

Life Raft & Survival Equipment



- **CCA Website**
- **YouTube**
- **Packing Tips**

Abbreviations

- PFD - Personal Flotation Device
- EPIRB - Emergency Position Indicating Radio Beacon
- PLB - Personal Location Beacon
- AIS - Automatic Identification System
- MOB - Man Overboard
- DSC - Digital Selective Calling
- RLS - Return Link Service
- SART - Search and Rescue Transponder
- VHF - Very High Frequency
- MMSI - Maritime Mobile Service Identity

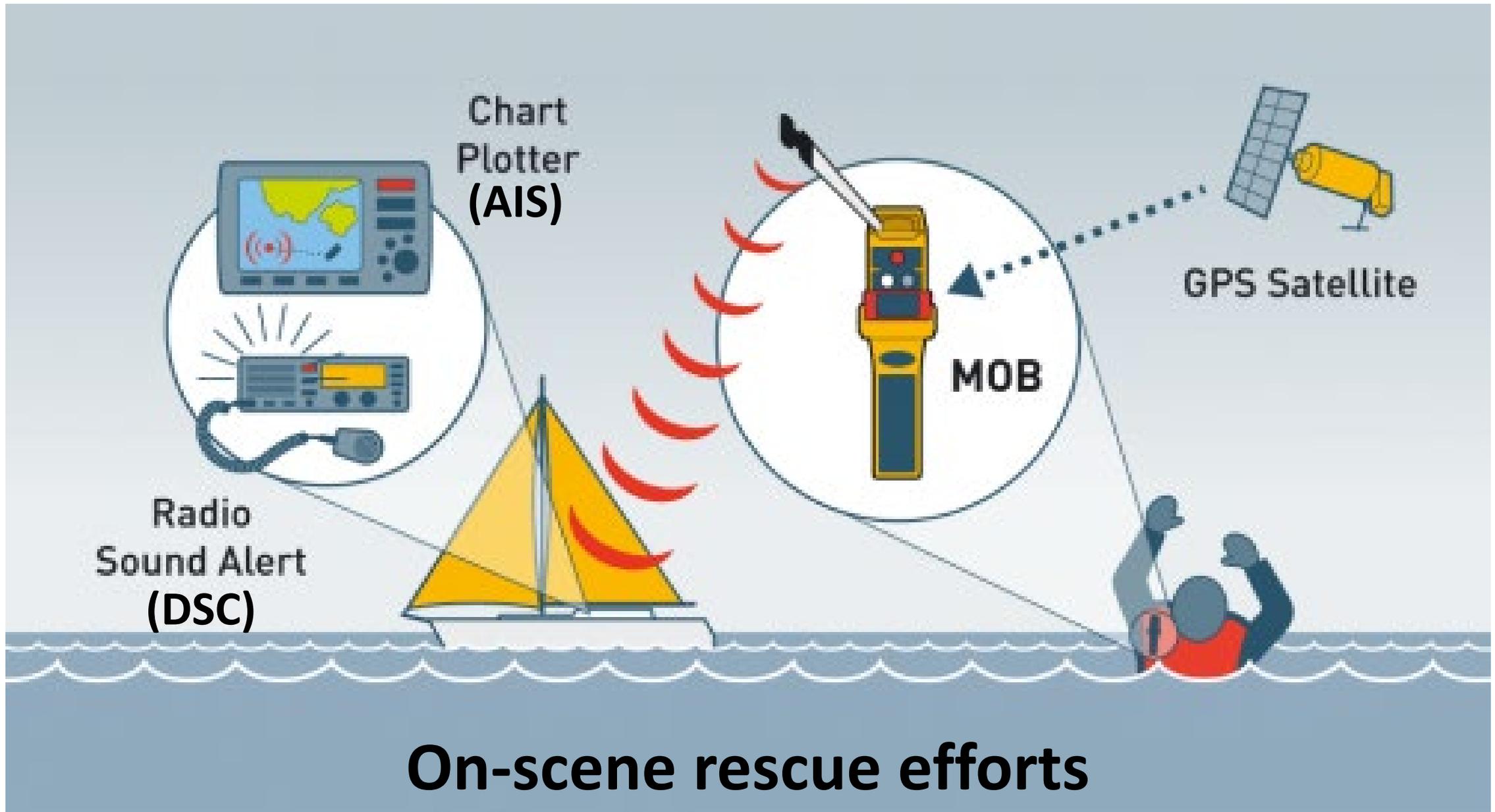


Life Jacket Lessons Learned

- Life Jacket inspection/inflation results
- Fabric or manual pull wrapped around inflator
- Manual pull inside life jacket
- No Cylinders/Corroded Cylinders/Empty Cylinders
- Light Placement
- AIS transponders Installation
- Storage – Using Equip, water bottle



AIS Man Overboard (MOB) Beacon





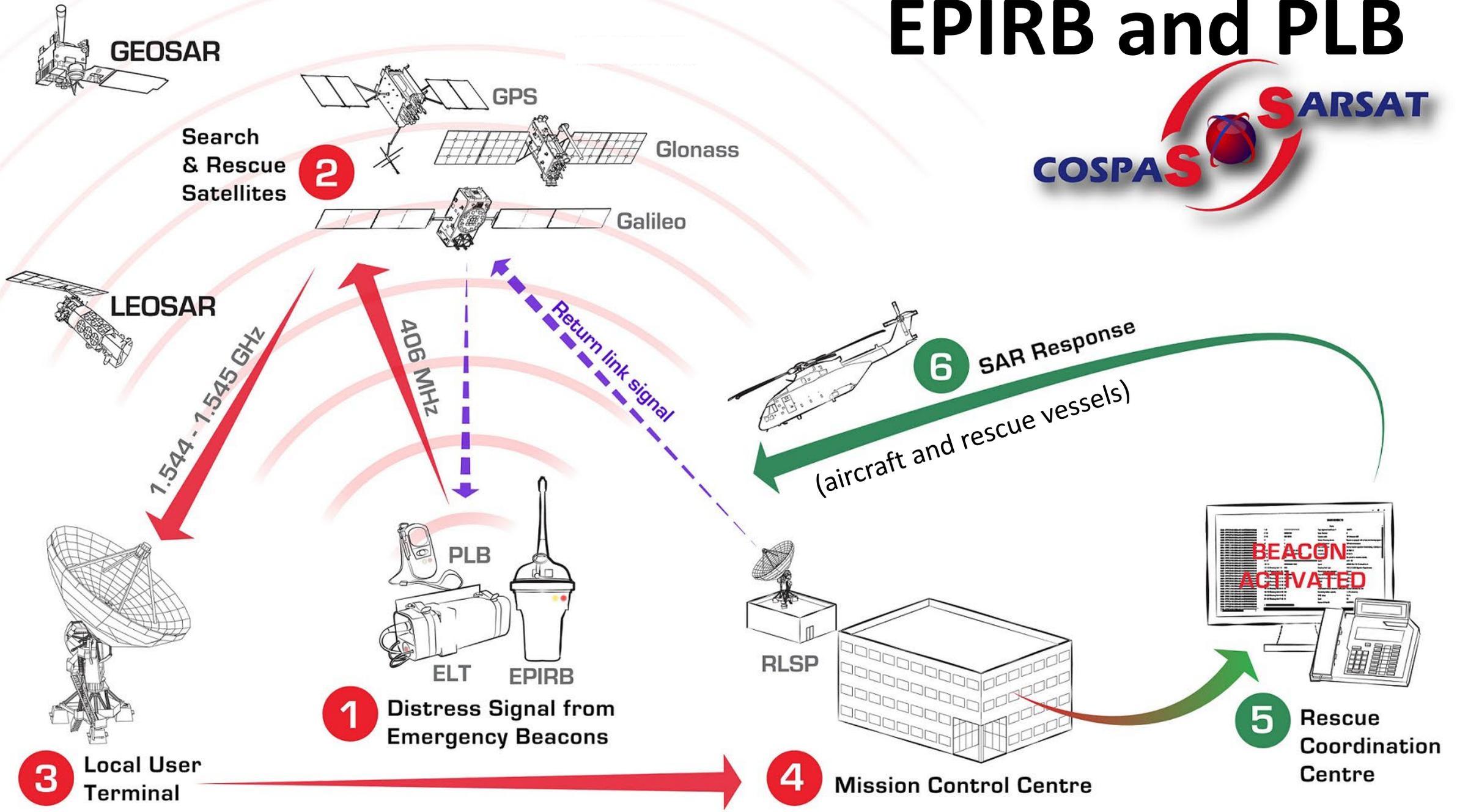
The text information displayed depends on the brand of the chartplotter.

