

29' RB-S BECCE HARD GROUNDING



EVALUATION CRITERIA

Demonstrate corrective actions for a Hard Grounding.

A drill will automatically be deemed unsatisfactory if any of the following conditions are met:

- Jeopardizing safety of passengers and crew (ie. kill switch, jewelry, etc.)
- Unsafe operation or navigation of the boat
- Failure to wear and use serviceable crew safety and survival equipment
- Failure to use applicable operational risk management and updating as necessary

Initial actions must be completed without utilizing a reference.

ALL steps must be performed.

INITIAL ACTION

Reduce engine rpm to idle and place in neutral.	
Notify crew of casualty and assess condition of the crew.	
Verify current position and depth of water, evaluate situation, and notify the Unit/Operational Commander.	

FOLLOW UP ACTIONS

Coxswain monitors the bilge high water alarm. Crewmembers inspect bilge spaces for obvious flooding and damage.	
Check for proper engine cooling water circulation by inspecting the discharge indicator.	
Rig the anchor, if required.	
Crewmember takes depth sounding all around the boat. Coxswain determines the deepest water, extent of grounding, and potential for underwater damage.	
Consider present and future state of tide, current, or other weather conditions with regard to re-floating or salvage operations.	
Coxswain determines the safest direction to deep water, and the method for extracting the boat safely with the least damage.	
Coxswain trims engines up completely. Crew member inspects lower unit and propellers for damage.	
Conduct a check of propulsion system integrity prior to attempting re-floating or salvage. Take caution to reduce further damage.	
Conduct check of steering system integrity. Check for limitations. Take caution to reduce further damage.	
Coxswain maneuvers into safe water and conduct steering check. Identify limitations and isolate areas of damage.	
Coxswain checks engine rpm in both neutral and engaged at various speeds.	
Return to unit or appropriate haul-out facility at reduced speed to prevent additional damage, if necessary.	
Coxswain reports status of casualty to the Unit/Operational Commander. Coordinates with unit for tow or other assistance when risk assessment indicates crew or vessel safety will be jeopardized through continued operations.	

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COMMENTS/NOTES