

9 - Rescue

Competence (Skills)	Knowledge, Understanding and Proficiency	Level Required		Methods for Demonstrating Competence (Qualification Standard)	Criteria for Evaluating Competence (Performance Standard)
		Coxswain Captain	Crew		
SAPP Assessment		RQ	RQ	<p>Each crewmember shall participate in all the steps of a SAPP scene assessment and verify their assigned responsibilities in a rescue plan using the principles of two-way communication. These crewmembers will communicate their actions and relevant steps throughout the execution of a plan.</p> <p>Each crewmember shall explain the steps involved in a SAPP assessment and describe the terms “event zone” and “two way communication”.</p>	<ul style="list-style-type: none"> • Crewmembers will explain the SAPP assessment and list the steps involved. • They will create an action plan based on information given and describe the steps involved in two way communication. <p>or</p> <ul style="list-style-type: none"> • As a member of a familiar vessel and given a real incident scene or exercise scenario each crewmember shall participate in an effective SAPP assessment and verify their assigned responsibilities in a rescue plan using the principles of two-way communication.
Scene Assessment	Advanced crew shall lead a SAPP scene assessment by pacing their crew through	RQ	RQ	List and explain the components of a SAPP assessment with emphasis	Importance of balance the capabilities of the SRU unit (crew

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	steps and advising each member of the roles assigned in the plan. They will lead the crew through the conception of a viable plan followed by the safe execution of that plan.			on the crew communication process. Given a rescue or recovery scenario list and explain some possible points to consider during the scene assessment or plan formulation.	and equipment) with the limitations or challenges of a scene to create.
Conduct Maritime Rescues	<p>Develop rescue plans</p> <p>Conduct rescue operations involving a capsized vessel</p>	RQ	RQ	<ul style="list-style-type: none"> • List the elements of a rescue plan • Discuss the factors to be considered in a rescue plan • Explain the importance of preparing for SAR operations prior to arriving on scene • Discuss risk assessment prior to arrival on scene • Discuss crew involvement in rescue planning • Value the importance of assessing a rescue scene prior to taking action • Evaluate the risks involved in rescuing survivors from a capsized vessel 	

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				<ul style="list-style-type: none"> Describe the actions and precautions to be observed in order to rescue survivors from a capsized vessel. Discuss alternative measures when dealing with survivors trapped within a capsized vessel Discuss the use of divers as part of response to a capsized vessel Synthesize a rescue operation plan for a capsized vessel 	
	<p>Conduct rescue operations involving a burning vessel</p> <p>Conduct rescue operations involving a survival craft</p>	RQ	RQ	<ul style="list-style-type: none"> Evaluate the risks involved in rescuing survivors from a burning vessel Synthesize a rescue operation plan for a burning vessel be offered to a disoriented vessel. Evaluate the risks involved in rescuing survivors from a survival craft Discuss alternative measures 	

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	<p>Conduct rescue operations involving a person in the water</p> <p>Conduct rescue operations involving a grounded vessel</p>			<p>when dealing with people in a survival craft</p> <ul style="list-style-type: none"> • Integrate a person in water rescue operation • Evaluate the risks associated with rescuing a person in the water. • Integrate a person in water rescue operation • Evaluate the risks associated with assisting a grounded vessel. • Synthesize a rescue operation plan for a grounded vessel 	
	Conduct rescue operations involving or disoriented vessel			<ul style="list-style-type: none"> • Discuss the CCGA policy toward the provision of assistance to disoriented vessels. • Evaluate the risks associated with assisting a disoriented vessel • List the types of assistance that could be offered to a 	

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	Conduct rescue operations involving a medical evacuation			<p>disoriented vessel.</p> <ul style="list-style-type: none"> • Synthesize a rescue operation plan for a disabled or disoriented vessel • Integrate a rescue operation to provide assistance to a disoriented vessel • Evaluate the risks associated with conducting medical evacuations • Discuss alternative measures to conducting a medevac • Explain the responsibilities between the COXSWAIN and the Rescue Specialist • Discuss considerations for transporting external medical personnel • Evaluate the factors to consider when selecting an evacuation point • Evaluate the risks involved in transferring people between 	

