



NTSB National Transportation Safety Board

Office of Marine Safety

Coast Guard Small Boat Operations

Captain Mike Karr
Operations

Boat Crew Responsibilities

- Coxswain in Charge
 - Regardless of rank of other crewmembers on board
 - The coxswain directs all boat and crew activities
- Other boat crewmembers
 - All must perform lookout duties
 - Inform others when they make a mistake

Inland Navigation Rule 6

- “Every vessel shall at all times
 - proceed at a safe speed so that she can take proper and effective action to avoid collision and
 - be stopped within a distance appropriate to the prevailing circumstances and conditions”

Inland Navigation Rule 6

- Factors to be considered in determining safe speed include
 - Visibility
 - Traffic density
 - Maneuverability
 - Background light

Coast Guard Guidance

- The Coast Guard issued :
 - National Guidance
 - Boat Crew Seamanship Manual
 - Boat Crew Training Manual Vol I
 - Boat Crew Training Manual Vol II
 - Coast Guard Navigation Standards
 - Local Guidance
 - Station San Diego Navigation Standards

Local Guidance

- Station San Diego Navigation Standards
 - SPC-LE Coxswains were not to exceed 4200 RPM (35 knots)
 - 35 knots only to be “exceeded for operational necessity or hot pursuit”

Local Guidance

- Low visibility/night navigation
 - “Reduced ability to see vessel traffic, hazards, or navigation reference points in low visibility or at night add extra risk factors while navigating. *Reduced visibility, either from night or weather conditions, usually dictates the need for reduced speed*, even when responding to a potential life threatening case.” (Emphasis added)

Coxswain Qualification

- Qualification tasks
 - 92 tasks to complete for Boat Crewmember
 - 82 tasks to complete for Coxswain
- Training done underway and ashore
- Oral examination conducted by a panel
- Demonstrate knowledge of Coast Guard guidance

Crew Readiness Assessment

- Evaluating readiness and proficiency
 - Ready for Operation (RFO) evaluation
 - Annual
 - Standardization (STAN) team evaluation
 - Biennial

MARB – Grounded Sailboat

- Coast Guard receives calls from boaters seeking assistance but not in distress
- Coast Guard will assist, after a reasonable period of time, if mariner still needs assistance

Density Photo



Vessel Traffic Density



Safe Speed

- Rule 6 factors
 - Darkness
 - San Diego Bay background light
 - Vessel density in the parade area

Cell Phone Use

- Cell phones were used by CG 33118 boat crew
- Staff believes cell phone use not causal to the accident
- NTSB issued cell phone safety recommendations to the Coast Guard



NTSB