

# ANSWERS FOR CREW QUESTIONS

## 1. Explain the primary symptoms of crew fatigue

- Inability to focus, or concentrate, or narrowed attention span
- Mental confusion or judgment error
- Increased irritability
- Decreased performance
- Decreased concern for safety

## 2. Describe measures to prevent crew fatigue.

- Adequate crew rest
- Dress appropriately for weather
- Rotate crew duties
- Provide food and refreshments suitable for conditions
- Observe other crew members for crew fatigue

## 3. What is your responsibility for crew fatigue?

Each crew member must watch other crew members for signs of crew fatigue.

## 4. What should you watch for in other crew members regarding the following:

<b>Sunburn</b>	Redness, swelling and/or blistering of the skin	
<b>Dehydration</b>	Dry mouth	Tingling in the arms and legs
	Dizziness	Indistinct speech
	Headache	Inability to walk
	Difficulty in breathing	Cramping in legs and stomach
<b>Heat Rash</b>	Pink or red minute lesions Skin Irritation Frequent severe itching	
<b>Heat Cramps</b>	Legs will be drawn up and excessive sweating Victim may cry out in pain	
<b>Heat Exhaustion</b>	Victim may collapse	Pounding heart
	Profuse sweating	Nausea
	Pale skin	Act restless
<b>Heat Stroke</b>	Skin is red, hot, and dry to the touch, body temp = 105 F Headache Weak and rapid pulse Confusion, violence, lack of coordination, delirium, or unconsciousness Brain damage will occur if immediate medical help is not provided	

## 5. What can you do to prevent sun related illness?

- Stay in the shade
- Rotate duties
- Drink plenty of fluids (Water is best without salt)
- Use a sunscreen
- Wear protective clothing
- Wear sunglasses

**6. What is your responsibility towards team coordination?**

- Communicate with other team members (Repeat commands, listen for confirmation of information passed)
- Make leader aware when you do not understand
- Let leader know if you think there is danger
- Watch for abnormal behavior from other team members
- Help keep everyone aware of what is happening and changing
- Constantly reassess the risk involved with what the team is doing
- Assist with the briefing and debriefing
- Ensure that higher authority is fully aware of facts to assist you in decision making

**7. Why should commands be parroted or paraphrased?**

So that the person giving the commands knows that the command was heard and understood

**8. What are the elements considered in Risk Management?**

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|-------------------------------|---|
| Planning                      | Was there enough time and information to develop a good plan  |
| Event Complexity              | How complex is the event? How much knowledge and experience is required? Night can increase the complexity              |
| Asset Selection               | Is the coxswain, crew, and boat best suited for the mission   |
| Supervision and Communication | How much supervision is available, do you have good communications with the mission coordinator and other units         |
| Environmental Conditions      | What are the current and forecasted conditions? If they change the risk controls may have to be updated                 |
| Crew Fitness                  | How fit and well trained is the crew? How long have they been underway? What is their level of experience and training? |

**9. What is the Coast Guard's policy on Auxiliary Physical Fitness?**

Each crew member must be mentally and physically capable of carrying out any and all functions included in the Boat Crew Guide

**10. How would you go about controlling bleeding? List in the order you would use them.**

- Use direct pressure
- Elevate the injured portion of the body
- Use a pressure point
- Tourniquet (Last choice, you are now willing to sacrifice the limb to save the life)

**11. State the symptoms and treatment for hypothermia.**

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|------------------|--|---------------------------|
| <b>Symptoms</b>  | Low body temperature   | Confusion                 |
|                  | Low blood pressure   | Shivering                 |
|                  | Slow, weak pulse   | Slow or labored breathing |
|                  | Possible unconsciousness   | Pupils may be dilated     |
|                  | Cold skin  | Slurred speech            |
|                  | May simulate shock conditions  |                           |
| <b>Treatment</b> | * Give CPR if not breathing  |                           |
|                  | * Handle gently  |                           |
|                  | * Cover with warm dry blankets (Remove cold, wet clothing if possible, if blankets and warm dry location isn't available do not remove clothing) |                           |
|                  | * Transport to a medical facility as soon as possible  |                           |

**12. Describe how to use aerial and hand held flares.**

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|------------------|--|
| <b>Aerial</b>    | Fire two in quick succession<br>Fire at an angle in a downwind direction   |
| <b>Hand Held</b> | When igniting and using, hold them over the downwind side of the boat<br>Only use when another boat is in sight<br>Do not use near the fuel tanks or vents |

**13. What items should be checked in a pre-underway check of the boat?**

Use a list to verify all items. (This list should include all safety items required by law and those items included on the check-list on the reverse side of the "Offer-of-use" form. In addition, all items that the boat is equipped with should be checked to verify location and that they are in working order.)

**14. How often should the pre-underway check be done?**

At the beginning of each patrol.

**15. What should you do if the coxswain doesn't do the pre-underway check?**

Remind the coxswain that it hasn't been done and that it should be completed before getting underway. If the coxswain puts it off as not being important, remind him that it is and that you are not comfortable getting underway unless it is done.

**16. What should you do with a line when through using it?**

Store the line in the appropriate place so that it is ready for immediate use. Store it clean and free of any defects. Coil or flake the line however the coxswain wants it stored.