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				<p>two vessels underway.</p> <ul style="list-style-type: none"> • Evaluate the risks involved in transferring people between 	
	Conduct rescue operations involving a sinking vessel			<ul style="list-style-type: none"> • two vessels making way • Synthesize a rescue operation plan for a marine medical evacuation (medevac) • Evaluate the risks associated with providing a dewatering pump to a casualty vessel • Discuss alternatives to providing a dewatering pump to a casualty vessel. • Synthesize a rescue operation plan for a sinking vessel • Perform the transfer of a SAR pump from a SRU to a disabled vessel while underway. • Discuss problems that may occur with operation of dewatering pumps • Operate dewatering pumps • Discuss the role of the CCG 	

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				crew with respect to assisting other vessels with damage control	
	Conduct combined rescue operations with aircraft			<ul style="list-style-type: none"> • Discuss on board preparations for working with DND helicopters • Describe the policies and procedures related to CCGA vessels working with DND air assets. • Explain emergency break away procedures between CCGA vessels and DND helicopters • Explain vessel manoeuvres associated with DND helicopter hoisting operations • Perform hoisting operations with DND helicopters • Describe the process of dropping a rescue pump from a DND fixed wing aircraft • Describe the process of dropping a SKAD or SRK (Sea 	

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				Rescue Kit) from a DND fixed wing aircraft	
	Conduct recovery operations			<ul style="list-style-type: none"> Evaluate the risks associated with body recovery operations Discuss special considerations when recovering a body from the water Discuss information that may be required by outside agencies, such as RCMP and the Coroner. Discuss factors in determining landing location for recovered bodies 	
Boarding	<ul style="list-style-type: none"> Each crewmember will confirm with the Coxswain-captain the signals and boarding plan before commencing. Each crewmember will get confirmation to board from the coxswain before stepping off the vessel. 	RQ	OPT	<ul style="list-style-type: none"> Each crewmember explains the situations in which a vessel would board another vessel moving or stopped. Each crewmember shall list the signals pre-established by the coxswain prior to boarding another vessel. Each crewmember shall be 	<p>Each crewmember will repeat and confirm the coxswain's signals before commencement of boarding.</p> <p>Given a live scenario each crewmember will explain the parts of the operation that present the greatest risk to injury.</p> <ul style="list-style-type: none"> Stepping off the vessel

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	<ul style="list-style-type: none"> Each crewmember (if the boarded vessel is higher), will step all at the top of the rise and move from one vessel to the other in one quick motion. Each crewmember will pass gear over to the other vessel prior to or after boarding the vessel. 			able to identify possible hazards on-board another vessel and Stop Assess and Plan with the team before boarding.	<ul style="list-style-type: none"> Leaning over the side Passing gear over Effects of the weather on boarding operations <p>Crewmember's knowledge of boarding operations is best evaluated through competent performance of the skill. Given reasonable weather (light to moderate wind and sea). Stopped or moving slowly (2-5 knots) each crewmember will:</p> <ul style="list-style-type: none"> Participate in a SAPP assessment Communicate with coxswain and confirm signals Ready gear for transfer Get confirmation from coxswain Confirm the permission of the vessel's owner-operators Transfer gear Step on-board in one swift

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					move Confirm all gear is secure and vessel is safe
Vessel Dewatering	<ul style="list-style-type: none"> Each crewmember shall be able to operate all dewatering equipment of the SRU. Each crewmember shall be able to set up and operate the salvage/fire pump, portable or mounted fire pump: <ul style="list-style-type: none"> Set up in appropriable place (portable) Check fuel & oil Attach suction hose & and assign a monitor to suction and output Adjust fuel, choke and spark to start Start and adjust pump for desired output 	RQ	RQ	<ul style="list-style-type: none"> Each crewmember shall be able to locate all the dewatering equipment on board the SRU and describe its use, Each crewmember shall locate and describe the safe operation of the salvage-fire pump and all fittings for dewatering. 	<ul style="list-style-type: none"> Crewmember's knowledge of salvage and damage control operations is best evaluated through competent performance of the skill. Given a scenario, the crewmembers shall explain possible strategies for damage control and de-watering of a vessel. Given a period of ten minutes a crewmember shall set up and operate the SRU's salvage pump effectively. Each crewmember shall locate and operate any other dewatering devices on board the SRU and disassemble, clean, and flush equipment.
Fight and Extinguish Fires (own	Firefighting equipment and its location on	RQ	RQ		<ul style="list-style-type: none"> Clothing and equipment are

