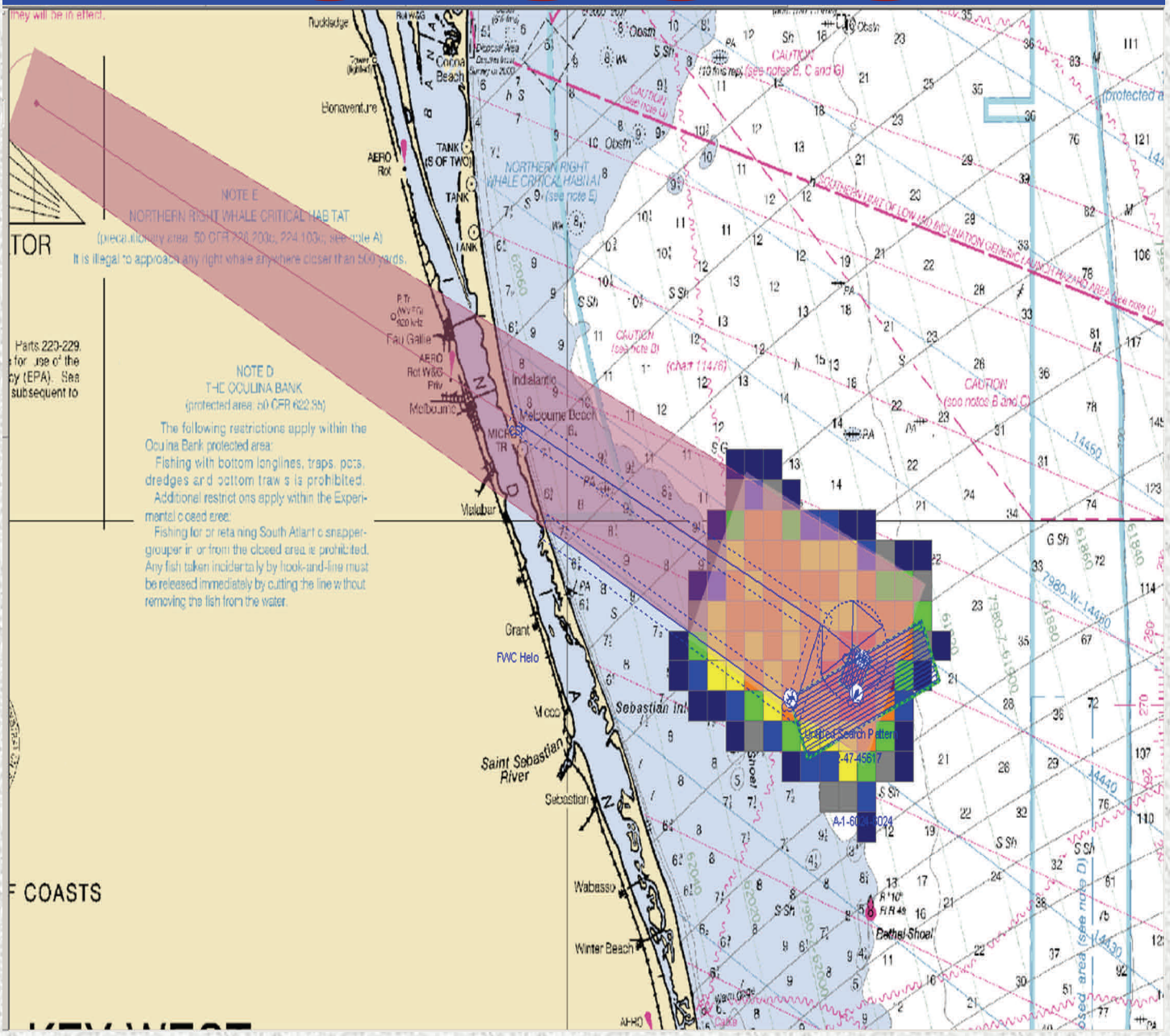
ON SCENE Newsletter

Volume I

Issue 1



HIT IT HARD .....HIT IT FAST

The SAR Mission

Search and Rescue (SAR) is one of the Coast Guard's oldest missions. Minimizing the loss of life, injury, property damage or loss by rendering aid to persons in distress and property in the maritime environment has always been a Coast Guard priority. Coast Guard SAR response involves multi-mission stations, cutters, aircraft and boats linked by communications networks. The National SAR Plan divides the U.S. area of SAR responsibility into internationally recognized inland and maritime SAR regions. The Coast Guard is the Maritime SAR Coordinator. To meet this responsibility, the Coast Guard maintains SAR facilities on the East, West and Gulf coasts; in Alaska, Hawaii, Guam, and Puerto Rico, as well as on the Great Lakes and inland U.S. waterways. The Coast Guard is recognized worldwide as a leader in the field of search and rescue.

