



## Standard Operating Procedure – SOP 02-20

### Emergency Maneuvers

April 1, 2020

Coxswains and their crews shall always maintain situational awareness. SAR Vessels are subject to violent movements as they transit/operate. You must always be prepared for the vessel to suddenly change direction or speed in a manner that could put you at risk if you are not prepared. An emergency maneuver may occur and for the purposes of this direction is defined as **a maneuver that is immediately required to protect the safety of the crew, passengers and the vessel.**

All personnel operating on a RCMSAR vessel must be familiar with the types of emergency maneuvers that may occur, the procedures to be followed and potential risks. It is quite possible that there will not be time to react properly if you are not aware of the situation so maintain your situational awareness from the time you leave the dock until you return and if in doubt ask!

The coxswain and helmsman are normally in the best position to determine risk and assess the safest course of action. However, all crew members have a responsibility to report any potential risks or dangers that they observe. Do so in a loud, clear voice and **ensure that you are acknowledged.** Closed loop communications are imperative.

### Communicating/Executing an Emergency Maneuver

1. If any crew member identifies a danger that they believe requires the vessel to immediately stop the following must occur:
  - a. **They are to loudly call out Stop, Stop, Stop**
  - b. **The vessel is to immediately stop**
  - c. **Then immediately identify the danger and reference direction.**  
**(example: land to port at 10 o'clock)**



2. If any crew member identifies a danger that requires an immediate turn to port or starboard, the following should occur:
  - a. **Loudly call out direction of turn 3 consecutive times (example: Hard to port/stbd, Hard to port/stbd, Hard to port/stbd)**
  - b. **The vessel is to be immediately altered port/stbd**
3. All crew members should immediately grab the closest secure object and brace for the maneuver.
4. Once the maneuver has been executed the coxswain is to determine if the vessel is clear of the danger and only then call out **all clear** to the crew.

#### **Post Emergency Maneuver**

The vessel is to be brought to a safe speed sufficient to maintain headway while the coxswain (or next senior person) is to:

- a. Assess all crew to verify their status and provide medical assistance if required
- b. Assess any vessel damage and confirm vessel remains in safe waters
- c. Debrief and record in the log why emergency maneuver was required.
  - i. This must also be included in the notes section in SMS reports
- d. Determine if the crew and vessel can continue the mission or should return to base via a revised GAR
- e. Brief the crew on the revised mission