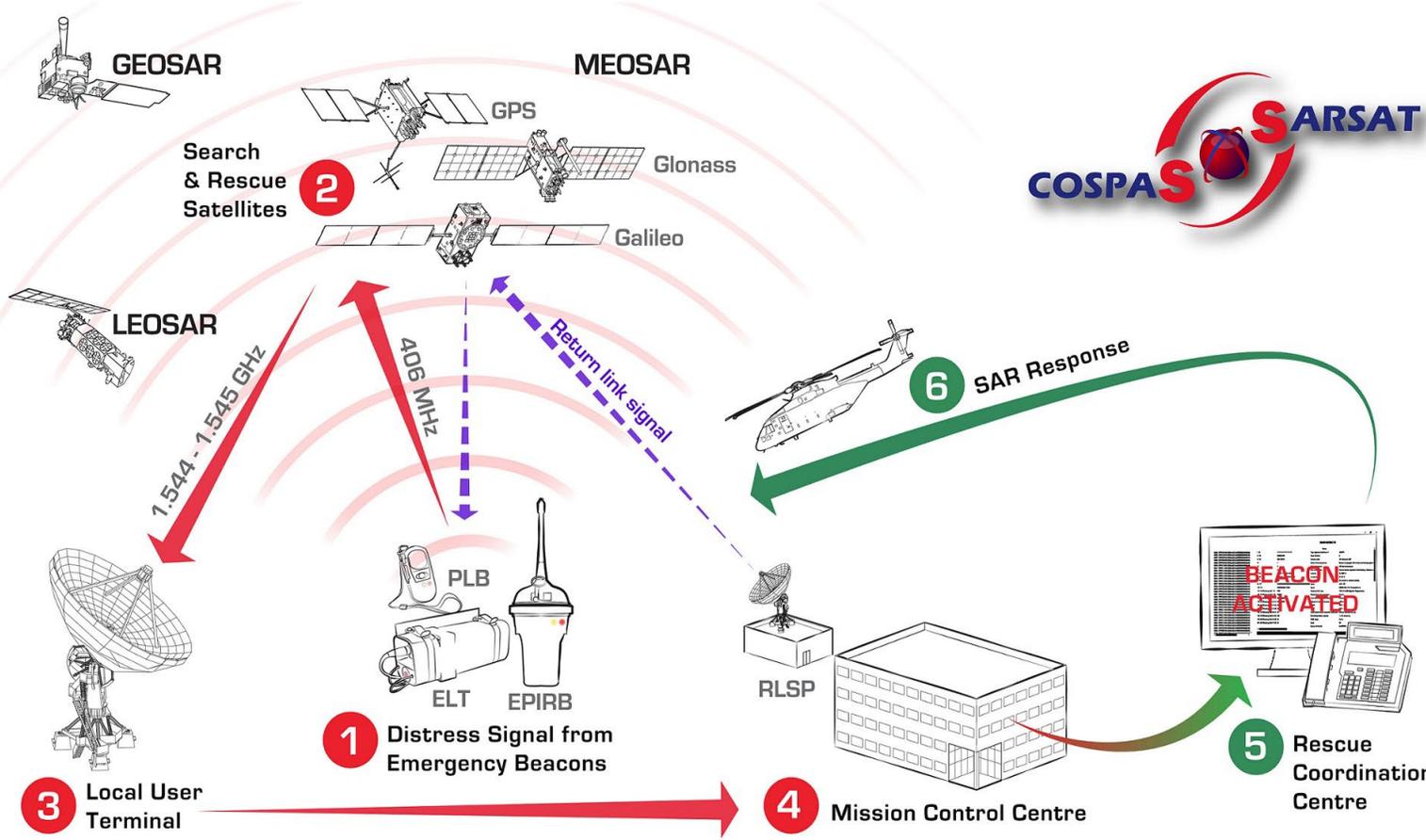


AIS SART symbol

If the AIS MOB beacon is activated in the “test” mode, for most chartplotters the SART symbol will not be displayed but the text will say “test” or “test mode”.

