

Preliminary



MARE*GO used to be a fishing vessel in the nordic sea. She was built in 1917 in the Netherlands and has a huge history and a legendary status as SEA WATCH (1) and MARE LIBERUM. We took her back to the Med and want to keep her as long as possible to do her most favourite job.

We have a small media gallery at our website to inform people, what we did, since we git MARE*GO. Have a look here if you are interessted: <https://mare-go.de/we-present>
Zusammenland is the NGO behind MARE*GO who does more than search and rescue. If you want to know more, look at our website <https://zusammenland.de>

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1. Coming on board of MARE*GO

Welcome on Board. We are going to have 3 intense weeks together. Be careful and treat everybody, all material and gear, all RIBs and MARE*GO with respect. If anything is broken, we have to repair or rebuy it, before we can start to sail in the area of operation. It is your responsibility as well, that your deployment is successful, but also that the next one will be.

Licata is our homeport and we paid our mooring place until the end of the year. Behave on board and in the port as a guests in a good neighborhood. Most people in the marina are cool with our project. Thanks for understanding and taking an eye on it

2. Crew Safety

Every volunteer determines the success and sustainability of occupational safety aboard MARE*GO with their safety-conscious behavior. Only a pronounced awareness of existing hazards and necessary safety measures ensures safety and good health protection during work. A hazard alone does not lead to an accident. There must also be other conditions - such as half-heartedly implemented security measures or simply disregarded specifications. Such negligence leads to slackness in safety measures and possible accidents.

To prevent this from happening, every volunteer should develop a convincing safety culture aboard, which all volunteer support in which hazards are clearly identified and reduced and through which all occupational health and safety measure are observed, implemented in day-to-day work and specially during the rescues!

2.1. General

- One hand for the ship. Always hold on! Regardless of the weather and sea conditions, you always have to have a free hand to hold on to the ship.
- No alcohol and no drugs.
- Sea sickness. Prevent seasickness early on by getting fresh air and watching the horizon. Drink enough fluids and ensure your energy supply through fruit, bars, etc. (simple plain food: rice/dry bread, salty crackers). In exceptional cases, take tablets against seasickness approx. 30 minutes before the trip.
- Shoes. The risk of injury on ships is relatively high: anti slip soles and safety shoes.
- Seaworthiness. Tie down/secure every moving or loose item, so it cannot fly around when the ship is rolling.

2.2. In the Vessel

- Cooking. Install fixations for pots and pans on stove while sailing, make sure to close off all gas turning knobs.
- Electricity consumption. Electricity comes from batteries, use it economical.
- Water consumption. Drinking water is limited. There is a watermaker on board, but the water gets warm while sailing. The tap water is drinkable.
- On-board toilet. Check the SOP toilet (in the bathroom). Never to put paper in the toilet.
- Working equipment. You will receive your personal life jacket, life belt, helmet, headlight, knife.
 - Life jackets. Put it on and make sure it fits to be set. If applicable, wear life jackets on deck!

- Lifebelt (safety sling). A must with winds of 4 Bft or more and corresponding swells! Also wear at night, on command or for personal safety needs. Show how to use it and where “clicking in” can be done. Each crew member receives their personal life belt.
- Behaviour at night. Always wear a life jacket and life belt at night!
- Fire extinguisher. You find them in every room and on deck. If you don’t know how to use them, ask. There is a fire blanket in the kitchen. There is a automatically and manual fire fight system for the engine room.
- Emergency Exits. Hatch in the floor between the cabins. Every exit is an emergency exit, keep the clear.

2.3. On board

- Windows. Always close the windows when sailing.
- Life raft. There is one for the crew at the monkey deck. There is more emergency equipment. It is the responsibility of the captain when and how to use it.
- Winch operation / Line handling. In the training you will learn how to operate the winches/lines. We talk about standard commands, how to protect your fingers (thumbs in) and where to stand safely during operation (avoid snap back zones).

2.4. Emergency Operations

All types will be explained generally in the trainings. There is one General Alarm Sound (Horn) for all types of emergency. If you hear the horn, all crew members go immediately to the muster station (bridge).

3. Trainings

- We have a training plan and we want to stay close to it. We will have a closer look at it in the first day. You find it here: <https://mare-go.de/info>
- Before and during all trainings have clear comms established between RIBs, MARE*GO and potentially authorities (harbour, marina, etc. and stand by channel 16).
- Before training with the RIBs, familiarise with training areas (shallow waters, water ways).
- When training with the red raft consider it drifts already with little wind a lot. Use the anker of LNOB.
- Handle LNOB as a ship not like a light weight RIB (slow manoeuvres, no pressure on tubes like nosing, etc.).
- Each trainings session ends when the RIBs are moored and all crew member has finished their tasks.
- The training phase is finished when everyone feels comfortable to be operational.

4. In the area of operation

- Establish watch-keeping schedule with 2 crew members per shift for:
 - steering the ship,
 - watch keeping (monkey deck) and person for
 - watch at aft for towing and
 - hourly engine rounds.
- During the watch check on e-mails, board phone, internet connection, vhf and feed the logbook (left side for nautical, right side for SAR ops stuff)
- Share all available information on other actors, NGO boats and planes (signal chats e.g.)
- Keep all crew awake regularly updated which cases are active and what to look for
- Focus on proper hand-over from one shift to the other including all information and findings of the past shift
- The crew member on watch is supposed to have a complete overview about the whereabouts of all crew (who's in bed, monkey deck, engine room, at the bow, etc.). Keep that person informed proactively.
- The shift team agrees on procedure if a casualty vessel is spotted suddenly (who wakes up crew, who keeps an eye on casualty vessel, who starts with taking LNOB alongside)
- Agree on preparing food and a daily meeting.