From The CG-534 Office Chief
CAPT David McBride

Welcome to the new "On Scene" newsletter! In our effort to provide timely updated SAR information, the format of "On Scene" continues to evolve. This new format is a scaled down version of the "On Scene" magazine from years past and will now be published quarterly.

The Coast Guard just completed another very successful year. In fiscal year 2011, the Coast Guard prosecuted 20,510 SAR cases resulting in 3,804 lives saved and more than $75 million in property saved. In most of these cases, one of the most important aspects of the response continues to be proper Search and Rescue planning and these numbers are a direct result of our folks standing vigilant watches, maintaining a proactive response posture and sustaining mission excellence.

As the Coast Guard continues to improve our tools and equipment to more efficiently execute our Search and Rescue Mission, it is imperative to constantly train in order to maintain proficiency in all aspects of SAR. It is important to capitalize on lessons learned.

In addition to highlighting great SAR cases and the efforts of the SAR community, our goal is to use this format to quickly convey lessons learned and to address any policy clarification or potential policy change that may be coming down the pipe as a result of these lessons or just general policy discussions.

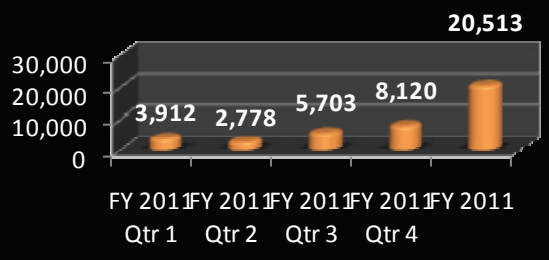
Hopefully you will find the topics discussed in this issue useful and if there are topics you would like to see covered in future newsletters, please feel free to contact the newsletter editor, LT Tom Gorgol Thomas.F.Gorgol@uscg.mil

Hit it Hard and Hit it Fast! But always be safe and prepared!

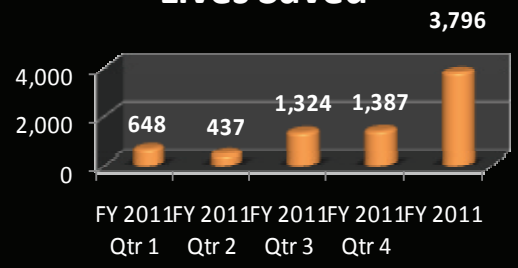
What's Inside:

FY 2011 SAR STATISTICS

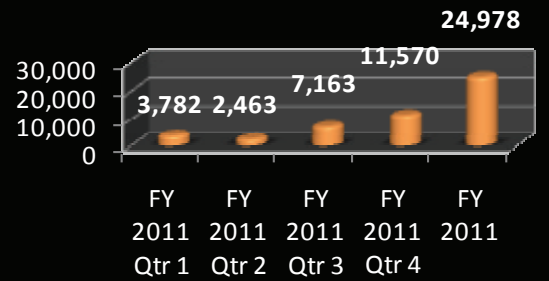
SAR Cases



Lives Saved



Lives Assisted



Property Saved (in Millions)

SAR CASE SUMMARY— OVERDUE KAYAKER (MISLE 499756)

The Office of Search & Rescue (CG-534) receives approximately 15 to 20 Search and Rescue cases annually for review and/or comment and maintains over 180 case studies in a database for policy review and training.

The following is an excerpt from a case study submitted by Sector Long Island Sound. This case study highlighted a unique process in making Next of Kin (NOK) notifications of Foreign Nationals and provided a policy change recommendation which warranted acknowledgement in the process improvement within the SAR program. On 09 May 2010, at approximately 11:00 a.m., a Chinese National, on a business trip to the U.S., borrowed a friends kayak to recreationally kayak in the vicinity of Milford, CT on Long Island Sound. His friend reported him overdue to Milford, CT Police Department when he did not return at 2:00 p.m. Milford Police Department immediately contacted Coast Guard Sector Long Island Sound's Command Center, at which time, the Command Center assumed the role of SAR Mission Coordinator (SMC). The overdue kayaker was last seen wearing a black sweater, black jeans, a grey life jacket. The weather that day consisted of high winds and heavy seas.

