



IHDB

SAR Controllers Training 2012
15 February 2012

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USCG
Coast Guard Liaison to SARSAT





Agenda

- What is IHDB (Incident History Data Base)
- How do we register for IHDB
- Why IHDB
- Some interesting reading
- Future



Access to IHDB by USCG

- Anytime a new user joins the USCG RCC, the following needs to happen:
 - An email request needs to go to USCG headquarters to:
 - (SARSAT Liasion Officer)
 - CDR Mark Turner

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- How many of you are overworked and/or understaffed?



Show me the MONEY!

- How do you get that staffing?
- How do you get the funding?



A simple question

- How many 406 cases did you run last year at your district?



Some interesting cases:

- Some interesting ways to fill out the IHDB that keep you from getting that funding or additional staffing.



Distress

View Record #320695

Primary/Defining Data

Site Number 26956
Beacon/Site ID ADCE02388540C01
Time First Detected 2012-01-09 21:31:00.000
Record Status Completed

Frequency Type 406 MHz
Site Status (when closed) First Alert
SRRs Sent Feedback Report CGD14 AFRCC
SRR Name (when site closed) CGD14 [366H]

Feedback Information

USMCC Upward Site/Beacon ID Reference
If this incident is correlated with another, simply enter the master site number and click update

Case Number 000000

Time Case Started 2012-01-09 21:31:00.000

General Location Hawaii
Actual Latitude 21-34-30N
Actual Longitude 158-20-12W
How Actual Location Estimated GPS

Incident Outcome
 Distress Non-Distress Ceased/Undetermined Linked Site
 (Unassigned)

Incident Type
 Aviation Maritime Terrestrial Other or Unknown

Registration Information Usage

Not Used Contributed to case resolution Primary Means to resolve case (Unassigned)

Was SARSAT Data used in the resolution of this case?

Yes - Only Notification Yes - First Notification Yes - Supporting Data Not Involved (Unassigned)

Number Rescued 2
Number In Distress 2

*Registration Accuracy

Owner Information
 Accurate Not Accurate Unverified

Emergency Contact Information
 Accurate Not Accurate Unverified

Vessel/Aircraft/Usage Information
 Accurate Not Accurate Unverified

Examples of Operational False Alerts

Reason Activated Distress - Manual Activation

Boat Hours
Cutter Hours
CAP Ground Hours

Activation Comment

Helo Hours
Fixed Wing Hours
CAP Air Hours

Additional Remarks

Vessel was disabled and activated their 406. D14 had a HH65 up for a trainer which self-diverted due to hearing the 121.5 which drew a flare from the vessel in response. The HH65 lowered a radio for communication purposes. The vessel was towed in by a good sam safely.

Beacon Information



Distress

Feedback Information

USMCC Upward Site/Beacon ID Reference

If this incident is correlated with another, simply enter the master site number and click update

Case Number 581045

General Location (Not in this dropdown list)

Actual Latitude (no data)

Actual Longitude (no data)

How Actual Location Estimated

Registration Information Usage

Not Used Contributed to case resolution Primary Means to resolve case (Unassigned)

Was SARSAT Data used in the resolution of this case?

Yes - Only Notification Yes - First Notification Yes - Supporting Data Not Involved (Unassigned)

Number Rescued 1

Number In Distress 1

[Examples of Operational False Alerts](#)

Reason Activated Distress - Manual Activation

Boat Hours

Cutter Hours

CAP Ground Hours

Additional Remarks

CG Cutter Mohawk received a pan pan call from 32FT S/V GYPSY MOON reporting that they are disabled and adrift, demasted and engine inoperable, with 01 POB in position 2028.07n 07328.315w (approx. 30NM S of Great Inagua). Master has activated EPIRB. Case correlates with unlocated EPIRB alert briefed by District5 Command Center. CGC MOHAWK arrived O/S, safely rescued the 01 POB with no medical issues and left the vessel adrift but were unable to mark it CG OK due to sea state. CGC MOHAWK is enroute GTMO where they will transfer the survivor ashore.

Beacon Information

Time Case Started 2012-01-08 22:41:00.000

Incident Outcome

Distress Non-Distress Ceased/Undetermined Linked Site

(Unassigned)

Incident Type

Aviation Maritime Terrestrial Other or Unknown

*Registration Accuracy

Owner Information

Accurate Not Accurate Unverified

Emergency Contact Information

Accurate Not Accurate Unverified

Vessel/Aircraft/Usage Information

Accurate Not Accurate Unverified

Activation Comment

Helo Hours

Fixed Wing Hours

CAP Air Hours



Non-Distress

Feedback Information

USMCC Upward Site/Beacon ID Reference

If this incident is correlated with another, simply enter the master site number and click update

Case Number

Time Case Started 2012-01-01 10:14:00.000

General Location

Incident Outcome

Actual Latitude (no data)

Distress Non-Distress Ceased/Undetermined Linked Site

Actual Longitude (no data)

(Unassigned)

How Actual Location Estimated

Incident Type

Aviation Maritime Terrestrial Other or Unknown

Was SARSAT Data used in the resolution of this case?

Yes - Only Notification Yes - First Notification Yes - Supporting Data Not Involved (Unassigned)

Number Rescued

Number In Distress

Activation Comment

[Examples of Operational False Alerts](#)

Reason Activated

Boat Hours

Helo Hours

Cutter Hours

Fixed Wing Hours

CAP Ground Hours

CAP Air Hours

Additional Remarks



Good entry

Feedback Information

USMCC Upward Site/Beacon ID Reference

If this incident is correlated with another, simply enter the master site number and click update

Case Number 509269

General Location Texas

Actual Latitude (no data)

Actual Longitude (no data)

How Actual Location Estimated

Registration Information Usage

Not Used Contributed to case resolution Primary Means to resolve case (Unassigned)

Was SARSAT Data used in the resolution of this case?

