



National Coastwatch Fleetwood

EYES ALONG THE COAST



NCI FLEETWOOD TRAINING

MANUAL PART 12

CONNING TO A TARGET

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NCI FLEETWOOD TRAINING MANUAL

PART 12

CONNING TO A CONTACT/TARGET

Introduction

At sea level, a lifeboat crew, especially the crew of an inshore lifeboat, does not have the visual advantages of height and their view of a rescue scene at sea level can be extremely limited.

Even with moderate waves the lifeboat crew may not be able to locate a target. However, watchkeepers in the NCI watchstation with the advantage of height may be able to see the whole scene. In these circumstances watchkeepers may be asked by the lifeboat or the Coastguard to assist by directing the lifeboat onto the target. This is commonly called “conning- on”.

Conning on

1. Establish good 2 way communication with the responding SAR vessel. This is essential and key to a successful outcome

2. Give initial Heading and distance to casualty person/vessel or position relative to a natural feature e.g.
 - a. Make your heading N, NW, W etc. or 340, 270, Range 1.5 nm

 - or

 - b. Casualty SW of Wyre Light 500 yards/metres

NB – Does not have to be precise, just sufficient to get them heading the right way

3. Confirm description of casualty person/vessel in distress

4. Give indications of target drift if known for certain



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5. Maintain regular update calls of distance, speed and direction as follows:
 - a. Come Port /Starboard 5, 10, 20, 30 (meaning 5 degrees, 10 degrees etc.)
 - b. Stop your turn maintain heading
 - c. Make best Speed
 - d. Steady Steady maintain heading
 - e. Call distance to go at regular intervals e.g. 1nm, $\frac{3}{4}$ nm, $\frac{1}{2}$ nm, 500yds, 100 yards etc
 - f. Casualty drifting N, NW, W etc
 - g. Adjust heading using come port or starboard and Stop turn maintain heading
 - h. Reduce Speed as the SAR vessel closes casualty
 - i. Request you Call Visual with the casualty?
 - j. Slow
 - k. Stop Stop
 - l. When SAR vessel calls visual – reply with 'Roger visual - stopping transmissions - Advise when casualty on board'

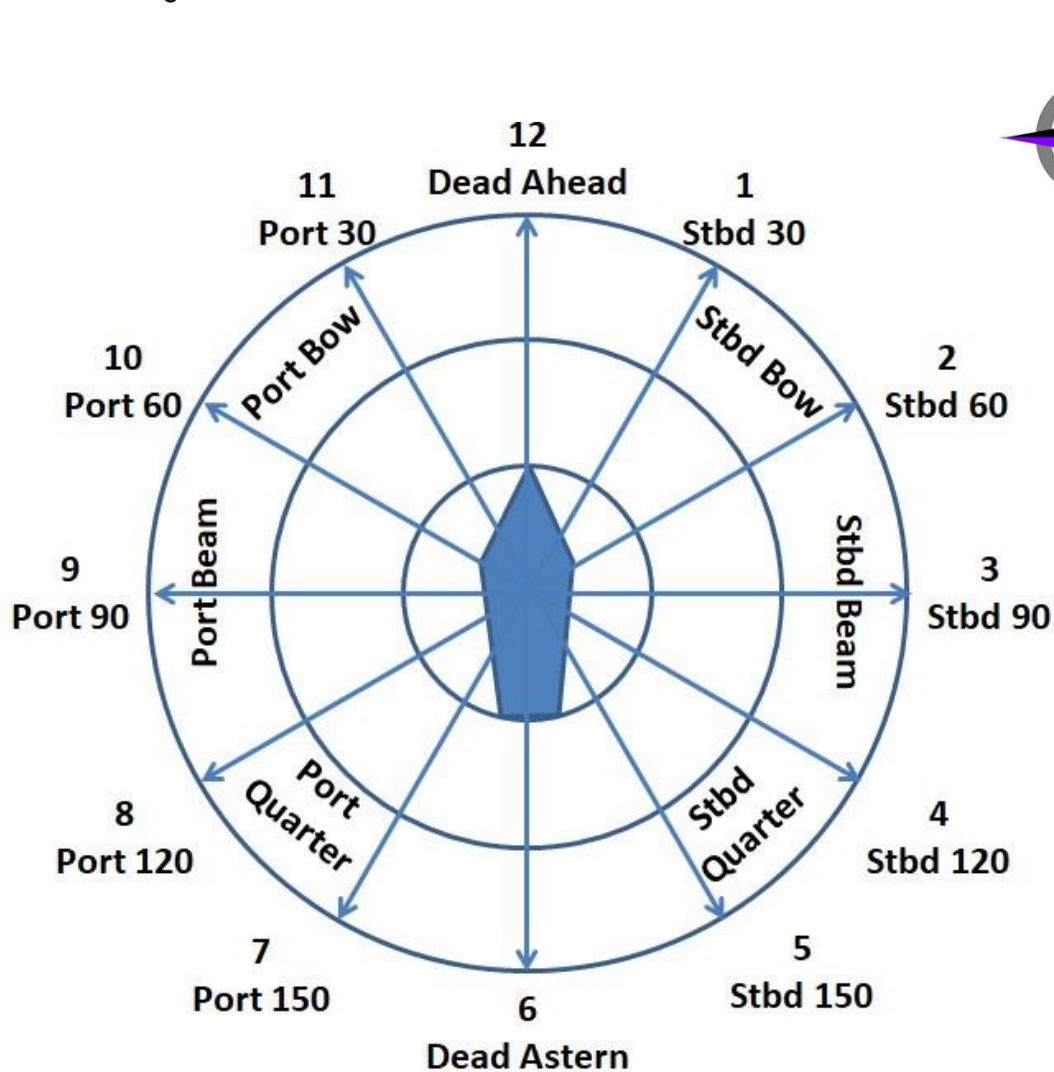


Conning on using port and starboard

The local lifeboat crew has informed us they prefer Port and Starboard with a number of degrees indicated.

