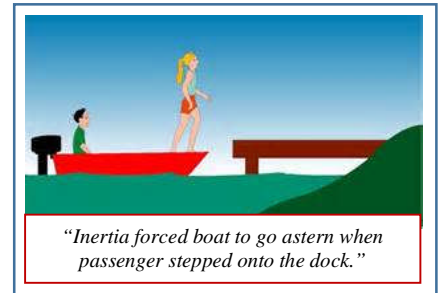


# **AQEC MEMORANDUM 2014-016**

## **RISK MANAGEMENT – GETTING ON/OFF A VESSEL**



### **QUESTION:**

*"I have seen the active duty USCG step on and off their vessels with line in hand without the vessel being secured to a dock or another vessel. Why should there be any difference with the USCG Auxiliary doing the same."*

### **AQEC/SNC RESPONSE:**

*The first thing that comes to mind is the risk factor whether it be the active duty, a reserve unit, or the Auxiliary. The person stepping onto a vessel or departing the vessel (in most cases) has no clue what the helmsman is going to do (we are not mind readers) nor are they aware of impending wind, current or a wake about to hit the vessel broadside without the knowledge of either the helmsman or the person getting on/off the vessel. TCT tells us about communication and situational awareness and in many cases that may not occur until after the fact. Second, the USCG vessels have different configurations that may allow easy access, and third, some Auxiliarist physical limitations are different from the active duty side. It reminds me of a person sitting through a 16 hour (2 day) TCT class and then going out doing something dangerous. Pure and simple getting on and off a vessel can be dangerous.*

*The goal is for the Coxswain to accept the responsibility for the safety of the crew, the facility, and the mission.*

*The following Commandant Instruction describes the Coxswain position as:*

***The Auxiliary Boat Crew Training Manual  
COMDTINST M16794.51A  
January 2007***

***"Coxswain:* The coxswain is in charge of the facility and is responsible for directing the safe navigation of the boat, the activities of the crew, and the performance of the missions. Skills of a qualified coxswain include navigation, piloting, boat handling, communication, search planning, and emergency procedures."**

*From Quotations with Character by W. David Edman*

*"Teaching mariners about risk assessment is to explain their actions may affect their life expectancy."*

Using COMDTINST 3500.3 Operational Risk Management (ORM) which discusses “Basic ORM Integration Methods” using simple risk assessment questions technique.

Look at the task of getting on and off the vessel without the vessel being secured to a dock or another vessel. As Coxswain, ask yourself the following . . .

- 1) Why am I doing the task?
- 2) What could go wrong?
- 3) How could it affect me and others?
- 4) How likely is it to happen?
- 5) What can I do about it?

I have seen this happen on two QE checkrides within the past year and it scares me if we are training our members this way! In both cases the vessel was close to or against a dock; however in both cases the vessel was still in motion.

How much additional time does it take to secure or unsecure a line to prevent the potential of a serious mishap? Probably only a few seconds!

As Coxswain, how are **you** going to explain **your** actions to the Controlling Authority if a mishap does occur and how are **you** going to prevent it from happening again . . . and are **you** going to accept the consequences for **your** passive negligence if there was a serious injury! Also, how are **you** going to feel if it was something **you** could have prevented.

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11/01/2014

*From Quotations with Character by W. David Edman*

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