

# **PORT RICHEY CASINO SHUTTLE TRANSFER PROCEDURES**

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## POSITIONS OF TRANSFER

See attachment (map)

## DESCRIPTION OF PLAN

Port Richey Casino, Inc. has pioneered a plan to transfer passengers at sea in the following manner:

The TROPICAL BREEZE moors at Port Richey and gets underway every morning. The THE ISLAND LADY ferry passengers to it and the gaming area, as show on page 1a. The passengers are transferred over to the TROPICAL BREEZE, in state waters, the hook-up is made and passengers are transferred. Once again, the TROPICAL BREEZE moves out of state waters and the casino opens, and so on through the day 4-5 times. The last transfer is made after the casino closes for the day; all passengers and crew are off-loaded, except the Master and crew. The vessels are made fast at their normal docking areas.

## **VESSELS INVOLVED FOR PORT RICHEY CASINO, INC.**

The vessels involved in Port Richey Casino, Inc. gaming operations are as follows:

### **M/V TROPICAL BREEZE (Casino Vessel)**

DO 979342

Length 80.0'

Breadth 24.0

Depth 10.0'

Decks 3

### **M/V ISLAND LADY (Ferry)**

DO 1020747

Length 72'

Breadth 21'

Depth 6.5'

Decks 2

## **CREW ON BOARD**

All listed vessels are manned by experienced crew members and overseen by the Masters of each vessel.

The crew members have been trained by the Masters in line handling, ramp placement in the receiver, monitoring passengers on the ramp and how they identify any oddities that may occur. The Senior Crew member then trains each new crew member for a minimum of one week before the new crewmember is allowed to take control of a station and is still monitored for several "hook-ups" until the crew member is confident in every move.

## **MOORING DIAGRAMS AND EQUIPMENT LIST**

The TROPICAL BREEZE is equipped to transfer passengers on the starboard side of the vessel.

The ISLAND LADY is equipped to transfer passengers on the port side of the vessel.

## **EMERGENCY SITUATION, DRILLS**

In accordance with the station bill for each vessel, emergency drills are conducted at least once a month by the Master of each vessel and logged in the ship log.

See attachment:

Emergency Drill Training Pamphlet

## **WEATHER RESTRICTIONS**

Please see Page 19.



## **CREW DUTIES AND POSITIONS**

The crew duties are to ensure passengers' safety at all times. One crewman is posted on the boarding door and on the bow of the shuttles to handle Spring Lines and Fore and Aft mooring lines. In addition, when the ramp is in place, two crew members are stationed on the TROPICAL BREEZE side of the ramp, one monitoring passenger safety, the other monitoring gangway and lines.

Upon securing the ISLAND LADY to the TROPICAL BREEZE, the deckhand on the stern will assist passengers on the TROPICAL BREEZE side of the ramp, while the Captain will assist at the top during embarkation.

## **COMMUNICATIONS**

The Masters of all vessels are in contact with the crew via VHF radio or sight.

## UNHOOKING

Our normal unhooking starts with the Master of each shuttle “calling” the lines off starting with the stern line then the bowline. As this happens, the Master of the TROPICAL BREEZE comes ahead on the port engine with starboard rudder. His lets the two vessels “split” in the stern. The Master of the shuttle then “calls off” the spring lines and backs away from the TROPICAL BREEZE.

## **MEDICAL TREATMENT**

In the event that someone becomes sick or is injured on our vessels, the USCG will be contacted immediately, first aid is also offered. The Master gets advised from the USCG, which is usually to transfer said person to shore. When the shuttle is underway, local EMS is contacted via cell phone and is waiting dockside, at which time the USCG is re-contacted and brought up to speed with the situation. A USCG Form 2692 is then faxed to MSO. The local "911" emergency number is used to contact EMS Port Richey. You have the Marine casualty reporting process in your file for each of Port Richey Casino's vessels.

## **PASSENGER SAFETY ORIENTATION**

We have CD's pre-recorded as to the whereabouts of safety gear, life jackets, life floats, etc.

## **UNDERWAY HOOKUPS**

In the event the sea and wind are flat on scene, the TROPICAL BREEZE will be in the “All Stop” position and act as a fixed docking situation.

If we have wind and sea to deal with, we then have the shuttle Master in command of the entire operation. He will direct the TROPICAL BREEZE as to what speed and course to make good, usually resulting in, wind quartering port bow, and speed of two to five knots on the TROPICAL BREEZE.

## **LIGHTING FOR TRANSFER**

We have mounted 300-watt quartz lights at the boarding are shining down on the ramp.

## **INSPECTION OF EQUIPMENT BY MASTER**

Our lines and ramp are inspected daily by the Master and said inspections are logged on a weekly basis.

Items inspected are as follows:

1. The boarding ramp, deck and handrails.
2. Pad eyes on shuttles.
3. Cleats on the TROPICAL BREEZE and the shuttles.
4. Brackets, receiver and hinge bolts.
5. Mooring lines.
6. Fenders and hangers.



## PICTURE OF RAMP

### RAMP DIMENSIONS

43" Long

35" High

32" Wide

$\frac{1}{4}$ " Aluminum Plate for Decking

$\frac{3}{4}$ " Stainless Steel Hinge Bolts

Ramp is permanently bolted to the TROPICAL BREEZE.

## **HANDICAPPED ACCESS**

If said persons are able to be mobile, they can board over the ramp and our staff will fold their chair or walker and hand it across to the dock or vessel. Our boarding ramp does meet the 32" required opening.

## WHO IS RESPONSIBLE FOR CALLING OFF OPERATIONS?

The Masters of the shuttle are responsible for calling the operation off due to weather or equipment failure. In the event that sea conditions get to a four to five foot or greater chop, the Master will call the operations until it subsides. The transfer areas at this time will be as follows:

	<b>S.W.</b>	<b>S.E.</b>	<b>N.E.</b>	<b>N.W.</b>
1. "Little Bank"	2815.0 08250.5	2815.0 08248.0	2822.0 08248.0	2822.0 08250.5
2. "Peanut"	2825.0 08254.5	2825.0 08252.0	2826.0 08254.0	2826.0 08252.0

The areas known as "Little Bank" and "Peanut" wave conditions are operable to a 4' chop. Anything above that and we would call off operations. The area for our transfers are described on page 1A keeps our operation in a 10' or less water depth and out of any rolling sea/swell. The swell is not friendly to our type of operation (i.e. passenger transfer). The swell effect takes place between Little Bank and Peanut, the area we know as the "Deep Streak". Also shown on page 1A the depth is from 13' to 18'. The Master is further restricted to operating the conditions listed on each vessel's USCG COI.