Yes - Only Notification Yes - First Notification Yes - Supporting Data Not Involved (Unassigned)

Number Rescued 0

Number In Distress 0

[Examples of Operational False Alerts](#)

Reason Activated False Alert - Beacon Mounting: Bracket Failure

Boat Hours 0.0

Cutter Hours 0.0

CAP Ground Hours 0.0

Additional Remarks

RCC NOLA contacted the HOME number listed on registration and left message. Tried to contact CELL number (979-299-2934) and got "disconnected" message. RCC NOLA finally contacted Pete Smilic at (979-964-4450) who stated that he spoke with the vessel about an hour ago; they had lost their anchor and was headed into Freeport, TX, but did not know the location or status of the vessel now. Mr. Pete was able to contact the vessel via radio and was told that the vessel is 18NM from Freeport, TX and not in distress. The beacon fell out of the bracket. The vessel's name is no longer TWO DIDO'S, it is MISS TAYLOR.

Time Case Started 2012-01-02 17:39:00.000

Incident Outcome

Distress Non-Distress Ceased/Undetermined Linked Site

(Unassigned)

Incident Type

Aviation Maritime Terrestrial Other or Unknown

*Registration Accuracy

Owner Information

Accurate Not Accurate Unverified

Emergency Contact Information

Accurate Not Accurate Unverified

Vessel/Aircraft/Usage Information

Accurate Not Accurate Unverified

Activation Comment

Helo Hours 0.0

Fixed Wing Hours 0.0

CAP Air Hours 0.0



Little know facts from the earlier slides

- All were from the year 2012.
- I didn't have to go past 09 Jan 2012 to get the slides.
- This is common Coast Guard (and AF) wide.
- We use it to work with manufactures so they can see trends/make better beacons.



Interesting

Feedback Information

USMCC Upward Site/Beacon ID Reference

If this incident is correlated with another, simply enter the master site number and click update

Case Number 509258

General Location Texas

Actual Latitude (no data)

Actual Longitude (no data)

How Actual Location Estimated

Registration Information Usage

Not Used Contributed to case resolution Primary Means to resolve case (Unassigned)

Was SARSAT Data used in the resolution of this case?

Yes - Only Notification Yes - First Notification Yes - Supporting Data Not Involved (Unassigned)

Number Rescued 0

Number In Distress 0

[Examples of Operational False Alerts](#)

Reason Activated False Alert - Beacon Mishandling: Testing/Maintenance

Boat Hours 0.0

Cutter Hours 0.0

CAP Ground Hours 0.0

Additional Remarks

RCC NOLA contacted Lydia Shrimp Co (956-943-2656) and learned that the Captain of the vessel was just in the office with his beacon because a CG Boarding Officer told him that the beacon was expired. Capt Robert activated the beacon thinking that it wouldn't work. Capt Robert called RCC NOLA back and confirmed beacon ID and there was no distress.

Time Case Started 2012-01-02 16:16:00.000

Incident Outcome

Distress Non-Distress Ceased/Undetermined Linked Site

(Unassigned)

Incident Type

Aviation Maritime Terrestrial Other or Unknown

*Registration Accuracy

Owner Information

Accurate Not Accurate Unverified

Emergency Contact Information

Accurate Not Accurate Unverified

Vessel/Aircraft/Usage Information

Accurate Not Accurate Unverified

Activation Comment

Helo Hours 0.0

Fixed Wing Hours 0.0

CAP Air Hours 0.0



EXAMPLES OF OPERATIONAL FALSE ALERTS

- BEACON MISHANDLING
 - False Alert – Mishandling – Installation
 - False Alert – Mishandling – Testing
 - False Alert – Mishandling – Usage
 - False Alert – Mishandling – Disposal
- BEACON MALFUNCTION
 - False Alert - Malfunction – Switch
 - False Alert - Malfunction – Water Intrusion
 - False Alert - Malfunction – Test
 - False Alert - Malfunction – Electronics
- MOUNTING FAILURE
 - False Alert – Mounting – Bracket
 - False Alert – Mounting – Release
 - False Alert – Mounting – Magnet
- ENVIRONMENTAL CONDITIONS
 - False Alert – Environmental Conditions
- UNKNOWN
 - False Alert – Reasons Unknown



RCC Feedback

- “OWNER RPTED SELLING VESSEL IN 2005”
- What happened to the beacon? Was the beacon sold with the vessel or did the owner keep it?
- “BEACON IS ON A DIFFERENT TAIL”
- If a beacon is on a different tail, indicate beacon on a different tail than on registration and also provide the current tail number. Is this a temporary change or permanent change? Is the owner planning on updating this information with NOAA if it is a permanent change?



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- Site Number 25961
 - Beacon/Site ID ADCD04E82D42001
 - Time First Detected 2011-12-23 21:27:00.000
 - The Big Cory has been sold to new owner, previous owner has not called USMCC to take his name off emergency sheet. New owner has the vsl in Bayou La Batre at ship yard. All new owner info is detailed in Misle case 579875.



The Future that we would like to see

- MISLE and IHDB will be linked
 - Auto population of data fields
 - MISLE won't close until IHDB is completed and filled in
 - Auto e-mail of mistakes/questionable data to HQ



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- USCG is allowed to update owner information



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- Questions