

PERSONAL MAN OVERBOARD (MOB) DEVICES WITH AIS SAFETY EXERCISE

Welcome to a safety exercise designed to help you become familiar with the lifesaving capabilities of the Personal MOB Device with AIS.

Each electronic manufacturer displays Personal MOB AIS data differently on your onboard electronics. You will get to experience how your equipment shows the AIS signal. You will also learn to navigate to the source of the AIS transmission electronically.

Please read the owner's manual of your GPS and chart plotters and become familiar with anything they mention on the subject.

Like pilots who practice emergency procedures in simulators, you will be able to practice in a realistic simulation of a man overboard emergency. The simulation will use visual distress signals, all-ships MOB DSC call, MAYDAY voice call, and a Personal MOB Device with AIS. As we all know, these devices are now mandated as required safety gear on the Chicago to Mackinac Race. The Personal MOB Devices will be commonplace for all offshore races in the future. This training is a unique opportunity to acquaint crews with the capability of these devices. Last year's participants had a common come back that this training is unquestionably necessary. In other words, you do not want to see this for the first time in a real emergency. That is why we are practicing today.

It is important to note that all of the details of this exercise have been closely coordinated with the United States Coast Guard and, in the case of Chicago, the FAA and the Chicago Police Department. During the training, you will hear numerous SECURITE radio calls on VHF CH16 alerting the general boating public that Man Overboard Drill is in progress.

Just a few comments to get you ready for the exercise. 1. Try to involve your whole crew. Let them all see how the AIS signal is displayed and how you will navigate to the source of that signal. 2. Navigate to the source of the signal electronically. Electronically navigating will simulate coming to the aid of a MOB in low visibility conditions. 3. At about 1/16th of a mile from the man overboard dummy (OSCAR), let your crew start to locate the dummy visually. You will be surprised that it can be hard to spot a person in the water, even at this short distance. Please do not rescue OSCAR. The command boat will do that. Make sure your VHF radios are programmed with your vessel's MMSI number. All radio calls will be made on VHF CH 16 unless otherwise noted.

THE EXERCISE
ALL PARTICIPANTS WILL WEAR PFDS

***THE COMMAND BOAT WILL COORDINATE THE EXERCISE.
THE EXERCISE WILL TAKE PLACE IN THE OPEN WATERS OF LAKE MICHIGAN
1.5NM TO 2.0 NM FROM THE HARBOR ENTRANCE.
STAY AT LEAST 1NM FROM THE COMMAND BOAT UNTIL THE EXERCISE STARTS***

Man Overboard Dummy with a Personal MOB Device with AIS is placed into the water, and the device is activated.

Visual Distress Signals – 2 SOLAS Red Rocket Parachute Flares

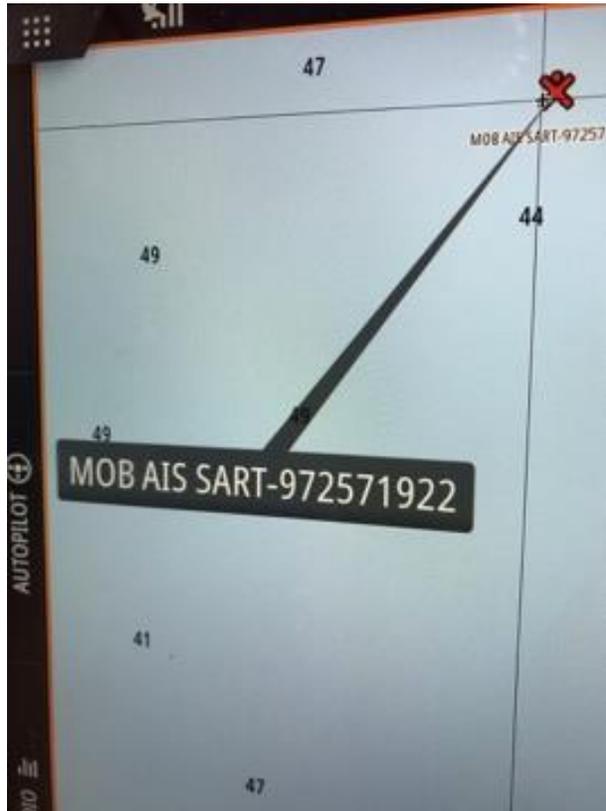
All-Ships DSC MOB Call (VHF CH 16)

MAYDAY CALL (Voice VHF CH 16)



OSCAR WITH PERSONAL MOB DEVICE

The first sequence of the exercise will be to launch OSCAR and activate its Personal MOB Device. Your boat will soon receive its AIS signal and a 9-digit MMSI # starting with 972.