EPIRB and PLB





EPIRB and PLB

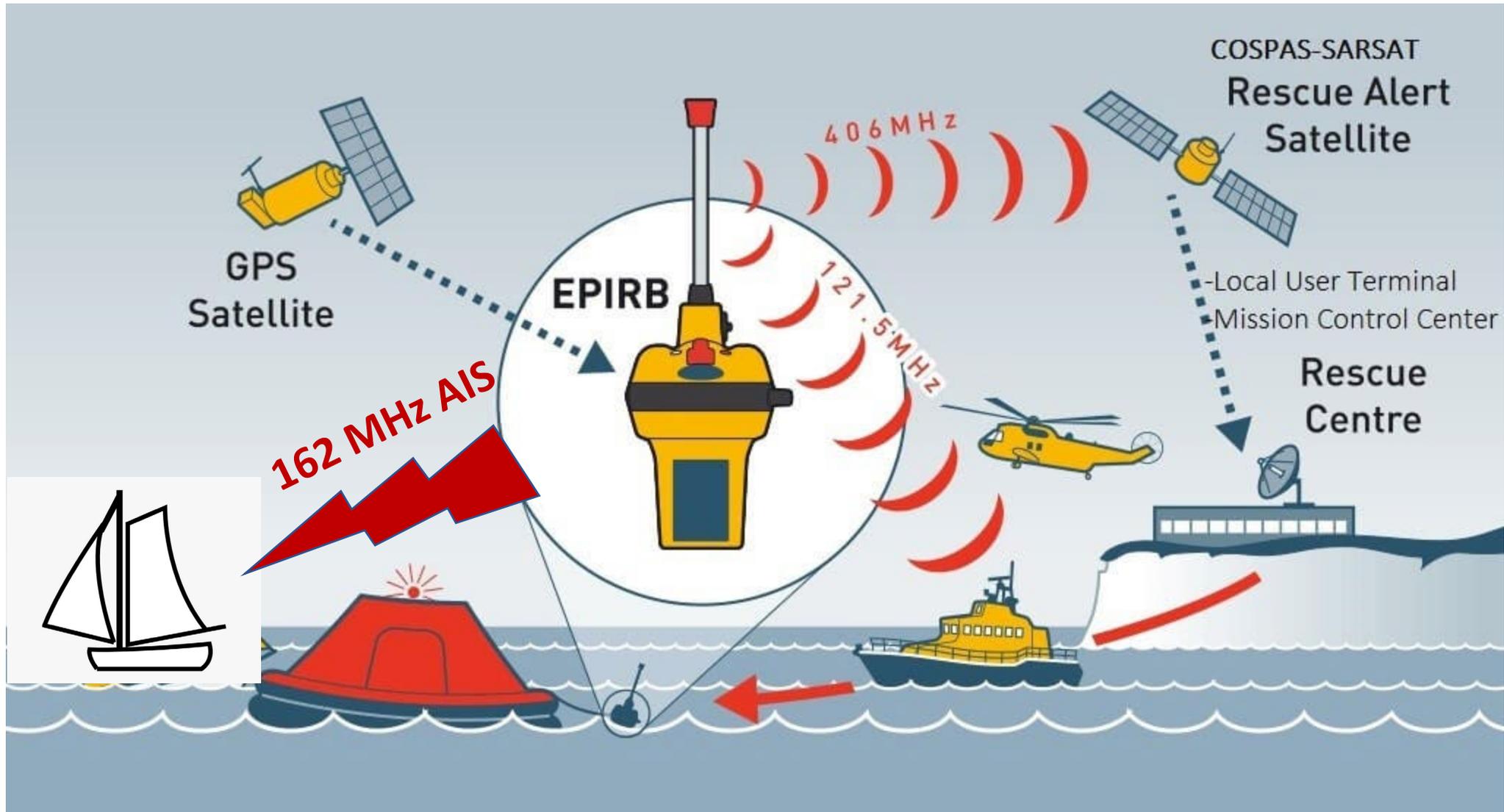


- How to Operate
- Register Beacon
- Water Activated
- Deployment (Category 1 or 2)
- Test Beacon
- Lanyard
- 10 Yr Battery



