AQEC MEMORANDUM 2014-011 USE OF HAND SIGNALS

QUESTION:

"Are there any standard hand signals to use when working with a vessel in distress?"



AQEC/SNC RESPONSE:

Checking the active duty side did not reveal any standardized hand signals. Whatever hand signals that crews on both the towing vessel and distress vessel agree upon is considered an acceptable method of communicating during the evolution."

The goal for hand signals as a way to communicate between the two vessels is to establish signals that the two vessels can agree upon when the towing evolution ensues. In case of night operations, a flashlight should be used to communicate. If the disabled vessel does not have a flashlight, give them one to use.

Suggested hand signals are listed below:

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SIGNALS - MAKE DELIBERATE MOTION

[In case you lost electronics and/or loudhailer fell overboard]

STEER	1)	Simulate	turning	steering	wheel
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2) Point direction to steer

BREAK TOW 1) Fist across arm

2) Point to appropriate line

CUT LINE 1) Slash across neck

2) Point to appropriate line

DANGER 1) Wave arms to attract attention

2) Point in direction of danger

FENDERS 1) Show a fender

2) Point to appropriate side

STAY CLEAR 1) Point to person

2) Motion to side to show they need to stand clear

IN POOR VISIBILITY

- (1) Ask if VID has flashlight to use (If not, provide one)
- (2) If flash 1X(1sec) = Confirms Port side
- (3) If flash 2X(1sec) = Confirms Starboard side
- (4) If flash 5X (1sec) = Confirms Danger / Don't understand intentions

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