note:** Various alarms will sound during start up and shut down procedure. Press silence on E/Room alarm panel.

**CPP Pitch Control**

To operate the pitch control simply move forward and/or backwards. The pitch lever and the pitch indicator will read out in a percentage of how much pitch is applied.

**Note:** The pitch shall not be increased passed 60% until the main engine temperature is higher than 75 degrees Celsius.

Maximum 90% AHEAD and 60% ASTERN.

To clutch out and decrease RPM:

1. Reduce revolutions slowly to 450 RPM.
2. Press red [CLUTCH OUT] button.
3. Notify the engineer [finished with main engine].
4. The engineer will now shut the main engine down.
STEERING CONTROLS

DO NOT use this equipment unless you are appropriately qualified, have been instructed and given permission.

MAIN STEERING CONSOLE OPERATION
1. To power up the steering system select solenoid one or two.
2. Select steering pump 1 or 2
3. Once a solenoid is selected this will allow the rudder to respond to the helm.
4. Check indicator lights for response.
5. Check rudder response controls.
6. Check rudder indicator. This is above the centre window on the deck-head.
7. Check Synchronizer controls.
   For Voyaging select
   Rate = [5]
   Rudder = [1]
8. For survey operations.
   Rate = [6]
   Rudder = [3]
   Sea controls as necessary.
9. Select mode of steering, [HAND], [AUTO], [REMOTE], [LEVER].
10. To operate course indicator in auto mode, push down dial knob to adjust HDG.

   Note: For large alterations of course, switch to hand steering on the main steering stand selector.

Simrad AP 50 Auto pilot
1. The AP 50 pilot works on the above solenoids
2. To engage press AUTO this will override the main steering console
3. To disengage press STBY
4. Used in conjunction with the main steering stand selector marked (operation) AUTO, HAND, REMOTE, LEVER.

   NOTE:

For further information the operation manuals for the above equipment are located in the draw to the left of the steering console.
DO NOT use this equipment unless you are appropriately qualified, have been instructed and given permission

The emergency steering system is activated by rotating the wheel in the emergency steering flat.

This system is always live and will be able to be used as soon as power is lost to the system; no valves or changeover is required to engage the system.

The rudder angle indicator is situated on top of the rudder post in direct line of sight from the emergency steering position.

Communication is via the ship’s internal phone system and UHF radios. This provides a redundancy if one communication system fails.

The emergency steering post has a gyro repeater.

The repeater must be aligned with the master gyro before departure.

In the event of loss of power, helm orders must be used.

Note: Before emergency steering pre-departure checks are made, ensure that the main steering solenoids are turned off.
**DO NOT** use this equipment unless you are appropriately qualified, have been instructed and given permission.

MV BLUEFIN is fitted with 1 bow thruster, the operation of this system is as follows.

1. Main hydraulics must be turned on in the engine room.
2. The selector switch on the aft trawl winch console must be on.
3. The switch on the bow thrusters control must be on.
4. Test the system by rotating the lever to starboard and port, the vessel’s head should move in the corresponding direction.
5. If the ship’s head does not respond, check that all systems are turned on.
The Main Engine Emergency stop is located port side of steering console and clearly labelled.

1. To operate, push and hold button down for 5 seconds.
2. Notify the Chief engineer of the situation.
3. Once the emergency stop has been released the main engine can be started as normal.
DO NOT use this equipment unless you are appropriately qualified, have been instructed and given permission.

Foot protection required. PFD Required.

MV BLUEFIN has 6 shackles per side = 165 metres and 2 x 790 kg stockless anchors.

**BRIDGE**

1. Main hydraulics must be on in the engine room.
2. Stand-by hydraulics must be on at the aft console.
3. The selector switch at the aft trawling console must be on.
4. The selector switch on the helm console must be on.

Once the main and stand–by hydraulic systems are activated the windlass will be ready for normal operation.

**DECK**

Note: Lift lever for [out] and push down lever for [in].

1. Establish communication with Bridge via UHF radios.
2. Ensure the windlass is clutched out and raise the hydraulic lever to check that there is pressure to it.
3. This will operate the drum ends independent of the gypsy.
4. Engage clutch for gypsy operation.

Note: Correct PPE must be used whilst operating the windlass.
Foot protection required. PFD required.

Hard hats to be worn by all personnel on deck.

Operation of the starboard and port trawl equipment requires the main hydraulics to be engaged in the E/room and the relevant switch turned on [TRAWL].

Note: Control levers are rather stiff to operate and caution must be used during operation to minimise snatching and jerky operation.

1. Main hydraulics must be engaged.
2. Trawl selector switch on.
3. An announcement over the PA system that winch operations are about to commence.
   - The 3 controls are clearly marked starboard side lever activates the starboard warp winch
   - The port control lever activates the port winch drum
   - The 2 inboard control activates the net drum
   - To pay out, the levers must be pushed away from the operator
   - To retrieve, the lever must be pulled towards the operator
4. The brakes must be off on all 3 winches before operation and on when operations are completed.

Note: All personnel to have appropriate PPE for trawling operations.

Trawl operation using stand by hydraulic pump

Operating the trawl equipment using the stand by hydraulics will be sluggish as the stand by-pump has a reduced delivery rate than the main hydraulics.

1. Activate stand-by hydraulics.
2. Select Switch [Starboard winch] [Port winch] [Net drum].
3. An announcement over the PA system that winch operations are about to commence.
4. Ensure brakes are off.
5. Alternate between selector switches to operate trawl winches.
6. Control leavers as per main hydraulic instructions.

