

EASTERN AREA MEMORANDUM 04/11

12 Sept 11

Sponsor: ALO (E)

**EASTERN AREA BOATS, BOAT STRATEGY, ALLOCATIONS,
RESPONSIBILITIES AND REPAIR PROCESS.**

Introduction

1. The purpose of this EAM is to make you aware of the changes that are taking place with regards to MOD & MSSC boats, boat allocations and responsibilities within Eastern Area to enable us to implement the recently published MSSC National Boats Strategy. It will also clarify the current and future defect reporting requirements for MOD power boats.

MOD & MSSC Boats

2. Within Eastern Area there are currently a total of 252 MOD and MSSC owned boats held by units and the Area Boat Station. A list of the types and quantities of boats held are at Annex A. These boats are the property of the MOD or MSSC and are currently loaned to units and are held on the unit PLR as MOD or MSSC assets.

Boat Strategy

3. There is no intention of outlining the whole of the MSSC Boat Strategy within this EAM; for those who wish to view the full strategy it can be found within the Training and Admin website. The EAM will however confirm Eastern Area's implementation of categories for boat stations, the characteristics for which can be found at Annex B. Within Eastern Area the implementation of the boat strategy is to try and ensure that each district has at least one Class 3 boat station and that Class 2 boat stations are spread to ensure coverage for the whole Area. This may mean that some units will have to cross district boundaries to be within the travelling times specified by the National Boating Strategy.

4. When categorising boat stations the Area team have taken into consideration units which are best suited for those categories based on current RTC status, the potential to achieve RTC status as well as the current facilities and boats held by those units. The categories allocated to each unit within Eastern Area can be found at Annex C.

Allocations, Responsibilities, Boats & Equipment

5. In the past MOD power boats have been allocated to individual units and originally there was a fairly even distribution of those boats throughout Eastern Area. However recent MOD culls and boats removed as Beyond Economical Repair (BER) have left a rather disjointed spread of boats within the Area.

6. To ensure the class 2 & 3 boat stations have the correct boats to fulfil their role, each district will be allocated two displacement boats, one Viking and one Champ and although they may be held by units they will be designated as District Boats.

7. This will necessitate a need to reallocate some of the boats currently held by units. However, there will still be units designated as class 4 stations that will retain a displacement boat. Details of proposed reallocations and unit holdings of MOD power craft are within Annex C. Where Districts are designated to provide boats for reallocation District Officers will be consulted as to which unit held boats will be relocated. Those units designated as class 4 should be aware there will be repair limitations which are detailed below and that those boats held will be first in line for disposal if MOD dictates a further cull of Cadet Force boats. All displacement boats will be held on the PLR of the holding unit.

8. There are currently 11 MOD Dory's within the Area; these will be reallocated so that there is one held within each district. These will become District boats and as such District Officers will be responsible for the allocation and loan of these boats to units within their district. The boat will have to be designated as held by one unit within the district for PLR accounting.

9. The Area Trinity 500's of which there is one in each District (two in Herts) are again allocated as District boats under the same terms as above.

10. T500 trailers allocated to Districts are for use throughout the district for the movement of both the district boat and unit owned boats. The District Officer is responsible for approving loan of the trailer, the trailer will usually be held on the PLR of the unit holding the District boat.

11. There is no intention to reallocate any sailing craft currently held by units, however class 2 & 3 boat stations will get priority on any new MOD or MSSC sailing craft allocated to the Area. Allocations of new boats will be decided by Area in consultation with ASO Boats.

12. The allocation of the Area Yoles will be the responsibility of Area in consultation with ASO Boats. They will be held on the PLR of the holding units.

There is no requirement for any ASC's to be reallocated.

13. There is a heavy duty Area trailer that can be loaned by any unit within the Area for the movement of larger boats; the trailer is capable of carrying boats up to the size and weight of a Champ. The trailer is stored at Immingham unit and is on the units PLR. Requests for loan are to be made direct to the CO/OiC Immingham who is responsible for the maintenance and loan management of this Area asset.

14. Units with MSSC boats and equipment on their PLR are responsible for insuring those boats and equipment. They are also responsible for ensuring the equipment is maintained in serviceable condition and for managing that equipment. When damage to boats and equipment occurs whilst on loan to units other than the holder the loaning unit will be responsible for any repairs required.

Event Boats & Responsibilities for Provision

15. All MOD & MSSC boats are loaned on the understanding that they are kept in a state of good repair and maintained as per TAR's. It has also always been a proviso that all defects on power boats are to be reported in accordance with the directions in TARs and that both MOD and MSSC boats are subject to being called forward for use at District, Area events and for training courses organised by ASO Boats. ASO Boats in consultation with Area and the event organiser will be responsible for drafting calling notices for Area events.

16. It will be the responsibility of the Divisional Officer to ensure that all District Boats called forward are provided in accordance with the calling notices issued and to ensure holding units comply with the defect reporting requirements for those boats.

17. In the case of unit held boats called forward it will be the responsibility of the CO/OIC to ensure they are provided in accordance with the calling notice issued.

18. Non availability of boats for events should be notified to ASO Boats and ALO boats promptly, if the non availability is due to a defect, a Defect Report is to be submitted to ALO boats along with the notification.

Repairs

19. All holding units are responsible for ensuring all boats are maintained as per TAR's.

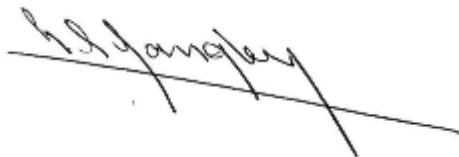
20. For powered craft, units may undertake cosmetic works and routine servicing without prior authorisation.

21. For all defects both mechanical and structural the holding unit is responsible for ensuring they are reported in accordance with TARs. Failure to comply with TARs or any unauthorised repairs could result in the unit being charged for rectification work or the boat being removed from the unit.

22. Powered craft held at class 2 & 3 boat stations will in future get priority repair subject to funding. A defect report should be raised in accordance with TARs and forwarded to ALO at Area HQ.

23. Boats at class 4 boat stations will still be eligible for repair as and when funds allow. If a class 4 boat station is inclined to fund repairs at unit cost prior authorisation is still required. Again a defect report is to be submitted with the unit repair proposals, who will be carrying out the works (must be a VAT registered company) and cost.

24. A copy of this EAM is to be held in all Unit Boat Logs.



E S Langley
Commander Royal Navy
Area Officer

Annexes:

Annex A – EA MOD & MSSC Boat Holdings

Annex B – Boat Categories

Annex C – Boat Holding Spreadsheet