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Homeland Security

United States
Coast Guard



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PACAREAINST 3530.1

AUG 16 2006

PACIFIC AREA INSTRUCTION 3530.1

Subj: MARITIME SAFETY AND SECURITY TEAM (MSST) RESPONSE BOAT TACTICS
TRAINING GUIDELINES

- Ref:
- (a) Response Boat Tactics, Techniques, and Procedures (RB-TTP) Manual, COMDTINST M16247.1C
 - (b) U.S. Coast Guard Boat Operations and Training (BOAT) Manual, Vol I, COMDTINST M16114.32
 - (c) U.S. Coast Guard Boat Operations and Training (BOAT) Manual, Vol II, COMDTINST M16114.33
 - (d) Boat Crew Seamanship Manual, COMDTINST M16114.5 (series), Chapter 4
 - (e) Coast Guard Navigation Standards, COMDTINST M3530.2 (series)
 - (f) Navigation Rules, COMDTINST M16672.2C
 - (g) Marine Safety Manual, Vol VII, Port Security, COMDTINST M16000.12

1. PURPOSE. This instruction promulgates the standards, policies, and procedures for the conduct of tactical boat training performed by MSSTs.
2. ACTION. MSST Commanding Officers shall adhere to the provisions of this instruction when conducting training in Response Boat (RB) Tactics, Techniques, and Procedures (TTP).
3. DIRECTIVES AFFECTED. None
4. DISCUSSION.

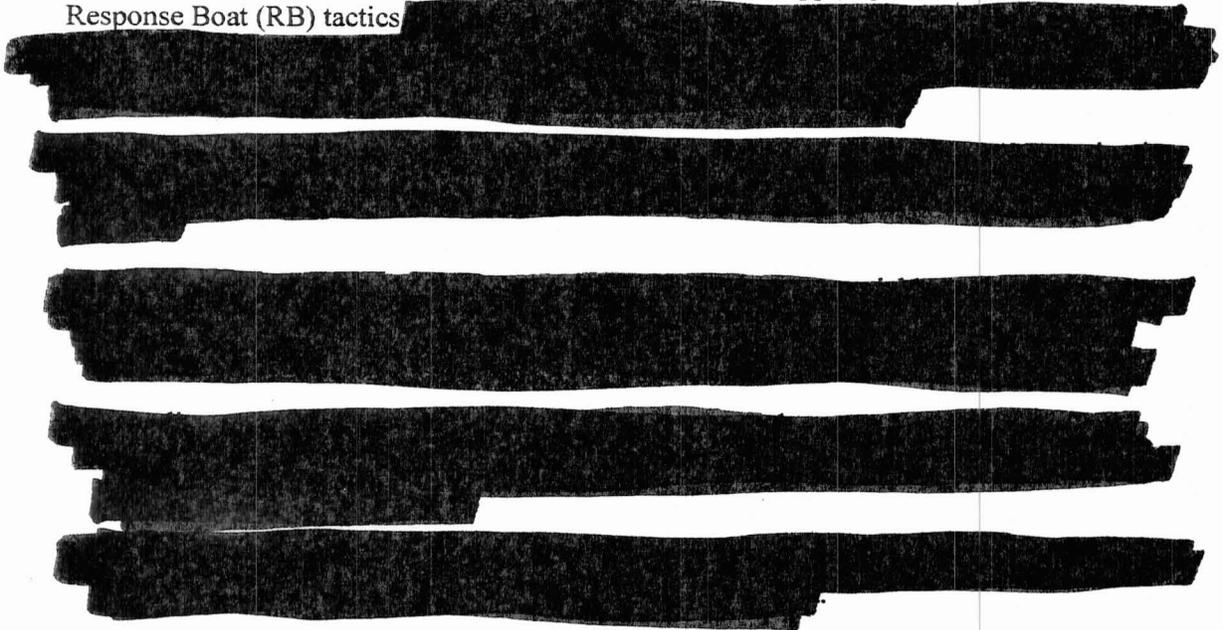
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MSST RESPONSE BOAT TACTICS TRAINING GUIDELINES

