

Head of Deployment

The Head of Deployment facilitates communication and working together within the crew. They are also in a position to communicate with external actors, other vessels, land structures, coast guard, authorities. They are capable of taking decisions, both by facilitating discussions and by taking the lead when the situation requires it.



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1. Preparation on Board

- You have a Laptop and a mobile. We operate with apple products.
- We use Starlink with 50 GB, so you have all possibilities to write emails or make signal calls.
- You have your own office at MARE*GO, just behind the bridge.
- Check the folder HOD_office at the laptop, there you will find templates, pre-written texts and many other information regarding your position at MARE*GO.
- Check the situation:
 - Are other actors operational during the deployment? Get an overview checking the signal groups and vessel trackers. Get in contact with the other actors via signal chat or email —> bilateral action
 - Where are the boats with people on the move coming from? Lybia / Tunesia? Getting a sense of what will come across your work.
 - Check the website windfinder <https://www.windfinder.com/> or similar websites. Wind and waves, good weather have an influence on the SAR zones.
- Inform the crew about the different scenarios which could happen regarding weather, calls with other actors and so on. The general briefings could be a good time for it.

2. Trainings

- In the practical trainings with the RIBs you give easy and clear commands to the RIB crews to get all information you need. With this information you contact MRCC Rome, coast guards eg. Be sure about assessment cards and your wording (nautical language)
- You will receive information about the CV, which you provide to the RIB crew. Even if it is just a training, we want to be as much realistic as possible.
- In your assessment card you will find following points:

* type of boat	* engine
* person over board	* listing
* number of people (women, pregnant, children)	* righting moment
* crowd condition	* freeboard
* boat structure	* water inside
	* risk level

3. Being operational

- You work together with the captain. Decide together, when you want to be operational and start sailing to the SAR zone.
- If you are sure, when to leave:
 - Message in the SARops signal group:
 - announce date and time ETA of becoming operational
 - area of operations AOO

- inform the actors, who are in the AOO at the same time (e-mail or signal)
- You don't have to be part of the watchplan.
- Remember to inform all about changes of ETA and AOO, its about transparency while working together.
- When MARE*GO leaves Licata, the Marina will inform the italian coast guards.

4. Communication

This is your main job. Communication means:

- E-Mails
- Phonecalls
- VHF
- It is all about forcing the coast guards to take over the people on the move. If we take people on board of MARE*GO we have to leave the AOO immediately.
- Be concrete, clear and insist on the best possible path for the people on the move and the MARE*GO. Repeat your requests, collect reasons why the coastguard must come out (medic, guestcare). Remain honest (do not exaggerate) and consistent.
- E-Mail Templates are saved on the laptop (03_Office / 02_HOD Office) for most common scenarios. Adapt to individual case if needed.
- In general ensure timely and step by step communication with authorities about engagement in cases and different levels of interventions.
- The documentary work is really important for all potential legal questions. So be sure, that you document all of your steps clear and structured. In the way that nobody has to ask you about it.
- You always have to use email, vhf, phonecalls as a mixture of communication. If you don't speak Italian like a mothertongue, ask your italian speaker to help you.
- Inform SARops signal group regularly about CV
 - number of people on the move
 - SAR zone
 - case number if you have
 - thanks to other actors (pilotes volontaires e.g.)
- Inform SARops signal group about the POS and ETA
- Inform bilateral action contacts regularly, at least every 12 hours, about:
 - your position
 - what MARE*GO is doing at the moment.

5. Port of Safety

- It is a official request getting a POS. That's international law. We always ask MRCC Rome via email. See templates in your HOD-office folder.
- As long as you don't have an answer, you choose the nearest port of arrival in Europe.

- If you get an answer, but the POS is too far away perhaps you have these conditions for discussing the POS.
 - weather conditions
 - medical conditions of people on the move
 - exhausted status of the crew
 - technical limitations
- If any medical cases or other vulnerable cases with special (protection) needs this should preferably be communicated in advance. Stay in touch with guestcare person and medic. They should ensure the people involved are informed about what will happen and have the documentation ready before disembarkation. It is possible, that one or the other person get disembarked by CP while sailing to POS.
- Inform the organisations at the POS to help the people on the move, when MARE*GO arrives: RED CROSS and UNHCR

6. Disembarkation

- Have a meeting with crew to prepare mooring and roles during disembarkation. No discussion with authorities except captain and head of deployment, doctor when asked for.
- Rescued people should be informed there will be authorities/police, they don't need to answer any questions while still on our vessel. They always have a right to translated information.

7. At the end of the deployment

- Inform SARops signal group:
 - leave AOO
 - debrief meetings with other actors in case of joined operations.

8. Glossary

AOO	area of operation
CP	Charlie Papa (Italian coast guard)
CV	casualty vessels
ETA	estimated time of arrival
HOD	head of deployment
MRCC	Maritime Rescue Coordination Center
SAR	Search and Rescue