Basically they want the number of degrees based on a Compass 360 degree to provide an indication of how much turn is required and in which direction without them having to refer to the compass on board.

The diagram below shows the Port(Left) Starboard(Right) corrections along with the clock code and boating terms





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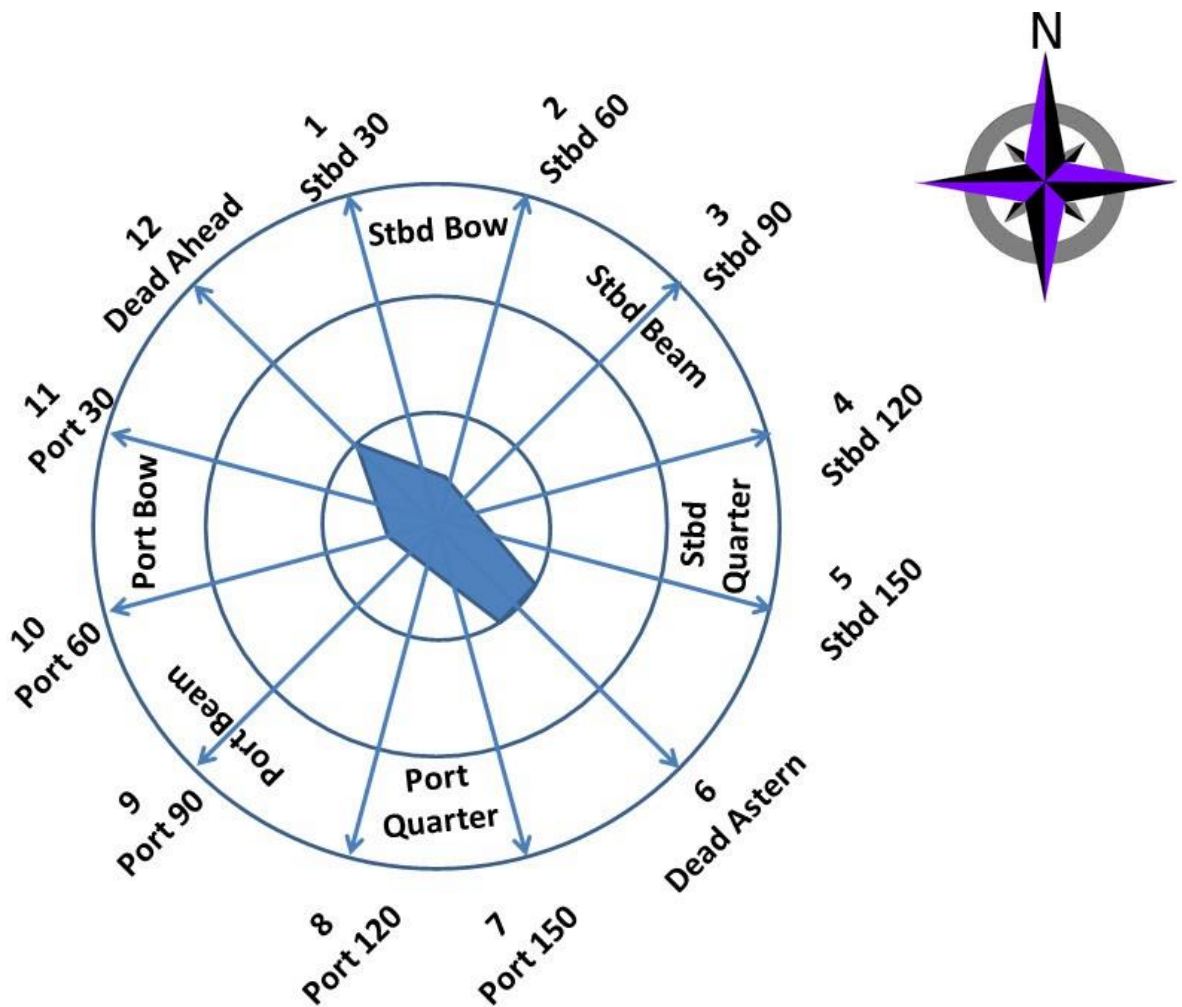
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What does that mean to the person directing – Remember all the directions are relative to the boat bow:

1. Port/Starboard 5 is a slight adjustment turn to the left or right
2. Port/Starboard 10 is a small turn to the left or right
3. Port/Starboard 20 is a medium turn to the left or right
4. Port/Starboard 30 is a large turn to the left or right

Remember all the directions are relative to the boat bow





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Call connect

In rare circumstances the coastguard may use the “Call Connect” system and watch keepers should be aware of how it works, and the procedure used.

It is a means of connecting a telephone to the VHF network allowing someone ashore using a telephone to talk to a vessel at sea using a VHF radio. It is frequently used by the coastguard in medical emergencies to enable a doctor at a hospital to give medical advice to the crew of a vessel at sea.

Once connected, speech picked up by the telephone is transmitted to the vessel and the vessel cannot reply until the caller has stopped speaking. Therefore, strict radio procedure must be adhered to whilst the connection is in operation. It is vitally important to note that the call must not be ended by the watchkeeper until the coastguard has declared the call complete.

Summary

Other than exercises all conning on incidents must be recorded in the log book in red ink and the Station or a deputy Station Manager informed.

Watchkeepers must not make any initial radio call either to the lifeboat or HMCG offering to con on the lifeboat. If watchkeepers feel they can assist in any ongoing emergency, they must contact the coastguard by telephone.

Radio calls from the coastguard or lifeboat must be answered promptly and recorded in the logbook.



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