- A. General. Due to the heightened mishap potential associated with high-speed boat tactics, safety is paramount and must at no time be compromised for the sake of completing training. Boat crews shall strictly adhere to Coast Guard and unit Navigation Standards at all times. Tactics training does not negate the coxswain's responsibility to safely navigate the vessel.
- B. Application. Most small boat training requirements are adequately discussed in references (b) thru (e). The additional requirements of this instruction apply specifically to training in Response Boat (RB) tactics



C. Tactical Training.

1. General. To ensure the highest level of safety during tactics training, all units shall adhere to the following procedures.
 - a. The tactical training coxswain shall prepare a formalized lesson plan for each evolution and brief all participants prior to getting underway to ensure they fully understand their roles in the various phases of each training evolution.
 - b. Unit Commanding Officers shall designate, in writing, specific members to serve as safety observers for underway tactical boat training. These members shall generally be senior petty officer/coxswains. A designated safety observer shall be assigned to each tactical training evolution. The safety observer shall have no job other than monitoring the overall safety of the training evolution.
 - c. Pre-Brief. The senior tactical coxswain in charge of the training evolution shall conduct a detailed pre-brief with all participating personnel prior to each evolution. This brief shall include, at minimum, the following:

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- (1) Training evolutions to be conducted
 - (2) Location and boundaries of the training area
 - (3) Local knowledge of vessel traffic patterns and any known hazards
 - (4) Identification of key personnel
 - (5) Vessel-on-vessel Use of Force (UOF) steps to be exercised and anticipated responses
 - (6) Risk assessment (GAR Model)
 - (7) On scene weather and weather forecast
 - (8) Required PPE
 - (9) Minimum safe distances between boats
 - (10) Identification of the lead safety observer
 - (11) Primary and secondary radio frequencies
 - (12) Procedures for calling a "Safeguard"
 - (13) Procedures in the event of lost communications
 - (14) Location of nearest trauma treatment facility
 - (15) Method of transport for MEDEVAC
 - (16) Confirmation that local agencies and Sector Commands have been notified of the training.
- d. Each training evolution to be performed at high speeds (on plane) shall initially be rehearsed at slow speeds. The first run of each evolution will be completed without getting on plane. Subsequent runs will be conducted at increasing speed intervals not to exceed the Commanding Officer's Navigation Standards.

2. Operating Restrictions.

- a. Outboard engines shall be operated fully trimmed in (down).
- b. The training area must be clear of vessel traffic while conducting tactics training (2000 yards minimum in open areas, 500 yards in confined channels or waterways).
- c. Training scenarios involving break-in tactical coxswains will initially be conducted only in clear, unrestricted daylight conditions. After the trainee has displayed an acceptable level of proficiency, the Training Officer may recommend that the Commander Officer approve the member for night operations.
- d. Nighttime training is exceptionally hazardous. Judging distance and target angle of intercepts become increasingly difficult in low-light conditions. Thermal imagers and night vision devices are tools that, with the proper training, can enhance the overall safety of the evolution and should be considered an integral part of the training during low-light conditions. Safe distances and speeds shall be established based on environmental conditions such as level of ambient light, vessel traffic, and background lights.

