Boat Movement Record   ALMIS Entered (date & initials):						
				Total Times		
Date: Time U/W:					Total Time:	
UCN:		<b>Boarding Number:</b>		Night OPS: Yes / No		
MISSION:						
Boat & Crew Information						
Coxswain	Crewmember	Crewn	Crewmember		member	
Crewmember	Crewmember	Crewm	Crewmember		member	
Float Plan: BE SPECIFIC! If you deviate from briefed plan NOTIFY station where you are going!  Scheduled communications checks everyminutes on working channel (unless otherwise noted). See guidance to right.  Every 15 minutes in reduced visibility/inclement weather Every 30 minutes normal operations day and night.						
Cell Phone Number if carried onboard:  Every 60 minutes at anchor/low risk evolutions  LOST COMMUNICATIONS PROCEDURES: If the boat fails to check in on the primary or secondary frequency within 5 minutes of their communications schedule, attempt to hail the boat using all available high sites on the Station's working channel and channel 16. If the boat does not respond, immediately notify the OOD. The OOD shall notify the Group Duty Officer (first) and the Command Duty Officer of the situation. DO NOT ASSUME ANYTHING!						
AFLOAT (GAR) RISK ASSESSMENT  MUST BE DONE BEFORE GETTING U/W!!  Value from 1 to 10 (1 being low risk, 10 being high risk)  Supervision: Consider how qualified the supervisor is and whether effective supervision is taking place. Even if person is qualified to perform a task, supervision acts as a control to minimum risk. This may simply be someone checking what is being done to ensure it is being done correctly. The higher the risk the more the supervisor needs to be focused on observing and checking. A supervisor who is actively involved in a task (doing something) is easily distracted and should not be considered an effective safety observer in moderate to hi -risk conditions.  Planning: Consider how much information you have, how clear it is, and how much time you have to plan the evolution or evaluate the situation.  Planning: Consider how qualifications and experience level of the individuals used for the specific event/evolution. Individuals may need to be replaced during the event/evolution and the experience level of the new team members should be assessed.  Tam Pitness; Consider the physical and mental state of the crew. This is a function of the amount and quality of rest a crewmember has had. Quality of rest should consider how the ship rides, its habitability, potential sleep length, and any interruptions. Futigue normally becomes a factor after 18 horses to resource. This includes, but is not limited to: time of day, temperature, humidity, precipitation, wind and sea conditions, proximity of aerial-anvaigational hazards and other exposures (e.g., oxygen deficiency, toxic chemicals and/or injury from falls and sharp objects.  Event or evolution Complexity: Consider both the required time and the situation. Generally, the longer one is exposed to a hazard. the greater are the risks. However, each circumstance is unique. For example, more iterations of an evolution can increase the opportunity for a loss to occur, but may have the positive effect of improving the proficiency of the team, thus possibly						
			$\Box$ vs $\Box$	(H)	I / MED / LOW)	