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vessel)	Board Knowledge of: <ul style="list-style-type: none"> • fixed installations • fire fighters outfits • personal equipment • firefighting appliances and equipment • firefighting methods • firefighting agents • firefighting procedures • use of breathing apparatus for fighting fires and effective rescues 				appropriate to the nature of the firefighting operations <ul style="list-style-type: none"> • The timing and sequence of individual actions are appropriate to the prevailing circumstances and conditions • Extinguishment of fire is achieved using appropriate procedures, techniques and firefighting agents • Breathing apparatus procedures and techniques comply with accepted practices and procedures
Approaching a Vessel on Fire	Form a plan from the SAPP process: safety of crew and vessel must take priority over attempts to save property.	OPT	OPT	Understand the risks associated with a vessel on fire. Understand when approaching a burning vessel is warranted, and when it should be avoided, When warranted; understand the safest methods of approaching a vessel on fire.	Make clear decisions with the crew's safety being paramount,
Firefighting to rescue a victim	Crewmembers shall operate the following equipment	OPT	OPT	<ul style="list-style-type: none"> • Crewmembers shall be able to differentiate between the 	Knowledge of fire equipment, procedures and protocols can be

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	Portable or mounted fire pump: <ul style="list-style-type: none"> • Set up in appropriate place (portable) • Check fuel & oil • Attach hose & nozzle and assign control person Nozzle: <ul style="list-style-type: none"> • Adjust fuel, choke and spark to start • Start and adjust pump for desired output Fire Extinguisher: <ul style="list-style-type: none"> • Pull pin and safely strap off of handle • Direct at base of appropriate class fire • Discharge with sweeping motion to effectively control fire 			classes of fires and the extinguishing agents that are effective against them. <ul style="list-style-type: none"> • Crewmembers shall be able to identify the steps in operation of the following equipment: <ul style="list-style-type: none"> • Fire extinguishers (types on board) • Fire pump hose and nozzles 	evaluated through competent performance during scenarios set up for evaluation and practice purposes.
Medical Evacuation from Boat	<ul style="list-style-type: none"> • Secure and stabilize patients to permit a safe medical evacuation. • Complete or ensure patient documentation is completed when the patient is handed over to the next level of care. 	OPT	OPT	Understand how to coordinate the medical evacuation with other agencies.	Maintain a cooperative attitude with other agencies.
Casualty Extraction (Hoisting) and Shore Line Operations	<ul style="list-style-type: none"> • Supervise the packaging and extraction of a Patient from shore and transfer onto vessel. 	OPT	OPT	<ul style="list-style-type: none"> • Possess an intimate knowledge of the local area in order to be able to assess if the operation 	Maintain control of the crew and vessel during casualty extraction operations.

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	<ul style="list-style-type: none"> Understand protocols for requesting other resources, e.g. helicopters. Recognize when a mission or extraction is beyond one's capability, 			<p>is within the capabilities of the vessel and crew,</p> <ul style="list-style-type: none"> Be familiar with casualty packaging and extraction. Recognize the risks associated with any near shore operation. 	
Rescue and Recovery	In consultation with the coxswain, crewmembers shall participate in the assessment of rescue vs. recovery and lead a rescue/recovery operation by providing direction and coaching to his/her crew through the evolution as well as effectively carrying out a primary function in the rescue process such as helm or bringing the person on board. Conduct the rescue with respect to mishandling hypothermic and injured person.	RQ	RQ	<ul style="list-style-type: none"> Explain the steps for a rescue-recovery of a person from water, shore, or shallows in accordance with vessel specific constraints. Describe the risks to the vessel and personnel when engaged in these operations. Describe the effects of mishandling a recovered casualty. 	Maintain SRU vessel priorities with regards to conducting risky recovery operations.
Hoisting	<ul style="list-style-type: none"> Each crewmember shall be able to secure the vessel decks and equipment for helicopter operations. Each crewmember will use pre-established signals appropriately during helicopter operations, Coordinate preparations for a victim 	OPT	OPT	<ul style="list-style-type: none"> Be familiar with helicopter operations. Each crewmember shall explain the danger of static charge build-up on the lift line. Each crewmember shall understand all pre-established hand or 	<ul style="list-style-type: none"> Maintain control of the crew and vessel during helicopter operations. Coordinate helicopter operations with regard for the safety of the crew, the vessel, and the helicopter.

