

Little Creek Volunteer Fire Company, Inc.

Sta. 54

P.O. Box 327
311 Main St.
Little Creek, DE 19961

Standard Operating Guideline 2000-01 Marine Unit's response and operation.

Purpose: This standard is designed to set guidelines for personnel responding to water rescues.

Scope: All fire department members.

1. All personnel responding to or from an incident in any Marine vessel will wear a personal floatation device. **NO EXCEPTIONS**
2. The officer in charge will designate who will ride in the vessel. No more than 4 people on board, this includes any non-company passengers such as paramedics, etc.
 - A. Boat Operator
 - B. Navigator
 - C. Crew Member/EMT
 - D. Crew Member/EMT
3. Operator responsibilities
 - A. The operator of the vessel will not exceed a safe speed for the weather and sea conditions. For example in heavy seas or times of poor visibility run the vessel at full throttle or operate in a reckless manner in which would place the crew or other boaters at risk.
 - B. The operator of the vessel is in charge of the operation of the vessel and must ensure that any problems are reported to one of the line officers and Chief Engineer.
 - C. No one born after **January 1, 1978** can operate any marine vessel without first receiving a Boater's Safety Card issued by the Department of Natural Resources and Environmental Control (DNREC).
4. Radio Operations
 - A. All crew members will use the Fire Department issued headsets. The headsets monitor the VHF Marine radio and 800 MHz Fire Band Radio
 1. Prior to leaving the dock the Operator will verify that both the VHF and 800 MHz radio is operational.

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Written By: Scott Bundek

Supersedes: None
Approved By: Scott Bundek, Chief

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- B. Once in the water and preparing to depart the operator of the boat will contact Kent Center on the Fire Operations Channel on 800 MHz and advise them the following information. We will use the unit number 54 Marine 1 or Marine 2.
 - 1. Unit Number is responding
 - 2. Number of souls on board
 - 3. Special conditions (if needed)

 - C. Once in the water and preparing to depart the operator of the boat will contact the USCG sector Delaware Bay on Marine Channel 16 and advise them the following information. We will use the call sign of Little Creek Rescue
 - 1. Little Creek Rescue is responding from our launch site and advise what type of emergency and the reported location.
 - 2. Number of souls on board
 - 3. Special conditions (if needed)
 - 4. You need to ask if any USCG units are responding and what Ops Channel is being used
 - 5. Example: Little Rescue to USCG Sector Delaware Bay. Go ahead Little Creek Rescue. Little Creek Rescue is Launching from Port Mahon with 4 souls on board enroute to a reported vessel overturned 2 miles east of Port Mahon in the Delaware Bay. What is the operations channel and are any USCG vessels responding?

 - D. Any status change will be reported to the USCG and Kent Center on the respected radio channel. Examples of status changes are
 - 1. On Location
 - 2. Vessel in Tow
 - 3. Back at the dock

 - E. Kent Center and the USCG will provide radio accountability checks while on the water. This is to ensure nothing has happened while out on an emergency.
5. We will only tow vessels to our in district ports (Port Mahon, Bowers, Simons River, Leipsic River, and Woodland Beach) or any port we may have launched from. The Company will not tow any vessel to a New Jersey port or any other Delaware port we did not launch from. Unless approved by the officer in charge.
6. Anytime one of the marine vessels is taken out for training and or district survey it must remain available for dispatch and monitor K-Fire1 and VHF Channel 16. It is suggested to follow the radio procedure outlined in section 4 of this SOG.