A rescue out at sea with the Electro-Optical System
High-tech surveillance

A quick, effective rescue

A storm is brewing...

Euroflir 410 in action!

Alive!

© Gilaxia / Istockphoto

Despite the gusting wind, the Caïman Marine hovers over the hull. The rescue swimmer is winched down, and quickly buckles himself into the harness. He's ready to help the ship's skipper at any moment! The operator's role is crucial in the rescue operation: he must observe and detect the movements of the ship and its occupant. In this case, his role is to ensure a happy ending is possible!

© HadelProductions / Istockphoto

They're flying a helicopter today. Yann, Gwendal and Adrien also jump into their car to join the squadron. Yann is the pilot, and Gwendal the co-pilot, also responsible for the coordination of the different sensors. Adrien is the rescue swimmer for this mission. Their immediate priority is to quickly find the boat and its occupant in a vast, cold and constantly changing sea.

function in the electro-optical system, a sensor operator, an electronics specialist in charge of the sensors on aircraft deployed by the French navy. Loïc quickly asks for details about the color of the boat and the sea and wind conditions. With a Force 5 wind, it's not going to be easy!

© Piskunov / Istockphoto

Société Nationale de Sauvetage en Mer operation is automated by the system's gyrostabilized line-of-sight. It's the system that automatically calculates the flight path needed to scan an entire sector. The operator mainly uses his infrared sensor to detect the movements of the ship's skipper in the infrared band, used to magnify a specific point. With a range of five nautical miles, he can clearly see a person holding onto the boat's overturned hull. He quickly takes a picture to verify the skipper's location.

© Rdonar / Istockphoto

© Brasil2 / Istockphoto

© Rémy Bertrand / Safran

Loïc is eating dinner with fellow crew members on call when his cell phone starts ringing. He jumps up as soon as he hears the special ring tone he chose for calls from his helicopter squadron 33F. The SOS call for a ship in distress has been received about 20 minutes ago, from the owner of a sailboat that lost its mast in the Chenal du Four, a channel off the western tip of Brittany, between Le Conquet and Béniguet Island.

Loïc is part of the French navy's air-sea search & rescue (SAR) team. More specifically, he's the hoisting operations coordinator, responsible for managing the pickup of personnel on deck and guides the pilot so they can cover the search zone most effectively. Hunched over his console, he first decides to scan the zone around the last radio call received. This is the SAR helicopter's role: to detect a shipwreck survivor at a range of up to 20 nautical miles, even in the dead of night and during a storm.

© Razihusin / Istockphoto

The latest-generation helicopter, the NH90 Caïman Marine model, is an international high-technology group and tier-1 supplier of systems and equipment in the Aerospace and Defense sector. Safran, the company behind the helicopter, is an international high-technology group and tier-1 supplier of systems and equipment in the Aerospace and Defense sector. Safran is listed on the Euronext Paris stock exchange, and its share is part of the CAC 40 and Euro Stoxx 50 indices.