- How to Operate
- Register Beacon
- Not Water Activated
- Release Antenna
- Test Beacon
- 5 Yr Battery

EPIRB with AIS



Remote AND on-scene rescue efforts

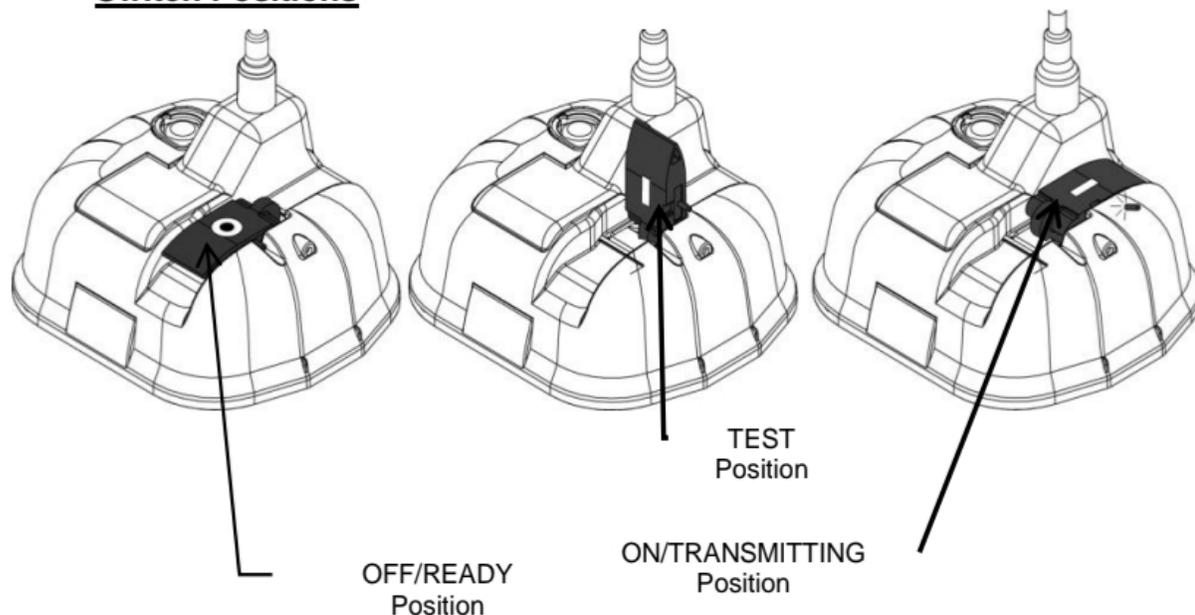
Is your equipment installed correctly?

Do you know how to manually operate the equipment?

Where is your activation switch?

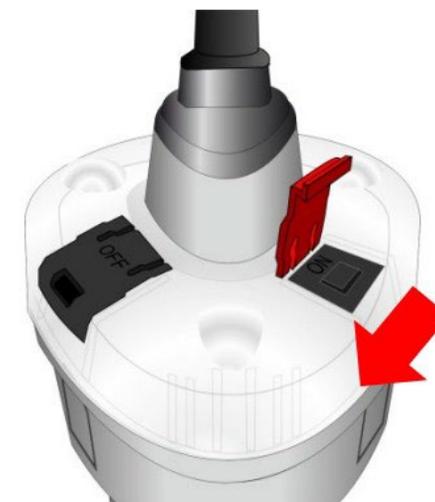


Switch Positions



1. Locate the ON button on the top dome under the red cover.

2. Lift the cover, press the ON button for >2 seconds and release.



MAYDAY PROCEDURE

CHANNEL 16 -OR- SSB 4125 KHZ

1 

"MAYDAY"
"MAYDAY"
"MAYDAY"

