

 <p>ROYAL CANADIAN MARINE SEARCH & RESCUE <i>Saving Lives on the Water</i></p>	Standard Operating Procedure (SOP)	
	Crewing Readiness 24-006	
	Original Date	Revision Date
	August 26, 2022	July 18, 2024

SOP Crewing Readiness Standards

Reasons for SOP

This SOP is intended to ensure all volunteers understand and adhere to the minimum crewing requirements for RCMSAR dedicated rescue vessels (DRV).

Guidelines

All stations must follow the crewing requirements designated in this SOP when operating an RCMSAR vessel underway. This means that to perform the roles of Coxswain/Restricted Coxswain, Crew and/or New Crew, volunteers must be qualified and current as per **SOP 24-001 Coxswain Requirements and 24-002 Crew Level Requirements**. Crewmembers must have the required hours and be current with all training to fill a crew position.

It is the coxswains' responsibility to ensure, via the GAR process, that the volunteers assigned are qualified and current for the assigned crew position.

Crew Requirements

There are three main categories of operations for RCMSAR vessels:

1. Missions.
2. Training.
3. Maintenance mode and sea trials.

The following table dictates the minimum DRV crewing levels based on activity:

	Type II, Tolonen	Open RHIB, T-Top Type 1, 249XL/280 enclosed
Missions	1 coxswain, 2 crew. Mission capable	1 coxswain, 1 crew. Mission capable
Training	1 coxswain, 1 crew. Not mission capable	1 coxswain, 1 crew. Mission capable
Maintenance / Sea trials	1 coxswain, 1 crew. Not Mission capable. (Vessel being serviced)	1 coxswain, 1 crew. Not mission capable. (Vessel being serviced)

Optimal Crewing

The maximum number of personnel on board a vessel while operating in heavy weather and/or in non-displacement mode (planing) is dependent on the availability of seating and standing positions. Standing positions are identified as locations where fixed handrails, excluding becket lines, are available in the immediate vicinity of the person requiring their use. When it is necessary to operate a vessel in heavy weather and/or non-displacement mode when seating or standing positions are not used (e.g., transporting rescued persons, carrying additional personnel, etc.) it may only be done with due regard to the observance of good seamanship.

Risk Management

This SOP indicates the minimum requirements for the indicated activities. However, when planning such activities the GAR process may determine that additional crew is needed. For example, the risk associated with a maintenance trip from home base to a contractor to drop off a DRV due to a significant distance may require a third crew member.

Additional volunteers can be embarked on the DRV, for example, for training or an activity, but the GAR processes must be used to assess/mitigate potential risks to personnel.

During a SAR event where persons are rescued and brought onto the vessel, both the rescued and crew may be displaced from secured positions on the vessel. The Coxswain must perform a SAPP and GAR in how to proceed based on the patients' condition, sea state and distance to be travelled to determine safe speed. If it is deemed too dangerous to transit on the step and the patient is critical, a call out for an air evacuation, or additional assets must be considered, as an example.

Maximum Capacity

Vessels are not to exceed the design limit for the maximum number of personnel embarked.

Owner/Operators

The owner/operator (O/O) vessel class is unique. Coxswains (masters) of these vessels must meet the appropriate Transport Canada Certificate for the size and purpose of the vessel. For example, a commercial vessel has differing qualification requirements from a pleasure craft. The qualifications for each O/O vessel will be determined when the vessel joins RCMSAR.

Bill Riggs
Bill Riggs (Jul 25, 2024 09:17 PDT)