

<b>TECHNICAL</b>		<b>BASIC (0 - 4)</b>	<b>EFFICIENT (5 -7)</b>	<b>THOROUGH (8 - 10)</b>
<b>Start Off or Take Over</b>	Safety / Pre and Post Start Checks	No visual and physical check of engine, availability and suitability of Kill Cord, check Surrounding Environment for hazards, Tell – Tail. No Communication to Crew	Minimal visual and physical check of engine, availability and suitability of Kill Cord, check Surrounding Environment for hazards, Tell – Tail. Limited communication to crew.	Complete and comprehensive visual and physical check of engine, availability and suitability of Kill Cord, check Surrounding Environment for hazards, Tell – Tail. Crew notified prior to moving off.
<b>Moving off</b>	Constant visual checks	No checks	One to two checks	Constant all round vision
	Engine started before cast off	No engine started floating away	Engine started, boat stayed near jetty	Engine started held with painter line till ready
	Contact with the jetty/pontoon	Hit jetty	Glanced jetty	No contact at all
	Use of recognised technique (reverse or warp) correct stowage of painter	Wrong technique	Used wrong technique but moved away	Appropriate techniques used
<b>Manoeuvring</b>	Avoid swamping	Total swamping of stern	Wrong speed creating stern wave and small amount of water entering boat	Good speed, no water entering boat
	Visual checks	No checks	Periodic visual checks	Total all round visual checks
	Contact with obstacles	More than one	One obstacle hit	No contact
	Suitable speed	Inappropriate speed for the task	Appropriate speed used occasionally	Appropriate speed used throughout all tasks
	Paddling	No communication/direction and co-ordination between helm and team	Limited communication/direction and co-ordination between helm and team	Appropriate communication/direction and co-ordination between helm and team
<b>Confined space turn</b>	Visual checks	No checks	Periodic visual checks	Total all round visual checks
	Correct use of steer then gear	Poor use of steer and gear	Un co-ordinated use of steer and gear	Good use of steer and gear
	Contact with obstacles	More than one obstacle	One obstacle hit	No contact
<b>Coming along side</b>	Angle of approach	Wrong approach due to no consideration towards flow, weather or obstacles	Wrong approach due to limited consideration towards flow, weather or obstacles	Good approach due to consideration towards flow, weather or obstacles
	Suitable approach speed	Hits pontoon hard	Boat contacts pontoon to make boat bounce off slightly	Boat makes gentle contact with pontoon
	Securing boat	Boat held in place by hand	Painter line wrapped around secure object but no secure knot used	Painter line tided correctly to secure object using secure knot

<b>Static Pick Up</b>	Appropriate technique	Inappropriate boat handling, Ineffective friction lock or boat not secure. Unsafe use of Ladder. Crew not under effective command. No PFD Used on Casualty	Effective boat handling, limited movement by crew members, adequate rescue technique	Excellent boat handling, Good boat stability maintained. Good safe use of the ladder and safe transfer of casualty, PFD fitted to Casualty
	Communications	Did not communicate as a team or with casualty	Limited communications with team, members unaware of skillset to recover casualty	Good communication throughout, Crew received good information on skillset to make informed recovery plan
<b>Casualty Rescue</b>	Casualty Approach / Shallow Water Techniques	No communication with crew and casualty, came in too fast, no depth checks, grounded engine	Limited communication with Crew and Casualty. Speed fast, Engine not managed effectively.	Good communication with Crew and Casualty approach and speed good, Engine management and good paddle work
	Casualty Recovery	inappropriate casualty handling technique	limited consideration to casualty handling	appropriate casualty handling technique
<b>Throw Bag Deployment</b>	Throw Bag Techniques	No contact with casualty, no communication between team, inappropriate deployment, missed target, boat engine in gear before rope recovered	Limited contact with casualty, limited communication between team, inappropriate deployment, missed target, boat engine in gear prior to rope fully recovered	Good contact with casualty, good communication between team, appropriate deployment, hit target, boat engine in gear when rope fully recovered