**17. What should you do with an anchor line before anchoring?**

Secure the anchor and chain to the line  
Secure the other end of the line to a deck fitting  
Make sure the anchor line is clear of snags and that it won't catch any of the crew or boat equipment.

**18. How much anchor line should you deploy to properly anchor the boat?**

Be prepared to go seven times the depth of the water where anchoring.

**19. Identify the common sound signals used for maneuvering.**

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|-------------------|---|
| 1 short blast     | Altering course to starboard                            |
| 2 short blasts    | Altering course to port                                 |
| 1 prolonged blast | Approaching a blind bend in a channel or leaving a slip |
| 5 short blasts    | Danger  |

**20. What does 1 long and 2 short blasts on a boat's whistle indicate?**

- A vessel towing in restricted visibility
- A sail boat underway, making way in restricted visibility
- A vessel restricted in ability to maneuver in restricted visibility
- A fishing vessel with nets deployed in restricted visibility

**21. Identify various distress signals.**

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|-------------------------------------|--|
| Red star shells                     | Continuous sounding of a fog horn              |
| Red parachute flares                | Gun fired at 1 minute intervals                |
| Flames on a vessel                  | Orange background with a black ball and square |
| Smoke on a vessel                   | Square flag and a ball                         |
| Any colored dye marker in the water | SOS (3 short, 3 long, and 3 short)             |
| Code flags; November over Charlie   | Mayday on the radio                            |

- Waiving of fully extended arms from side to overhead and back
- A high intensity white light flashing at approximately 60 IPM (Inland Rules only)

**22. What 4 things are most important to record when receiving a distress call from another vessel?**

- Distressed Vessel's location
- Nature of distress
- Number of persons on board (POB's)
- Description of distressed vessel

**23. Explain the mathematical relationship between "Time, Distance, and Speed."**

<b>Time in Minutes</b>	<b>Time in hours</b>
$T=60 D/S$	$T=D/S$
$S=60 D/T$	$S=D/T$
$D=ST/60$	$D=ST$

T = time

S = speed in MPH or knots

D = distance in statute miles or nautical miles

(Note: Statute mile and MPH go together and Nautical miles and knots go together)

**24. What is the relationship between latitude and distance?**

One minute of one degree of latitude is equal to one nautical mile, approximately 6,076 feet)

**25. What is the purpose of the compass rose on a nautical chart?**

To indicate the difference between true and magnetic headings

**26. How does a nautical chart indicate shallow water, rocks, and reefs?**

Blue color indicates shallow water (Also the printed depth)

An asterisk (\*) indicates rocks and reefs

**27. How are buoys indicated on a nautical chart?**

A dot with a diamond inside a magenta circle

**28. What are the important things that must be done by the helmsman and crew during a person overboard situation?**

**Helmsman**

**Crew**

First person to observe the situation yells "MAN OVERBOARD"

(Ensures that others on board are aware of the situation)

Stabilize the situation. Notify the crew prior to Any rapid throttle or helm actions

Throw a life ring or other floatation device overboard to the person in the water

Sound the danger signal if other boats are in the Area. Note the position. Notify the controlling Station. Tell the crew your intentions.

Keep sight of the person in the water. Keep pointing at the person in the water for the helmsman. Keep The helmsman informed about what's occurring.

Maneuver the boat. Stop movement of boat prior prior to person near screws.

Use a heaving line, boat hook, or reach out to recover the person.

Bring the person on board  
Assess and treat the person as appropriate  
Notify the controlling station

**29. What are the duties of the "Tow Watch?"**

- Have a prepared emergency signal set with the coxswain
- Be ready with a sharp knife to cut the tow line in an emergency
- Watch that people on the boat under tow have PFD's on and are seated
- Watch if the towed boat yaws
- Identify the towed boat as in or out of step
- Watch for proper tow line centenary
- Stow gear on towing boat, reduce personnel in the snap-back area
- Report important developments to the coxswain in a loud, clear voice
- Watch for other vessels approaching the tow and inform the coxswain
- Be ready to adjust the tow line at coxswain's command
- Maintain tow watch until properly relieved

**30. What are your first responsibilities when you come upon a vessel taking on water?**

- The safety of your crew
- The safety of the persons on board the vessel taking on water
- The safety of your vessel

**31. Identify the various classes of fire and describe the primary extinguishing agent.**

Class "A"	Burning wood or paper	Use water or dry chemical
Class "B"	Burning liquids (vapors)	Use dry chemical or CO2
Class "C"	Electrical fires	Disconnect the source of power and use dry chemical or CO2

**32. Describe safety precautions for doing a basket hoist with a helo.**

- Lower antennas or other such devices
- Clear the decks of any unnecessary gear
- Clear the deck of any unnecessary personnel
- Stow any charts or papers and other light gear from any open areas of the boat
- Crew should wear goggles, gloves, and helmets
- Follow the directions of the helo pilot via the coxswain
- Allow the trail line from the helo to dip in the water before grabbing it
- Never** secure any line from the helo to the boat
- Place hands of the victim under their butt in the basket
- Place a PFD on the victim