

# Aux Coxswain Course

## CASUALTY CONTROL



**U.S. Coast Guard**  
**National Motor Lifeboat School**

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Homeland  
Security

# Why is it important to have casualty control procedures?

- **Ensure crew safety**
- **Minimize vessel damage**
- **Prevent casualty from getting worse**
- **Crew should know each others billet/job**
- **Know what can realistically be repaired underway**
- **Step by step procedures help gain control of casualty**
- **Aid in troubleshooting casualty**

# Coxswain's Responsibilities During Casualty

- **Safety of crew and vessel**
- **When engines will be secured**
- **Keep station informed of situation**
- **Decide if mission can be completed following casualty**

**If the mission is to be completed following a casualty, the following factors must be considered:**

- **Safety of the crew**
- **Urgency of mission**
- **Limitations due to the casualty**
- **Weather and Sea conditions**

# Hard Grounding

- **Symptom:**  
While underway  
Your Vessel hits  
bottom and  
becomes hard  
aground (unable to  
initially float free)



# Coxswain:

- **Bring throttles to neutral**
- **Info crew, determine crew's status**
- **Verify current position, depth of water and evaluate situation**
- **Notify station of position and status**

# Have Crew

- **Proceed to Compartments below decks and check gear spaces and shafting for obvious flooding or damage**
- **Check R/W strainers for debris and proper water circulation, Secure engines if cooling is insufficient or there is excessive debris (sand)**

# Have Crewman:

- **Check all other compartments for damage**
- **Rig anchor for emergency use, if directed by coxswain**
- **Take depth soundings to determine deepest water, extent of grounding and the potential for underwater damage**



# Coxswain:

- **Check Present and future state of tide, current and weather evaluated with regard to re-floating or salvage options**
- **Deploy anchor if danger exists to be set further aground**
- **Determine safest direction for extrication**

# Have Crew

- **Conduct check of propulsion system integrity prior to attempting re-floating or salvage**
- **Conduct check of steering system integrity, using hydraulic helm (not jog levers)**
- **Caution should be used to reduce further damage**

# Coxswain:

- **If vessel can be re-floated or backed off, maneuver vessel into safe water (using engines only if steering system has been damaged)**
- **Conduct steering checks including helm and jog lever control to identify limitations or isolate areas of damage**

# Determine if there is a vibration by:

- **Bringing RPM's up one engine at a time**
- **Note which engine and at what RPM vibration occurs**
- **Do not operate at or above vibration RPM**
- **If vibration is too severe, place shaft into neutral and secure engine**

# NOTE:

- **If possible, boat should be hoisted to determine extent of damage, especially if there is vibration.**

# SUMMARY HARD GROUNDING

- **Bring throttles to neutral**
- **Info crew and check their status**
- **Position, depth of water, situation evaluated and station notified**
- **Check compartments for flooding and damage**
- **Evaluate depth of water, tides and determine safest route of extrication**

# SUMMARY HARD GROUNDING

- **Prior to re-floating check propulsion and steering using caution to prevent further damage**
- **Once in safe water conduct steering and vibration check**



**Questions?**