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FM COMDT COGARD WASHINGTON DC//G-RCB//
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INFO COMDT COGARD WASHINGTON DC//G-R/G-RC/G-RP/G-RR/G-RPC/G-
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UNCLAS //N03500//

SUBJ: SAFETY STANDDOWN AREAS OF EMPHASIS FOR BOAT FORCES
A. COMDT COGARD WASHINGTON DC 181934Z SEP 06 (NOTAL)
B. U. S. COAST GUARD BOAT OPERATIONS AND TRAINING (BOAT)
MANUAL - VOL I, COMDTINST M16114.32 (SERIES)
C. U. S. COAST GUARD BOAT OPERATIONS AND TRAINING (BOAT)
MANUAL - VOL II, COMDTINST M16114.33 (SERIES)
D. RESCUE AND SURVIVAL SYSTEMS MANUAL, COMDTINST M10470.10
(SERIES)
E. COAST GUARD NAVIGATION STANDARDS, COMDTINST M3530.2
(SERIES)
F. OPERATIONAL RISK MANAGEMENT, COMDTINST 3500.3 (SERIES)
G. COMDT COGARD WASHINGTON DC 282121Z JUL 06 - RELEASE OF
"SURVIVING A DEFENDER CLASS CAPSIZING" DVD
H. COMDT COGARD WASHINGTON DC 061728Z JAN 06 - USE OF
SEATBELTS AND/OR HELMETS WHILE OPERATING DEFENDER CLASS BOATS
I. COMDT COGARD WASHINGTON DC 171324Z FEB 06 - ALTERNATIVES
TO STATION DUTY SECTION ROTATIONS
J. BOAT CREW SEAMANSHIP MANUAL; COMDTINST M16114.5 (SERIES)
1. PURPOSE: THE PURPOSE OF THIS MESSAGE IS TO PROVIDE BOAT
FORCES WITH AREAS OF EMPHASIS WHEN CONDUCTING THE SAFETY
STANDDOWN.
2. BACKGROUND: REF A DIRECTED EACH OF THE AREA COMMANDERS TO
CONDUCT SAFETY STANDDOWNS WITHIN EACH OF THEIR RESPECTIVE
AORS. A SERIES OF RECENT MISHAPS ACROSS THE COAST GUARD
CONFIRMS HOW DANGEROUS OUR WORK ENVIRONMENT CAN BE. SIMPLE
ROUTINE TASKS CAN
LEAD TO DEATH OR INJURY IF PROPER RISK MANAGEMENT PRINCIPLES
ARE NOT FOLLOWED. THE MOST RECENT MISHAP INVOLVED ONE OF OUR
OWN BOAT FORCES UNITS. ON 31 AUG, WHILE INBOUND FOLLOWING A
BRIEF LAW ENFORCEMENT PATROL A BOAT FORCES UNIT'S DEFENDER
CLASS BOAT STRUCK A JETTY AND CAME TO REST INVERTED ON TOP OF
THE JETTY. ALL POB SAFELY EXITED THE BOAT ON TO THE JETTY
WALL. THE CREW ONLY SUSTAINED MINOR INJURIES PRIMARILY DUE TO
THE RUGGED CONSTRUCTION OF THE DEFENDER CLASS BOAT. A MISHAP
ANALYSIS BOARD AND ADMIN INVESTIGATION IS UNDERWAY.
3. DISCUSSION:
A. BOAT FORCES POLICIES AND PROCEDURES ARE ESTABLISHED TO
ENSURE SAFE AND EFFECTIVE BOAT OPERATIONS. TODAY'S BOAT
FORCES UNITS HAVE BEEN EQUIPPED WITH THE MOST CAPABLE AND
TECHNOLOGICALLY ADVANCED FLEET OF MULTI-MISSION BOATS THE
COAST GUARD HAS EVER HAD. WHEN NOT OPERATED IN ACCORDANCE WITH
SOUND SAFETY PRACTICES AND/OR STANDARD PROCEDURES, THE
POTENTIAL FOR MISHAPS ARE INCREASED. BOAT FORCES UNITS ARE
NOW EQUIPPED WITH BOATS THAT HAVE GREATER SPEED AND INCREASED
MANEUVERABILITY, SUCH AS THE RECENTLY DEPLOYED 33 FOOT SPECIAL
PURPOSE CRAFT - LAW ENFORCEMENT. SOUND JUDGMENT AND PROACTIVE
LEADERSHIP AT ALL LEVELS OF BOAT FORCES ARE THE
FUNDAMENTAL ELEMENTS REQUIRED TO MITIGATE UNNECESSARY RISK AND

ELIMINATE COMPLACENCY AND CARELESSNESS IN THE OPERATION OF THESE HIGH PERFORMANCE BOATS. THE PRINCIPLES OF RISK MANAGEMENT MUST BE APPLIED CONSISTENTLY AND AT EVERY KEY DECISION POINT.