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	hoist. <ul style="list-style-type: none"> • Ensure proper communications between the crew and the helicopter. • Take action to mitigate the hazards associated with helicopter operations. 			voice signals between helicopter and SRU.	<ul style="list-style-type: none"> • Given a hoisting exercise the crewmembers shall participate in the pre-hoist safely briefing, secure the vessel for operations and communicate constantly during the exercise.
Damage Control Operations	<ul style="list-style-type: none"> • Be prepared to conduct a reasonable casualty vessel assessment outlining tasks and resources required. • Review available courses to reach a plan. Supervise and assist in the safe execution of the plan specifics. 	OPT	OPT	<ul style="list-style-type: none"> • Each crewmember shall describe the safe working loads and proper guidelines for all rigging or tackle on board. • Crewmembers will be able to locate and identify tools and objects on board that could be used to plug or patch a hole on a stricken vessel. 	Given items such as a collision mat or tarp and a wooden plug and rags a crewmember will describe the appropriate action in an appropriate situation.
Grounding and Damage Control	<ul style="list-style-type: none"> • Demonstrate the ability to react to a grounding or flooding situation by assessing the situation and taking quick action to minimize the danger to vessel and crew. • Quickly assign tasks to the crew and follow the direction of the coxswain. • Carry out the tasks involved for 	OPT	OPT	<ul style="list-style-type: none"> • List the damage control equipment on board and explain its application in the event of flooding. • In the event or grounding have tide information ready for reference. • List the steps and all crew 	<ul style="list-style-type: none"> • Lead training and practice sessions that maintain crew Readiness for situations such as grounding or flooding. • Assessment of scene safety and stability.

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	abandonment of the vessel when ordered by the coxswain.			duties for abandonment. <ul style="list-style-type: none"> • Awareness of the affects and factors of environment, vessel construction, current conditions, execution of the procedures within an evolving framework. • Understanding or the limitations of standard damage control procedures with regard to vessel stability. 	
Pollution prevention and Report of Marine incidents and accidents		RQ	RQ	<ul style="list-style-type: none"> • Knowledge of the statutory requirements to report pollution incidents 	
SAR System	The Search and Rescue resources	RQ	RQ	<ul style="list-style-type: none"> • Know the Search and Rescue resources available in area of operation • Know the Marine SAR coordination system in the operational area • Understand what happens after an “operator” initiates a distress call • Know the spoken Distress, 	

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				Urgency and Routine prefixes on VHF radio <ul style="list-style-type: none"> • Understand the responsibilities when hearing or responding to a distress call 	
Knowledge Elements Search and Rescue		RQ	RQ	<ul style="list-style-type: none"> • Knowledge of SAR, priorities and issues, as well as the policies, practices and procedures. • Knowledge of and partners as they relate SAR. • Knowledge of SAR principles related to the development of operational requirements, processes, procedures and guidelines. • Knowledge of concepts of maritime environment t as it pertains to SAR. • Knowledge of CCGA operational programs such as limitations, characteristics as they relate to SAR. 	

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Maintain a professional knowledge of working relationships with other departmental programs such as OBS, RCMP, DND	<p>Support fisheries management, habitat and enforcement operations</p> <p>Support harbours and port operations</p> <p>Supporting general inter-agency operations</p> <p>Supporting inter-agency marine security operations</p>	RQ	RQ	<ul style="list-style-type: none"> • Identify activities in support of fisheries • Identify activities in support of harbors and port operations • Describe the Function of Transport Canada's Office of Boating Safety • Explain how CCG supports this through SAR prevention efforts • Explain how CCGA supports interagency marine security operations • Describe the COXSWAIN's rights and responsibilities with regard to safety • Knowledge of SAR Branch structure, roles & responsibilities. • Knowledge of CCG and DFO organization, programs, mandates. • Knowledge of Search and Rescue nationally and other agencies, departments and 	

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				volunteer organizations within Canada <ul style="list-style-type: none"> • Knowledge of SAR partners, their programs, services, organization and relations. • Knowledge of external partners including international partners. 	
Communication	<ul style="list-style-type: none"> • Maintain open, Interactive, appropriate, and fluent crew communications during SAR operations and training sessions. • Brief crew with the relevant information and assign tasks at the start and routinely during each operation. Alert the team of situations that might be outside the realm of normal standard operating procedures. • Brief crew on their specific commands and signals for SAR operations and training. • Deliver clear and concise directions. and ensure that they are understood. 	RQ	RQ	Understand the need for effective team communications and use of closed loop communication to assist in establishing a safe working environment for crew communications.	<ul style="list-style-type: none"> • Communicate with and provide feedback to the crew in a positive, constructive, and accountable manner. • State expectations regarding the appropriate time for free communications and suggestions from the crew.
Briefing & Crew Communications	<ul style="list-style-type: none"> • Brief the crew with all the critical 	RQ	RQ	List the components of a briefing:	Consistently and diligently carry

