



SNORR RECOVERY SOP

SNORR'S MISSION

The mission of SNORR is to assist anyone who is in distress off-road in the safest manner possible. Whether that means they are stuck, have a flat, or the vehicle is otherwise disabled off-road. We are always ready to roll out and assist others. We strive for the highest level of professionalism and expect it among all volunteers.

SNORR Membership Levels

Verified (Tier 3) - A member that is verified has passed an online exam that demonstrates basic recovery knowledge. - White Sticker

Validated (Tier 2) - A member that is verified has passed an online exam that demonstrates basic recovery knowledge, and has either A) attended a SNORR Recovery Class or B) Been on active recoveries and the SNORR leadership can validate their skills. - Yellow Sticker

Certified - (Tier 1) - Formal First Aid Training - Any 1 of the following:

Basic Life Support (BLS), CPR, Stop the Bleed or Wilderness First Aid. FEMA 100 Cert, Tread lightly! Certificate, SNORR online test, suitable recovery equipment and SNORR Leadership approval - Red Sticker

EQUIPMENT SUGGESTIONS

- It's highly recommended that you have a 4x4 in good running condition.
 - Inclement weather recoveries – 4x4 is REQUIRED, no exceptions.
- 1) 30 foot 7/8inch or greater Kinetic Rope or 3inch or greater Kinetic Strap.
- 1) 30K Static Strap (optional)
- 2) Hard shackles Min 4.5 Ton WLL and 2) Soft Shackles Min. 20K WLL
- Quality Gloves
- First Aid kit
- Fire Extinguisher
- (Recommended) Air compressor
- (Recommended) HAM radio with a HAM license
- (Recommended) Winch rated over 9,000 pounds and accessories (line dampener, snatch block)
- (Recommended) Recovery Boards
- (Strongly Recommended) Garmin Inreach or other satellite communicator
- Highly recommend attending a SNORR recovery class

VOLUNTEER CODE OF CONDUCT

All SNORR personnel are expected to be professional and respectful to everyone while on recoveries. Careless, irresponsible or disrespectful actions may lead to administrative action of your membership. If possible, stay on trails and roadways (environmental protection). Clean up any trash after every recovery. Gratuities are okay to accept however, IF ANYONE ATTEMPTS TO OR DOES

CHARGE FOR A RECOVERY THEY WILL BE BANNED FROM THIS GROUP INDEFINITELY.

To be 100% clear - accepting gratuity is okay, however charging to help someone is not.

ALCOHOL POLICY

Alcohol is strictly forbidden before(8 hours prior) and during a recovery. Any member who is suspected of being under the influence will be asked to leave the scene.

DISPATCH PROCEDURES

SNORR Volunteers learn about recoveries from the group's facebook page located at <https://facebook.com/groups/SNORR> - Posts are held for admin approval.

Once the post is released – the group self dispatches – it is encouraged that an admin create a Messenger group with those that responded that they are going in order to help coordination and reduce the posting noise.

Post should contain the location using www.findmesar.com, Contact info of the person, the vehicle description , the situation and if there are any children or medical conditions to be aware of.

Tier 1 dispatches will be outlined in another post

RECOVERY PROCEDURES

Before a recovery:

At least 2 volunteer vehicles must be present before a recovery is to take place. If 2 vehicles are not available, please contact SNORR management BEFORE attempting recovery. The intent is to provide redundancy in case a volunteer gets stuck on the way to recover someone.

Walk around the stuck vehicle and take pictures/video from each side to note any prior damage and “how” they got stuck. Try to zoom out and take a picture/video of the scene as a whole as well.

Before attempting to recover the vehicle, record the following via video: Discuss your plan to recover the vehicle with the owner, and obtain consent to proceed with the recovery. Also state that you will make the best effort to recover the vehicle without damage but if it does occur they will not hold you liable. If they are not willing to accept then do not proceed with the recovery.

Roles and Responsibility

Safety Lead:

Ensuring the scene is safe, keeping bystanders out of the way and being responsible for double checking all connections. This is the ONLY person the recovery lead should focus on during an active recovery operation. Tier 1/2 members are eligible for this role.

Recovery Lead:

Person responsible for finalizing the recovery plan and coordinating the resources to execute the plan. This person should solicit input from interested parties, weigh the pro's and con's of the approach. They then should finalize the plan and get consensus with the vehicle owner and the Safety Lead. The Recovery

Lead does have the final say on the plan once they have approval from the Safety Lead. Tier 1/2 members are eligible for this role.

Recovery Team Member:

Members who help facilitate the active recovery under the guidance and direction of the Recovery Lead and Safety Lead. All SNORR Tiers are eligible for this role.

RESTRICTED AREAS

If the subject is in an area that is known to be off-limits - call the Las Vegas Interagency Dispatch Center to get routed to the correct agency 702-515-5702 <https://lvinteragency.org/> to get permission to recover.

PERSONAL RESPONSIBILITY

Volunteers are expected to have a baseline set of equipment and maintain that equipment. Volunteers are also expected to know how to use that equipment safely.

Every member is responsible for maintaining their own gear and replacing it if needed. Individuals are responsible for their own vehicle's maintenance and any damage that may occur while on a recovery. Everyone on a recovery scene is a safety guild member. If you see something unsafe, say something.

Your vehicle registration and drivers license and insurance needs to be current. Exceptions are made for trailered or strictly OHV vehicles.

COMMUNICATION ON RECOVERY

Communication is key on recovery's both for safety reasons and to better coordinate the recovery. When recoveries are actively taking place, the radio should be clear for essential personal with minimal chatter.

During the recovery if anything is seen or heard that appears unsafe immediately say STOP STOP STOP into the radio and immediately report the issue with urgency. Remember there's no harm in stopping and reassessing a recovery.

WINCHES AND STRAPS

Winches and straps both have a working load limit rating. Before any pull, all personnel must be out of the kill zone. The kill zone is within 2 times the length of the strap/line that is being used. NEVER CONNECT ANYTHING TO A TOW BALL - PLEASE JUST USE THE PIN IN THE RECEIVER.

IMPAIRED DRIVERS/ ILLEGAL ACTIVITIES

If any personnel on a recovery scene are impaired from alcohol or drugs it's best to create a distance between you and the impaired and call local law enforcement (make something up and drive to a safe distance). If folks are actively engaged in illegal activity such as dumping or off roading in a restricted area we recommend calling local law enforcement to get permission to help extract the vehicle.

TIPS & TECHNIQUES

- Never use a tow ball in any recovery situation
- If multiple straps need to be connected use a soft shackle in between each rope
- Always attach to a good recovery point
- Digging out the stuck vehicle puts less strain on all parts