B. THE ANNUAL ASSIGNMENT SEASON PRESENTS OPERATIONAL CHALLENGES TO UNIT READINESS AND TRAINING. IN ADDITION, WINTER IS FAST APPROACHING BRINGING WITH IT A NEW SET OF RISKS: WORSENING WEATHER, SEA/WIND CONDITIONS, AND LONGER PERIODS OF DARKNESS. CONTINUOUS FOCUS AND ATTENTION TO DETAIL IS PARAMOUNT FOR SAFE AND EFFECTIVE MISSION EXECUTION.

C. BOAT FORCES STANDARDIZATION TEAM (STAN TEAM) ASSESSMENT RESULTS HAVE SHOWN THAT ACTIVE OPERATIONAL COMMANDER INVOLVEMENT EQUALS SAFE AND EFFECTIVE OPERATION OF A BOAT FORCES UNIT. READY FOR OPERATIONS (RFO) TEAMS ARE AN INVALUABLE TOOL AVAILABLE TO OPERATIONAL COMMANDERS TO ASSESS THE READINESS AND TRAINING OF THEIR BOAT FORCES UNIT(S). RFO TEAMS CAN ASSIST IN IDENTIFYING TRAINING GAPS AND/OR WEAKNESSES, AND CAN BE DEPLOYED IN SUPPORT OF UNIT LEVEL BOAT FORCES TRAINING.

4. ACTION: AT A MINIMUM -

A. COMMANDING OFFICERS/OFFICER-IN-CHARGES OF BOAT FORCES UNITS SHALL INCLUDE THE FOLLOWING TOPICS IN THEIR SAFETY STANDDOWN:

- 1) POLICY FOR WEARING OF SEAT BELTS AND HELMETS (REF H).
- 2) FOR UNITS OPERATING DEFENDER CLASS BOATS - VIEW "SURVIVING THE DEFENDER CLASS CAPSIZING" DVD (REF G).
- 3) COAST GUARD AND UNIT NAVIGATION STANDARDS (REFS B AND E).
- 4) UNIT TRAINING PROGRAM AND QUALIFICATION/CERTIFICATION PROCEDURES (REFS B AND C).
- 5) PERSONAL PROTECTIVE EQUIPMENT ISSUE, WEAR, AND MAINTENANCE PROCEDURES (REF D).
- 6) PRINCIPLES OF OPERATIONAL RISK MANAGEMENT; USE RECENT MISHAP MESSAGES TO GUIDE UNIT DISCUSSIONS (REF F).
- 7) THE IMPORTANCE OF PROPERLY WEARING THE SAFETY/ENGINE KILL SWITCH IF EQUIPPED.
- 8) THE IMPORTANCE OF SAFE AND APPROPRIATE SPEED (REF J)

B. OPERATIONAL COMMANDERS SHALL:

- 1) REVIEW THE LATEST STAN TEAM AND/OR RFO ASSESSMENT FOR ADDITIONAL AREAS OF EMPHASIS SPECIFIC TO EACH OF YOUR ASSIGNED BOAT FORCES UNITS AND CORRECT DEFICIENCIES ASAP.
- 2) ENFORCEMENT OF CREW UTILIZATION LIMITS AND REST REQUIREMENTS.

3) EXAMINE ALERT POSTURES AND WORK SCHEDULES TO INCREASE SUSTAINABILITY AND IMPROVE SAFETY OF OPERATIONS (REF I). CONSIDER ALTERNATIVE DUTY ROTATION TO RELIEVE ANY PERSTEMPO CONCERNS (REF I).

5. ALL REFERENCED MESSAGES CAN BE ACCESSED THROUGH THE OFFICE OF BOAT FORCES WEBSITE: [HTTP://CGWEB.COMDT.USCG.MIL/G-RCB/G-RCBHOME.HTM](http://CGWEB.COMDT.USCG.MIL/G-RCB/G-RCBHOME.HTM)

6. KEEP'EM SAFE!

7. INTERNET RELEASE NOT AUTHORIZED.

8. CAPT SCOTT W. ROBERT, CHIEF, OFFICE OF BOAT FORCES, SENDS.

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