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	<p>information from the tasking.</p> <ul style="list-style-type: none"> Assign roles to the crew and state expectations in regard to vessel readiness. Maintain an open flow of two-way communications Ability to understand orders and to communicate with others in relation to shipboard duties. 			Situation, Mission, Execution, Administration and Communications. Complete a briefing with all these points.	out briefing, SAPP assessments and debriefing at appropriate times during operations. Maintain positive control of team while fostering an attitude of inclusion and participation in the decision making. Communications are clear and effective at all times.
Use locating devices, including communication and signaling apparatus and pyrotechnics	Radio lifesaving appliances carried in survival craft, including satellite EPIRBs, SARTs and Pyrotechnic distress signals.	RQ	RQ		Use and choice of communication and signaling apparatus is appropriate to prevailing circumstances and conditions
Operate navigational and communications equipment.	<p>Knowledge of:</p> <ul style="list-style-type: none"> start, stop, and operating procedures for navigational and communications equipment and basic chart work. 	RQ	RQ		<ul style="list-style-type: none"> Employee is able to prepare all navigational equipment for operation within the SAR response time of the vessel. Equipment is operating, calibrated, tuned to the proper frequency and adjusted for optimum operating characteristics. Communications are clear, concise and complete, using

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					the appropriate frequency and standard marine terminology.
Operating the VHF Radio Communication System	<p>The instructor should have the crewmember activate the set and adjust the controls, select local working, and set the scan for channel 16 as well as the local vessel traffic management channel, tug boat operating channel, and a Weather channel. Each crewmember will transmit a radio check with the local MCTS station and a departure message that includes the following points:</p> <ul style="list-style-type: none"> • Vessel name • Number of souls on board • Departing on activity • Area of patrol/mission • Length of patrol <ul style="list-style-type: none"> • Use maritime radio phraseology and procedures • Understand radio equipment operating principles • Understand radio communications procedures in SAR situations 	RQ	RQ	<p>The crewmember will describe the function of the various controls, operate and adjust each one for correct operation:</p> <ul style="list-style-type: none"> • Power • Squelch • Channel select • Scan or dual watch • Mode (USA/CDN/INT) • Transmit • Weather (WX) <ul style="list-style-type: none"> • Any major peripheral sites • The local MCTS's standard working channels • The crewmember will also identify common radio channels used by other vessels 	<ul style="list-style-type: none"> • Operating the VHF Radio will be verbally tested and demonstrated through practical exercises. • Demonstrations may include use of portable radio(s) and/or the vessel VHF unit. • Given a familiar VHF while departing for an exercise or mission, the crewmember will activate the radio and set it to the appropriate working channel and perform the skills listed as well as shift the mode from international to USA/CDN quickly & easily. • Squelch: adjust to where signal breaks back slightly. Readjust volume to comfortable level. Recheck squelch Hino (power output)

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	<ul style="list-style-type: none"> Understand radio communication reporting requirements, including communication loss Use appropriate radio channel or frequency channel. Each crewmember shall communicate with JRCC/MRSC via a MCTS designated working 			in the local area.	<p>on Hi as appropriate for channel. Correct channel(s) monitored. Any other switch/control unique to radio.</p> <ul style="list-style-type: none"> Each crewmember will, using correct procedure, transmit the message as listed in skills when departing on an exercise or mission. <p>Each crewmember will list all of the items specified in the knowledge column during the practical evaluation of radio skills. This knowledge can be evaluated through practical performance.</p>
Distress or Urgent Call	<ul style="list-style-type: none"> Acknowledge Call Gather Information Organize Information Send Info to SMC (sitreps) Send Mayday Relay Co-ordinate communications 	RQ	RQ		<ul style="list-style-type: none"> Respond to a distress or urgency call Implement response procedures and actions initiated by a distress or urgency call