TYPICAL CHART PLOTTER DISPLAY OF A PERSONAL MOB AIS SIGNAL

We recommend that you video or photograph your chart plotter so that you can use the image of the MOB AIS signal for future crew training. If your chart plotter is set up for alerts, you will hear an alarm. After about 3 to 4 minutes, the Personal MOB Device's internal GPS will locate itself. Once that happens, your chart plotter will display OSCAR's position. You will now be free to navigate to OSCAR. The signal will be on for one hour unless otherwise noted (Macatawa Bay, it will be on for 2 hours.) The range of the Personal MOB with AIS is 3nm to 5nm.

VISUAL DISTRESS SIGNALS

At the beginning of the exercise, the command boat will fire Two SOLAS Red Rocket Parachute Flares at 5-minute intervals. These visual distress signals will climb a little over 1,000 feet. A parachute will deploy, and the flare will drift down to the surface, burning for nearly 1 minute. Under ideal visual conditions, the flares can be spotted 35nm away! The purpose of a visual distress signal is to attract attention, and you will be able to witness their ability to do that. The picture below shows the rocket leaving the tube. Should you ever have to fire one of the flares, always keep it pointed away from the crew and equipment. It is suggested that everyone attend a Safety at Sea in the Water Hands-On Training and have an opportunity to fire the flares with an instructor handy. The picture speaks for itself. These flares can be dangerous!



LAUNCHING A SOLAS ROCKET RED PARACHUTE FLARE
NOTE THE ROCKET LEAVING THE TUBE.

ALL-SHIPS DSC CALL

Ten minutes into the exercise, the command ship will initiate an ALL-SHIP DSC CALL. In the immediate aftermath of a MOB pressing the DSC red button on your radio will transmit an emergency DSC MOB message. The person pushing the switch can then return to the deck and help with the rescue. Your emergency is transmitted, and potential rescuers can proceed to your position (note that your VHF radio needs to be paired to a GPS, or the radio must have its own internal GPS if you want your position transmitted.) The DSC message is essentially an electronic MAYDAY call. All radios programmed with their MMSI # will receive the message. Different radios will display data ranging from just an audible warning with minimum information to heading and distance to the MOB. You may want to video or photograph the information displayed on your VHF radio for reminders and future training. DSC message will be transmitted for 10 minutes.



VHF RADIO SHOWING DSC MESSAGE FROM PERSONAL MOB DEVICE.
NOTE, ONLY THE BOAT WITH ITS MMSI # PROGRAMMED INTO THE
THE DEVICE WILL RECEIVE THIS MESSAGE.

MAYDAY CALL

A MAYDAY call is the highest priority to transmit a life-threatening emergency. Do not hesitate to make a MAYDAY CALL in a man-overboard scenario. At 20 minutes into the exercise, the command boat will make a MAYDAY call on CH 16. Participants will hear the call using standard phraseology and professional radio voice. It is essential to have all your crew practice these calls (without transmitting). Emphasis should be placed on using a calm voice and knowing how to say your position in Latitude and Longitude. It is easy to get tongue-tied. During the MAYDAY CALL, a training note, have the ship's navigator write down the position as it is read. Load the coordinates into the GPS and then navigate to that position. Make sure all crew members can perform this function. In addition to the MAYDAY CALL, the USCG will respond with typical follow-up questions. The Emergency Radio Call Procedures sticker below will be issued to each boat entering the Chicago to Mackinac Race. Additional copies will be made available to participating Yacht Clubs.

