

AQEC MEMORANDUM 2014-021

SAFETY LANYARD – Kill Switch



QUESTION:

“Where can I find the reference where the Auxiliary boat crew must wear a safety lanyard attached to a cutoff “kill” switch while operating a USCG Auxiliary Operational Facility?”

AQEC/SNC RESPONSE:

The reference is two-fold and is found on page 1-23 of the COMDTINST M16798.3E Auxiliary Operations Policy Manual.



J.3. Kill Switch

“A coxswain shall ensure kill switches are operable and utilized at all times while underway on vessels so equipped.”

J.4. Patrol Orders

“A facility operator shall ensure the facility is properly equipped and patrol orders have been issued prior to order execution (see Section A of Chapter 2).”

The goal is that if the boat manufacturer installed a safety device, it was required to satisfy the equipment standard of the USCG.

If there is a safety switch as part of the equipment, it must be utilized at all times while underway as required by J.3. This is not just for Auxiliary vessels, it is also required by active duty Coxswains.

If the safety switch is inoperable or no safety lanyard attached to the switch, the facility is no longer operable as a facility and should not be issued orders until it is repaired and in good working condition as required by J.4. It is the Operator’s responsibility to ensure the opfac is properly equipped.

I have heard stories about how difficult it is to get the kill switch on/off quickly when needed.” A small carabineer (see photo) is useful to attach to the clip on the lanyard and is easily applied to the D-Ring on the PFD for ease in clipping on/off.



See page two for a (NASBLA) story regarding utilizing a safety lanyard.

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From Quotations with Character by W. David Edman

“Teaching mariners about risk assessment is to explain their actions may affect their life expectancy.”



PFDs, engine cutoff switch save youths in boating accident

November 4, 2014

“Two 16-year-old boys in Louisiana survived a boating accident Oct. 26 on the Indian Creek Reservoir in Rapides Parish in large part because they took proper safety precautions, according to the Louisiana Department of Wildlife and Fisheries.

The juveniles had been fishing when they struck a tree on the north end of Indian Creek Reservoir and were ejected from their 16-foot aluminum boat with minor to moderate cuts and bruises, according to a press release.

Because the operator of the boat, who had taken a safe boating class, was wearing the engine cutoff lanyard, the vessel stopped after they were ejected. Both boys were wearing personal flotation devices and were able to get back to the boat, where a fisherman found them shortly after the incident and transported them to a boat launch.”

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