2 

"THIS IS"
[VESSEL NAME]
x3
REPEAT "MAYDAY"
[VESSEL NAME x1]

3 

"MY POSITION IS"
[LAT & LONG]
x3
OR
[BEARING/DISTANCE FROM
A CHARTED LANDMARK x3]

STOP & LISTEN

REPEAT ABOVE IF NO RESPONSE

4 **NATURE OF DISTRESS**

5 **# OF PEOPLE ON BOARD + INJURIES**

6 **ESTIMATED STATE OF SEAWORTHINESS**

7 **SURVIVAL EQUIPMENT ON BOARD**

8 **VESSEL DESCRIPTION [CALL SIGN] [MMSI]**

9 **"OVER"**
LISTEN FOR RESPONSE

VESSEL NAME (PERMANENT MARKER RECOMMENDED)

CALL SIGN

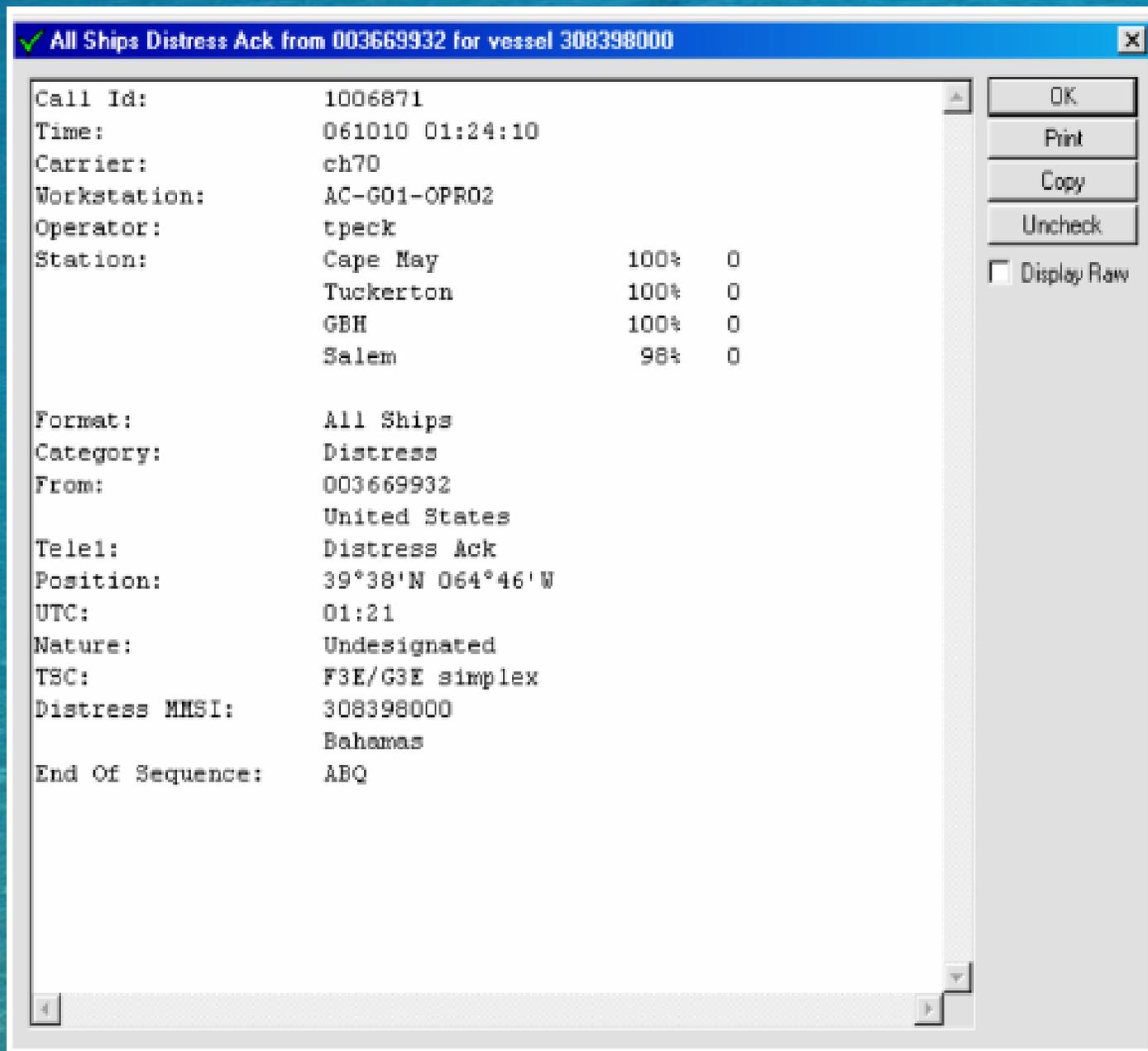
MMSI/BOAT REGISTRATION #

MAYDAY PROCEDURE

- 1) MAYDAY, MAYDAY, MAYDAY
- 2) This is "vessel name", "vessel name", "vessel name"
- 3) MAYDAY
- 4) My position is "Lat & Long", "Lat & Long", "Lat & Long"
- 5) STOP & LISTEN

UPON RESPONSE

- NATURE OF DISTRESS
- # OF PEOPLE ON BOARD – INJURIES
- ESTIMATED STATE OF SEAWORTHINESS
- SURVIVAL EQUIPMENT ON BOARD
- VESSEL DESCRIPTION
- "OVER"



DSC Calling

MMSI (Maritime Mobile Service Identity)

Rescue 21

Watch stander R21
console upon receiving
VHF-FM DSC Distress
Alert



DSC Calling MMSI (Maritime Mobile Service Identity) Rescue 21

- 1) Audible and Visual received
- 2) Manually select OK, Acknowledge and Send (In Distress Acknowledgment Call window)
- 3) Monitor Channel 16
- 4) Distressed Vessel initiates voice communication
- 5) If no voice communication is received, the Sector will issue a single callout
- 6) After 5 minutes awaiting voice callout and monitoring, sector will send out DSC call.

When a VHF-FM DSC distress alert is received, there is an audible alarm and visual signal on the R21 display notifying the watch stander of distress alert.

Upon receipt, the watch stander must manually select “OK”, then “Acknowledge” the alert and then “Send” the response in the Distress Acknowledgment Call window.

