Agenda

- Background on me
- Boat Equipment
- Coast Guard Rescue Equipment
- Personal Equipment
- Summary
- Life Raft Inflation

Air Mail Fall Race Annapolis to Baltimore 2002
Me... mix of Sailing & Coast Guard

- 1967 parents bought 1st boat
  - Cruised Annapolis to Cape Cod
- 1975-1979 USCG Academy Cadet
  - 44’ Luders Yawls & 42’ 2 Tonner Nike’
    - 1978 Newport to Bermuda race…
      - Watch Captain & won Destroyer Trophy
- 1979-2009 USCG: 10 years at sea, 6 ships, 3 commands
  - Atlantic: Canada & Bermuda to Caribbean & Transatlantic
  - Pacific: Panama & Hawaii to Midway & Alaska
  - Cutters of 82’, 110’, 270’ & 378 feet
    - Crews of 10-160 people with helo on 270s & 378s
- Major races:
  - Vineyard & Block Is. Races
  - San Diego to Ensenada
  - 2 Newport to Bermuda
  - 3 Annapolis to Newport
  - Multiple Gov Cup, Solomons, Hampton races, etc.
  - 4 Annapolis to Bermuda: 2002 3rd in class
    - 2006 1st in class & won Navigator’s trophy
  - Down the Bay Annapolis to Hampton Race 2012 1st in Fleet!
  - Great South Bay Long Island Labor Day Series 2010, 2011 & 2012 1st in class

Takeaway… I’m one of the few CG members who sails!
Safety at Sea…Overarching Themes

1. Best option is to **avoid trouble**
2. Next best option is **self-rescue**
3. Final option is to need **outside assistance**
   - Call early if having trouble or need assistance
   - Don’t wait until the water is over the floorboards and the batteries die

**Question:** How can you make all of this go better?

**Answer:** Have the right equipment & **know how to use it.**
Remember “P” !!!

“Preparation Equals Performance”
- Admiral James Loy, Commandant of the USCG thru 9/11

The 7 Ps:
- Proper Prior Planning Prevents Piss Poor Performance

And if you remember nothing else...
- #1: Position Position POSITION!!!
- #2: PFDs PFDs PFDs!!!
Key Equipment Goals:

Good crew, boat & equipment

Train, the good crew, on the boat & equipment

Practice using all routine and emergency equipment
Before going offshore, practice inshore in heavy weather

Can you do this at night?

Can you do this, navigate & change watches at night?
Next time you are sailing along at a good speed in the middle of the night with no moon and salt spray on your glasses, consider that there are 500 more 40’ containers floating around in the Atlantic.

22 February 2014
Svendborg Maersk lost **500 containers**
off the coast of France

4 March 2013
Barge *Atlantic Trader* lost 22
off Jacksonville

What is your collision & flooding plan?
What plugging & patching equipment do you carry?
M/V Selkirk Settler
November 2006, Lake Superior

A nasty day with boarding seas...
Same laker a few minutes later...

Lookouts won’t be able to see well.

Radars don’t work well in heavy rain & seas.

Radar reflectors may not survive.

Can your hatches, ports & vents keep solid water out?

“Preparation Equals Performance” & safe passage.
Lifesling

1. Mount properly
2. Stuff the line in the bag (don’t coil)
3. Tie the end to the boat
4. Buy right Lifesling variant for your boat

Practice maneuvering the boat & recovering the victim
Throwable Devices & Throw Ropes

Alternatives to Life Sling

Ring Buoy

Buoyant Cushion or Horsehoe Buoy with Water Light

Throw Rope

Whistle
Coast Guard Rescue Equipment
Passing the Towline by Heaving Line

In tow with Double Bridle

Orange fender float

2 disabled S/Vs… enroute Hawaii and in Caribbean
Passing towline line fm CGC SPENCER, rolling up to 55 degrees in 20’ seas.

We are nervous in this position...limited maneuverability with line in the water, and we fear putting the line in our props or around your keel/rudder/prop.

Therefore...pull hard, hook up fast, and wear your PFDs!
Air Drops

Rafts, radios, pumps, food, water, Paramedics with medical gear, etc.

120 GPM Drop Pump in waterproof, floating canister

Grey: suction  Blue: discharge  Pull cord
Helo Rescue Options

1. Basket
2. Litter
3. Direct Deploy Double Lift
Your view:

1. Rope trail line may be lowered first

2. *Trail line won’t shock you*

3. Use trail line to pull device to you
1. Don’t touch the rescue device until it touches & grounds on your boat or you will get a mild shock from static electricity caused by helo’s rotor.

2. Once grounded, holding the hoist cable to keep it from fouling is good.

3. Don’t foul or tie off the trail line or hoist cable. *The helo will cut it & that could be the end of the rescue.*

4. Don’t unhook anything.

5. Keep trail line neat.

*Hand signals are good; thumbs up, OK, etc.*
Great Lakes

Case Study: Mr. John Young in water

31 hours in water

Wearing blue and grey

CG flew over him at night on night vision goggles, but he had no illumination.

You must be seen to be rescued.

