



29' RB-S BECCE STEERING CASUALTY

EVALUATION CRITERIA

Demonstrate corrective actions for a Steering Casualty.

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

If safe to do so, reduce rpm to clutch and place in neutral.

Coxswain notifies and directs the crew to investigate the casualty and report status, cause and, if applicable, estimated time to repair.

Verify current position, evaluate situation, and notify the Unit/Operational Commander of the casualty.

FOLLOW UP ACTIONS

Check the 50 amp POWER STEERING circuit breaker on the distribution panel in the aft starboard deck locker to see if it has tripped.

Check for steering fluid in the engine well deck, around the front and back of the helm pump, and in the bilge around the steering HPU.

Test engines for complete range of motion (full port to full starboard).

Ensure that all lines and fittings in the steering system are installed and tight.

Report all findings to the Coxswain. Rig the anchor, if applicable.

Correct the source of the problem, if applicable. Report status of the casualty to the Unit/Operational Commander.

Coordinate with unit for tow or other assistance when risk assessment indicates crew or vessel safety will be jeopardized through continued operations.

COMMENTS/NOTES