5. Rescues

5.1. Casualty vessel spotted by MARE*GO

- Spotter informs Head of Deployment, who decides the procedure to get all crew woken up and LNOB prepared to come alongside.
- Stay with MARE*GO on safe distance of approx. 1nm (depending weather conditions and visibility and if casualty vessel actually reacts to MARE*GO). Remember LNOB being towed/ alongside)
- Sent email to authorities immediately.
- RIB crews board the RIBs, check readiness, radio check, cast off
- Approach casualty vessel as described in "standard approach" and stay with MARE*GO on safe distance and record/ document all steps taken

5.2. Reported by other actor

- Sent email to authorities
- Write down position and known details and transfer into both plotters incl. bearing to position
- Check all communication devices
- RIB crew casts off and updates MARE*GO in previously agreed interval (every 10min VHF, all half hour via email). MARE*GO acknowledges calls or emails.
- Keep comms established in between RIBs with VHF or hand signals
- If comms break down than RIBs return to last known position of MARE*GO, MARE*GO returns to last communicated position (especially important during search patterns and not operating on one bearing to the case)
- When RIBs arrive at scene proceed like described in "standard approach" but consider to pump up red raft before to have additional "deck space" prepared if people need to be disembarked/rescued immediately.

6. RIB Approach

6.1. Standard approach

- visual contact from MARE*GO
- detowing from LNOB and bringing LNOB alongside MARE*GO
- MARE*GO stays in distance and LNOB observes the situation, reports all information to Head of Deployment
- LNOB gives out life jackets
- LNOB stays with the people on the move, if the engine is still running escort the casual vessel
- Details look at cultural mediator SOP

6.2. Long approach

- Long approach is with LNOB and GREEN
- Both RIBs approach on 1nm the casualty vessel and decide if extra raft/ readiness of Centifloats is needed (depending on listing and freeboard of casualty vessel)
- LNOB leads and circles casualty vessel, GREEN mirrors on opposite side
- LNOB approaches, GREEN on stand by
- First assessment by LNOB, comms to GREEN and MARE*GO (Status of the Casualty vessel, Number of people, women, children, medical cases) and asks for green light signal to hand out life jackets
- Handing out life jackets when finished report back to GREEN/MARE*GO
- MARE*GO sends email to authorities with preferred next steps

7. Next Steps

7.1. Support by guiding casualty vessel to Lampedusa/ Italian TTW: „follow the yellow ship“

- MARE*GO sails ahead, one crew member with constant view on following casualty vessel. Distance depends on weather conditions (approx 100-200m)
- LNOB follows casualty vessel
- Consider to exchange driver position on the RIB to prevent exhaustion.
- In case of long distance, consider to swap crew from MARE*GO onto RIB and shuttle warm clothes/snacks etc.

7.2. Embarking from casualty vessel to RIB

- Agree within crew on the manoeuvre, explain to the people on casualty vessel
- Details look at cultural mediator SOP

7.3. Embarking from RIB to MARE*GO

- Announce to MARE*GO approach, wait for green light signal and communicate well if course of MARE*GO is favourable for manoeuvre or change of course is necessary.
- When deck-crew and RIB crew agree on good course, bridge gives green light signal and RIB approaches. Go alongside make fast bow and stern line (nosing manoeuvre with 45° angle is only in emergency or crew transfer manoeuvres)
- RIB-driver and deck crew on MARE*GO agree on readiness.
- Cultural Mediator decides about start and stop embarking.
- MARE*GO deck assigned place for embarked people, closes rescue door and undoes the bow and stern line on RIB-driver command
- Consider to embark RIB-crew to MARE*GO for crowd management or medical situation.
- When transfer ready send email to authorities and inform about next steps

8. Port of safety (POS)

- If we support the people on the move on their way to Lampedusa (LMP) we stay close up to them until Italian coast guards (CP) arrives and bring them to the island.
- If we took people on the move on board of MARE*GO we leave the area of operation (AOO) and sail to Sicily.
- At the assumed port of safety (POS) the disembarkation starts after mooring MARE*GO.
- The authorities decide about time frames and next steps.

9. Pictures and Public Relations

We have a few criteria that are important to us when dealing with images of people. If you also serve the Twitter channel, it would be great if you follow them:

- We want to avoid white people being perceived as saviors of People of Color / Black people. The White Savior issue is central to us here and we assume that pictures can be taken where "the great white person, the poor Black person" is not the focus.
- We don't want to see children in the pictures.

- We don't want there to be a cult of personality. It is not the individual person who is in the foreground, it is always the team, the crew, the supporters, the donors who make it all possible.
- Data protection and the right to one's own image also play a role for us in civil sea rescue. If you want to take pictures of people, please make sure that they are not identifiable. In the case of individuals, ask whether you are allowed to take a picture and what you want to use it for.
- The dataprotection of human beings and the rescue is always more important than good pictures for social media.



10. Leaving MARE*GO

- At the end of the deployment we are back in Licata.
- All crew has to clean their department, berth, MARE*GO, RIBs, equipment.
- Make your inventory lists, so that we can rebuy whats needed
- Repair what has to be repaired and / or report.
- Prepare MARE*GO and your department for the coming deployment, welcoming the next crew members.

11.Glossary

AOO	Area of operation
CM	Cultural Mediator
CP	Charlie Papa (italian coast guard vessels)
CV	Casualty vessel / distress case
ETA	estimated time of arrival
GREEN	Small RIB GREEN
HOD	Head of Deployment
LMP	Lampedusa
LNOB	Large RIB (short form of: Leave no one behind)
MPOB	Mass person over bord
MRCC	Maritime Rescue Coordination Center
POB	Person over bord
POS	Port of Safety (Europe)
RIB	Rigid inflatable boat
SAR	Search and Rescue
TTW	territorial waters