Note: This mode of operation is only used while net repairs, adjustments to trawl equipment and cleaning of the trawl nets are taking place.
DO NOT use this equipment unless you are appropriately qualified, have been instructed and given permission.

Foot protection required. PFD required.

Hard hats to be worn by all personnel on deck.

The ship’s derrick is a standard ship’s derrick with hydraulic cargo and topping winch and electric slewing winches.

This system has a safe working load of 3 tonnes and the annual survey is conducted by Tas Lifting P/L.

Note: This system has no limit switches and toping must not exceed 75 degrees and slewing should not exceed 80 degrees.

DERRICK OPERATION

1. Stand-by hydraulics must be turned on
2. Selector switch on hydraulics turned on to [DERICK] 
3. The system should now be operational
4. Controls for this are situated starboard side of trawl station on-top of the console and are clearly labelled. [TOPPING] [SLEW] [HOIST]
5. Ensure the derrick is stowed and that the system is turned off on completion of derrick operation.

Note: Caution must be used when operating the controls, as fast control movements will result in snatch loading and jerky operation.

Note: The following controls must be used to reduce any risk during derrick operations.

Note: Appropriate PPE are to be used during derrick operations.

Note: Communication process must be agreed between operator and signalman.

Caution: Tag lines x 2 are to be used during lifting operations. One of the tag lines is to be attached to the lifting hook, so that at all times this is prevented from swinging uncontrolled when the load is disconnected, this could pose a serious HAZARD to personnel. The second tag line is to be connected to the cargo.

Caution: When at sea a thorough risk assessment must be made before operating the derrick as the pendulum effect is significantly increased by the rolling motion of the vessel.
A Wormald Fire Alarm system with sensors is located throughout the vessel.

- Sensor 1 & 2 Engine room
- Sensor 3 Mess
- Sensor 5 Crew accommodation
- Sensor 4 Passenger accommodation
- Sensor 6 Engine room bilge
- Sensor 7 Lower accommodation Bilge

The main bilge alarm system is connected to the LITTON ALARM. System

**Note:** see SOP 25 for Litton alarm instructions.

System in the Bridge and wired into the Wormald and text alarms.

To operate follow the simple instructions located on the front panel of the fire alarm panel located in the bridge port side.

There is a corresponding fire alarm location plan of the vessel located next to the panel.

The two bilge alarms are wired into the sender unit on these external alarm systems.

There is also an alarm system connected to a phone alert system via text messaging to 5 staff members and a 27 MGHZ transmitter this transmits to the CVO building and then to the UTAS security bunker at Newnham.

**Note:** During testing of alarm system these alarm systems must be de-activated and entry made into the ship’s log.

Testing of the smoke, thermal and bilge alarms are to be recorded in the Engineer’s quarterly checklist

**Note:** Any time the vessel is left unattended for extended periods the phone dialler system is to be tested.
POT HAULER

DO NOT use this equipment unless you are appropriately qualified, have been instructed and given permission.

Foot protection required. PFD required.

Hard hats to be worn by all personnel on deck.

The pot hauler is operated by the stand by hydraulics; this involves the changing over of 2 hydraulic valves in the engine room, before the stand by pump delivers hydraulics to the system.

The pot hauler is primarily used for the retrieval of pots, traps and demersal long line equipment and ropes up to 20mm diameter, the pot hauler jib, has the ability to slew inboard and outboard.

OPERATION

1. Notify the duty engineer that hydraulics are required for pot hauler operation.
2. Control levers x 2 are clearly labelled lifting lever up = [OUT] and down = [IN].
3. Test the system by pushing down on the hauling lever. This will rotate the hauler head inward.
4. Lift the slew lever and the boom will slew outboard.
5. The system is now ready for normal operations.
6. Once the line is retrieved it is placed over the first roller on the end of the boom then under the second roller which allows the rope to gain maximum friction on the hauler head. This is to prevent the line from slipping during hauling operations.
7. The line is then fed over the drum end and down into a rope basket.
8. Whilst hauling, a second person is required to assist the coiling and stowage of the rope into the basket.
9. Once the pot, trap or line is recovered, reverse the hauler head to pot trap line weights to the deck, lower onto the deck.

Note: When the pot hauler is engaged in reverse, care must be taken so that the line does not come free of the hauler head.

Note: Loose items of clothing and unrestrained hair pose a potential risk during operation of this equipment and must be avoided.

Note: Correct PPE will be required for pot hauler operation.

Note: The pot hauler has a SWL of 500 KG.
LITTON ALARM PANEL

DO NOT use this equipment unless you are appropriately qualified, have been instructed and given permission.

Keypad: Only the keys necessary for bridge operation are shown below.

<table>
<thead>
<tr>
<th></th>
<th>Alarms</th>
<th>Groups</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>Screen</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>Silence</td>
</tr>
<tr>
<td>Text Bar</td>
<td></td>
<td></td>
<td>1</td>
<td>2</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td></td>
<td></td>
<td>Action</td>
</tr>
</tbody>
</table>

1. Press “Screen” until screen scrolls to blank display.
2. Press “Screen” once more.
3. Press “Groups” and Group Menu will appear.
4. Select the No. of the group you want to display and then press “Action”.
5. Readouts for selected group plus alarm points will appear.
6. To view displayed readouts in a graphical form, press “Text Bar”.

When Alarm Sounds

1. Press Silence.
2. Press “Alarms” to display latest alarm.
3. Verify engineer is attending and standby for any further instructions.