3. Personnel Protective Equipment (PPE). In addition to PPE mandated by COMDT policy, all personnel shall wear helmets.
4. Trainer Designation. Only trainers who have been designated in writing by the Commanding Officer are authorized to conduct tactics training. Trainers must be graduates of the Tactical Coxswain Course at Special Missions Training Center (SMTC).
5. Only qualified coxswains shall be at the helm during tactics training. The increased risks associated with these tactics are not appropriate for boat crew members striving for initial coxswain qualification. Only qualified tactical coxswains will be at the helm of the Opposing Force (OPFOR) boat.
6. Crew Positioning. Optimum crew size for tactics training is four with all personnel seated and secured with seat belts. The Commanding Officer may authorize a maximum crew size of six people with the two additional crewmembers braced between the fore and aft seats. At no time will personnel be positioned outside the cabin except as noted in paragraph C.7 below.
7. Crew Served Weapons and Gunner Positioning. The ability to train the way we operate is essential if we are to be effective in performing the missions that we are mandated to perform. Although training at a higher level may improve operational performance, it also raises the risks which must be carefully weighed before any training evolution. Before conducting training with the gunner positioned at the fore and/or aft mount, all participants must carefully consider the risk versus gain by addressing all foreseeable factors during pre-training planning to reduce the potential for a MISHAP. Should the Commanding Officer determine that the evolution can be conducted with minimal risk to involved personnel, the training may be conducted. In such cases, the coxswain shall positively confirm that the gunners are belted and attached to at least two hard points on the boat at all times until they return to the cabin or training is concluded. In addition to reminding gunners of the increased lateral forces they will be subjected to, increasing minimum horizontal separation distances should be considered when training with multiple vessels. Additional PPE, such as goggles and knee/elbow pads, shall be discussed and used as environmental conditions dictate or as directed by the Commanding Officer.
8. Crew Communications. Difficulty of communicating internally on the RB-S is a known concern throughout the Coast Guard; therefore, it is essential that all crewmembers are fully briefed on the lesson plan and each member's roles and responsibilities. Further, all commands, anticipated actions, and crewmember reports shall be acknowledged by all other members of the crew, either verbally or via predetermined hand signals. Any crewmember failing to acknowledge a command, anticipated action, or report shall be considered as not having received or understood the message. The coxswain shall not execute tactical maneuvers until confirmation is received.

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D. Tactical Training Involving Multiple Vessels. To mitigate the increased risks associated with conducting tactics training with more than one vessel, all units shall adhere to the following provisions:

1. A safety boat shall be on scene, independent from actual training, with the sole purpose of maintaining the “big picture” throughout the event. The safety boat will have the lead safety observer and a qualified EMT (with medical kit) on board.
2. Whenever possible, a safety observer shall be placed on each boat participating in the training. A designated safety observer shall be stationed on the OPFOR vessel(s).
3. A flashing blue light denoting an “in-play” vessel shall be energized aboard both the OPFOR and training vessels throughout the training evolution. If no blue light is available aboard the OPFOR vessel, a suitable alternative (flag, white light) will be briefed to all participants prior to executing the training evolution.
4. The OPFOR vessel is the give-way vessel at all times. OPFOR shall be responsible for controlling both speed and horizontal separation during each scenario.
5. Training shall begin at slower speeds with greater separation between vessels and gradually build up to higher speeds and closure separations, particularly when training new personnel. Unless specifically training with the Running Gear Entanglement System (RGES), vessels shall not encroach closer than 30 feet from other boats.
6. The employment of evasive maneuvers and counter-maneuvers shall be a coordinated effort using scenario-based training outlined in the training plan and not impromptu or reactive maneuvers. Execution of a counter-maneuver without a choreographed plan is only driving recklessly and defeats the concept of layered defense.
7. Radio Communications. Clear communications must be maintained at all times. In the event communications are lost, the coxswain of the vessel will come to all stop and use any means available (including sounding the danger signal if necessary and prudent) to alert the other participants of the problem. During training, the term “Safeguard” will be used to cease any evolution for safety reasons. If any member observes a safety issue, he/she shall call “Safeguard” over the primary and secondary radio frequency being used during the training. If “Safeguard” is called, all training shall cease immediately. Training may not resume until the person calling “Safeguard” and the lead safety observer agree that the safety issue has been resolved.

E. Training Debrief. The senior tactical coxswain and safety observers shall conduct a detailed debrief immediately following every training evolution. Any safety concerns, lessons learned or other issues will be discussed and forwarded to the Commanding Officer in memo format via the chain of command.