*Mr. John Young, one of two survivors, was in the water for a remarkable 31 hours before being rescued. With him is Rescue Swimmer, AST3 Shaun Legas from Coast Guard Air Station Traverse City, who helped recover Mr. Young, U.S. Coast Guard Photo*
Signaling…

- **Mirrors** work **GREAT** in sunny weather!
- **Flashlight**, waved frantically & pointed at the rescuer, can be better than a steadily beating strobe light.
- **Whistles** can be heard much further than yelling.
- **Flares** must be perfectly timed.
- **CG aircraft now have Forward Looking Infra Red (FLIR)**
  - Anything that makes heat can be seen by FLIR (you/engine/stove), night or day.
- **CG Night Vision Goggles**
  - Can see virtually any light
  - Cigarette at 2-3 mi

**Beware sparks & slag**
Chem Lights & Retro Tape

- **Chem Lights:**
  - *Myth:* Night vision goggles can’t see green chem lites
  - *Truth:* CG NVGs can see any light of any color
  - No maintenance & long-lasting
  - Emergency light if power loss (e.g.: compass light)

- **Retro tape:**
  - No maintenance & long lasting
  - It’s always there
  - Works amazingly well

Thunderstorm returning from Bermuda, 2008
Can you see me?
How about now?

The SEE/RESCUE® Streamer
25’ & 40’ long

Orange smoke flare would be similar but doesn't last as long
Equipment & Inflatable PFD

PLB, Streamer, Mirror, Whistle, Strobe Light, Flashlight & Knife
I add personal flares offshore
Inflatable PFD Maintenance

Visual Inspection
No tears, wear, salt or green crud

Manual Inflation & Leak Test Overnight

Manual or Automatic Inflation Mechanism Inspection; carry spare
Personal Protective Equipment

“Sunset” Friday:
Inflatable PFDs, Foul Weather Gear, Watch Caps, Hoods & Gloves

Air Mail, Down the Bay Race, May 2013 (Memorial Day Weekend!)
20-37 knots of wind    COLD!    Boat speed 10-15 knots
PFDs/Life Jackets

“But Captain, I look really silly standing on deck in a life jacket.”

My answer: “Seaman __________, you will look a lot sillier floating in the ocean without one.”

- Personal decision, mandated by skipper, or race rules
- Consider day / night / offshore / seas / wind / # POB
Most prefer an inflatable with integral harness

Some prefer a harness that can be worn with type 3, float coat, or inflatable without integral harness
Tethers

Old fashioned hooks can’t be released under load & may accidently unhook

Modern tethers have quick release on your end and locking hook(s) on boat end.
✓ Quick release toward your strong hand.

Jacklines, & practice tether management

Loop for Lazy Tether
Closing words from CG rescue crews

I contacted pilots & aircrew at CG Air Stations Elizabeth City, Miami, Cape Cod, Los Angeles & San Diego; Surface COs/OinCs/Coxswains; SAR controllers/personnel at the Atlantic Area Command Center, District 5 in Norfolk/Portsmouth, & District 7 in Miami.

- Their words to you: “Medical Evacuation patients should bring ID, credit cards, and medication if able.”

- “Tell them to take their hats off, buckle their life jackets, and zip up their survival suits before we get there.”

- “It’s not enough to have signaling devices on board. If they aren't on your person and attached in some way, you don’t really have them.”

- “A head is a lousy search target.”

- “Lifejackets, EPIRBs, and good float plans...all of those add up to finding you”
Position & PFDs
greatly increase the chance of a successful rescue

Sail & Race Safely & Well…
See you on the water!

Saving Lives and Guarding the Coast Since 1790
The U.S. Coast Guard—Proud History. Powerful Future

Captain Kip Louttit, U.S. Coast Guard, Retired & Auxiliary ©March 2014
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- My wife Wendy, me, dad Jim, and children Benjamin and Caroline
1. It’s counter-intuitive, but despite economic conditions today, more people seem to be getting into boating. CG worried that people will prioritize scarce resources to things other than safety equipment.

2. Loss of life from 75’ Jack-Up rig sinking in Gulf of Mexico. They did everything right and had everything loaded in the life raft. But the life raft broke loose before anyone boarded. 6 survived but 4 died, in part due to separation from EPIRB/flares.

   Recommendation: Keep some safety equipment with you at all times.
Thoughts from the SAR Controller

• Have a plan. Think of the what you will do in different scenarios. Share your voyage plan in the form of a float plan with a friend of family member.

• Have multiple forms of communications to send out a distress, i.e. VHF Radio, VHF-DSC, EPIRB, MF/HF Radio, or SAT phone. Don’t depend on just one, especially a Cell phone.

• Ensure your equipment is maintained, registered properly and you know how to use it.

• Wear your Personal Floatation Device (PFD) whenever you are on the water. If you go into the water unexpectedly you could be hurt or unconscious and your PFD could save your life.
Resources

Float Plans online:

VHF-DSC Registrations:
http://www.boatus.com/mmsi
http://www.seatow.com/mmsi
http://www.usps.org/php/mmsi
**http://wireless.fcc.gov/services/index.htm?job=licensing&id=ship_stations
**Must get your MMSI from the FCC for it to be recognized overseas

EPIRB Registrations:
http://www.beaconregistration.noaa.gov/

USCG Boating Safety Website:
http://www.uscgboating.org/

Free Vessel Safety Examination:
http://wow.uscgaux.info/content.php?unit=V-DEPT&category=i-want-a-vsc
For all of you who are going to call the Coast Guard by with satellite or cell phones, here is the ##...

757-398-6700

USCG Atlantic Area Command Center, Portsmouth, VA