Our procedures after acknowledging the VHF-FM DSC distress alert is to monitor channel 16 for the distress vessel to establish voice communications with us.

If the distress vessel does not initiate voice communications, ***the Sector having primary responsibility is to initiate a voice response if the distressed vessel does not promptly come up on the corresponding voice frequency (channel 16). The primary Sector shall make a single callout to the vessel in distress on the appropriate voice frequency, using any available information included in the DSC alert to identify the vessel.*** This information may include the vessel’s position, nature of distress, or MMSI number. ***If communications are established, the primary Sector shall verify that a distress situation exists, verify the vessel’s position if possible.***

If the primary Sector is unable to establish communications with the distressed vessel after making the voice callout and monitoring the voice frequency for five minutes, the primary Sector shall send a single point DSC call to the distressed vessel’s MMSI number, distress priority. Because some DSC radios are only equipped with one receiver, primary voice responders shall send the single point DSC call three times over a 30-second period, in case the operator is using the receiver for voice communications.

Note; This shows the importance of obtaining an MMSI and registering it.

Summary

	Use	Rescue coordination	Satellite	Line of sight	Note
Satellite messenger	person	private	X		2-way comms
PLB	person	government	X		
ELT	aircraft		X		
EPIRB	marine		X		
EPRIB w/AIS	marine	government & on scene	X	X	
NextGen EPIRB w/AIS	marine	government & on scene	X	X	Return link message
AIS MOB Beacon	marine	on scene		X	
AIS MOB w/ DSC			X	Adds sound alert	
AIS MOB & PLB	marine/ashore	government & on scene	X	X	Large physical size

Life Raft & Survival Equipment

Thank You

Questions