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					Identify when to; <ul style="list-style-type: none"> • Demonstrate how to send a Mayday Relay. • Co-ordinate communications during SAR related activities.
Communication as a SRU and Keeping a Radio Log	Each crewmember will list the required information to be taken from a vessel being assisted: <ul style="list-style-type: none"> • Vessel name • Vessel length • Vessel registration/license number/gross tonnage/fishing license # • Vessel description type, structure • Vessel propulsion outboard or inboard type of engine • Owner/Operator names: • Certification operator competency # • Addresses and birth dale • Phone number • Names of persons on board 	RQ	RQ	Each crewmember will list the components of: <ul style="list-style-type: none"> • A mission departure message • An estimated time of arrival • A SITREP will consist of the following information: <ul style="list-style-type: none"> • SAR unit position, course and speed; • ETA on-scene; • Current weather conditions; • Search area covered to date (the On Scene Commander would report on the area covered by the entire SAR unit group); • Assistance rendered; • Location of datum marker 	<ul style="list-style-type: none"> • Crewmember shall list at least eight items from the vital information checklist in the knowledge section. • Given a VHF radio or reasonable simulation, each crewmember will issue a departure message, a SITREP message, and an estimated time of arrival (ETA). • Given a routine patrol on a familiar vessel each crewmember shall keep a radio log and list the following: <ul style="list-style-type: none"> • Vessel's name • Names of Coxswain/Captain, Crew and passengers

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	<ul style="list-style-type: none"> Nature of problem 			buoy; <ul style="list-style-type: none"> Any additional information or requests 	<ul style="list-style-type: none"> Times of Departure and Arrival Weather Time the vessel passed navigational landmarks Time of radio communications and brief content Any problems with the vessel, damage to the vessel or props
SAR Communications and Log Work	Conduct SITREPS with JRCC relaying all pertinent information. Keep an accurate account of all search plan information as well as vessel track. Record data such as wind speed, sea state, apparent current datum locations and visibility. A clear and accurate log will be kept by the crew that depicts all relevant vessel track and state information.	RQ	RQ	<ul style="list-style-type: none"> List the points to record when receiving a search plan for JRCC Explain the procedures for communicating with JRCC through the Coast radio station, by phone or communicating with another search resource. List all the values and events that should be recorded in the vessel log during training and SAR operations. 	<ul style="list-style-type: none"> All submitted logbook will be neat and professionally worded using appropriate terms and language. All SAR communications will be brief, accurate, relevant, and professional. Records will be kept and stored as legal documents; terms and language in the logs will be professional and brief.

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Signalling a Distress	<ul style="list-style-type: none"> The crewmember shall demonstrable the ability to prepare a flare to fire at the appropriate time and the steps to fire. The crewmember must effectively demonstrate the use of emergency equipment to indicate a distress on board their vessel. 	RQ	RQ	Each crewmember shall identify the many distress signals listed in the Collision Regulations. The crewmember shall identify those that would be used to signal a distress on board of the vessel. The crewmember shall state the location and types of pyrotechnics on board.	<ul style="list-style-type: none"> Each crewmember shall know the distress signals listed in the Collision Regulations. Elective or incidental skill demonstrations: Given an emergency scenario. each crewmember shall take initial action to deal with the emergency at hand and when or if the scenario requires signaling for help the crewmember shall demonstrate the use of equipment on board to effectively signal a distress.
Distress and Calling GMDSS/DSC	<ul style="list-style-type: none"> Demonstrate/simulate the use of GMDSS and EPIRB equipment carried on-board the vessel and when to activate such equipment by sending a safety, urgency and distress call and cancelling a false distress alert. Understand the interface between positioning input data and explain the 	RQ	RQ	<ul style="list-style-type: none"> Be able to explain the GMDSS system and the components of it. Explain the operating procedures of the equipment carried on board the vessel and its proper care and maintenance and testing. Explain the use, care, 	Be able to respond in an emergency situation on-board and activate carried GMDSS components to alert SAR authorities in a timely manner.

Competence (Skills)	Knowledge, Understanding and Proficiency	Level Required		Methods for Demonstrating Competence (Qualification Standard)	Criteria for Evaluating Competence (Performance Standard)
		Coxswain	Crew		
	configurations of an MMSI. e.g. country code, coast station, or group call.			maintenance of the EPIRB and be able to demonstrate how/when to deploy it. Know how to test the EPIRB and cancel a false alert.	