Recreational Vessels Rev. 07/08

EMERGENCY RADIO CALL PROCEDURES

1. MAKE SURE RADIO IS ON
2. ON DSC RADIOS, LIFT COVER AND PRESS DISTRESS BUTTON FOR 5 SECONDS AND RELEASE
3. VERIFY RADIO HAS SWITCHED TO CHANNEL 16 AND GO TO STEP 5
4. ON NON-DSC RADIOS, CHANGE TO CHANNEL 16
5. PRESS AND HOLD TRANSMIT BUTTON
6. CLEARLY SAY: **"MAYDAY MAYDAY MAYDAY"**
7. ALSO GIVE: VESSEL NAME AND/OR DESCRIPTION
 POSITION AND/OR LOCATION
 NATURE OF EMERGENCY
 NUMBER OF PEOPLE ON BOARD
8. RELEASE TRANSMIT BUTTON
9. WAIT 30 SECONDS — IF NO RESPONSE, REPEAT **"MAYDAY"** CALL.

16

VHF-FM

HAVE ALL PERSONS PUT ON LIFE JACKETS

* Intentional hoax calls are an offense and subject to prosecution.

www.uscgboating.org

EMERGENCY CALL PROCEDURES. PUT THIS NEXT TO YOUR RADIO

PERSONAL AIS SIGNAL

For the rest of the exercise, OSCAR will keep transmitting its position. Practice several runs at OSCAR, familiarizing all the crew with the onboard electronics.



Ocean Signal MOB1

This Personal MOB Device is the one we will be using in the drill.

RE-CAP

At the termination of the exercise, each participant will have operated in a simulated emergency environment. During an emergency, you have a daunting task. You will witness visual distress signals, DSC call, MAYDAY CALLS, and Personal MOB AIS Device's AIS signal. Each aspect of the rescue can be distracting. In an actual emergency, you will have to deal with the visuals and the noise. This exercise will expose you to all of this. Just remember that the lessons learned from this practice will enable you to locate and navigate to a victim expeditiously. That victim may be from your boat or someone else's. Every minute in the water could mean the end of their life! Your proficiency and professionalism can make the difference between life and death. SURVIVAL BEGINS BEFORE THE ACCIDENT. The training your experienced today puts you well on the road to being a survival asset. Good Job!

Personal MOB Device with AIS Training
Sequence of Events
60 to 120 minutes in length, depending on location

Before the exercise starts, USCG will broadcast a series of SECURITE call to alert the boating public of the beginning of the exercise.

Minutes

- 00:00- Command boat will make a SECURITE call to notify the boating public that the exercise will start shortly. The call will include that a personal AIS signal will be transmitted, and two parachute flares will be launched.

- 00:00 Command boat turns on Personal MOB Device, launches OSCAR, and fires the first flare

- 00:05 Command boat makes a SECURITE call notifying the boating public of a second flare. Command boat fires a second flare.

- 00:10 Command boat makes SECURITE call notifying the boating public that a Man Overboard DSC will be transmitted. Command boat initiates DSC message.

- 00:19 Command boat terminates DSC Message

- 00:20 Command boat makes SECURITE call on VHF Ch 16, notifying the boating public that a practiced MAYDAY CALL will begin shortly.

- 00:20 Command boat will make a MAYDAY CALL on VHF CH16. USCG will respond with questions typically asked after a MAYDAY CALL.

- 00:00 TO 02:00 Personal AIS signal will transmit continuously throughout the exercise. At the end of the exercise. Command boat will make a SECURITE call on VHF CH 16 and terminate the exercise. Command Boat will retrieve OSCAR.

2022 EXERCISE SCHEDULE

All times are local

CHICAGO

WEDNESDAY	JUNE 15	BELMONT HARBOR	1800 hrs. to 1900 hrs.
WEDNESDAY	JUNE 22	MONROE STREET HARBOR	1800 hrs. to 1900 hrs.
SUNDAY	JULY 10	MONROE STREET HARBOR	1100 hrs. to 1200 hrs.

MILWAUKEE

WEDNESDAY	JULY 6	MILWAUKEE HARBOR	1900 hrs. to 2000 hrs.
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Note Milwaukee may schedule an additional date in June TBD.

MACATAWA BAY YACHT CLUB

SUNDAY	JUNE 5	Macatawa Bay	1200 hrs. to 1400 hrs.
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