Though the reporting source knew what time his friend was due back, he was uncertain of the kayakers intended route and destination, at which time the Command Center issued an Urgent Marine Information Broadcast (UMIB). Additionally, the Command Center developed search plans, determined survivability probability (approx 14 hours), and launched a Station New Haven 41 foot Utility Boat, while the Coast Guard 1st District Command Center launched an MH-60 helicopter from Air Station Cape Cod. Sector Long Island Sound's Command Center also requested assistance from over 10 surrounding State and local agencies. After 28 hours of continuous searching, with negative results, Sector Long Island Sound actively suspended all search efforts. Approximately 24 hours after search efforts were suspended, the Southold Police department contacted the Command Center and reported that they had located a kayak, matching the description of the kayak in question, on the west side of Goldsmith Inlet in Southhold, NY. Sector Long Island Sound immediately reopened the case and additional searches were conducted. Search efforts were again suspended, with negative results, at sunset on 11 May 2010.

Nearly two weeks later, on 25 May 2010, Sector Long Island received notification that a male body had been located on the beach in Amagansett, NY. Due to the condition of the body, the body not immediately identifiable; however, due to extensive interviews with the initial reporting source and owner of the kayak, Sector Long Island and East Hampton Policy Department determined that the clothing, life jacket, and build of the deceased matched that of the missing kayaker, which was later officially confirmed by the medical examiner.

Though there was not a favorable outcome, the prosecution of this case was challenging because the missing kayaker was a foreign national with no immediate family in the local area. Per Coast Guard policy, SMC is required to make early and frequent contact with the NOK. However, this was not the case in this situation. Due to the nationality of the missing kayaker and the inability to obtain additional details, Sector Long Island Sound coordinated all discussions and planning with the next of kin through the District, LANTAREA, CG Headquarters, the Department of State, the Chinese Consulate, and the U.S. Embassy. This collaborated effort greatly enhanced the NOK's understanding of Coast Guard search efforts.

As a result of this case, Sector Long Island Sound has recommended that the Office of Search and Rescue (CG-534) work with the Office of International Affairs and Foreign Policy (CG DOC-I) to update the CG Addendum to include general guidance to assist command centers with the process of contacting Foreign Next of Kin. CG-534 is reviewing this recommendation with the Office of Shore Forces (CG-741) and CG DOC-I.

Please visit CG-534's website http://www.uscg.mil/hq/cg5/cg534/SAR_Program_Info.asp#objectives for updates on this subject matter.

Questions & Answers

Q: A quick question on ACTSUS. My understanding is that it is necessary for a Sector Commander to re-designate ACTSUS to the Sector Deputy upon a change of command. A deputy may hold an ACTSUS delegation from the previous Sector Commander, but because it is a delegated authority it is dependent on the person who can delegate it to restate the delegation exists. All the Addendum states is that it must be delegated by the Sector Commander, not that it needs to be redone when there is a change of command. Can you clarify for me?

A: Short answer is it is a personal delegation and should be completed by each Sector Commander as they should be receiving their delegation from District by name and so they can delegate down (i.e. the foundational delegation from district lapses with change of command and must be reinstated). Also, the delegation is a specific acknowledgment by the Sector Commander of their recognition of the knowledge, skills & experience of the person they are delegating to; again a personal thing.

Q: Should units maintain a "flotsam log" and will this allow units not to return to debris for identification?

A: The first issue is whether there should be a separate "Flotsam Log" kept in the Command Centers for reference to previous reports of floating objects. CG-741, the Office of Shore Forces, is reducing the number of data bases or computer programs that Command Centers access. Adding a "Flotsam Log" would be counterproductive to this goal. The "Flotsam Log" is a holdover from the days of manual record keeping when written daily logs were used to pass this type of data from watch to watch. The capability to catalog flotsam is currently available in our information systems architecture. The use of MISLE, in conjunction with the mining capability of CGBI, provides the ability to search through MISLE cases for all CG units and identify Derelict/Abandoned Vessels. This method of capturing information also reinforces the need to accurately document notifications and position information on flotsam within the MISLE data base. The drill through function of the cubes in CGBI allows the user to quickly open the associated MISLE entry for amplifying case information. Additionally, the CG-5341 staff is adding a section to the CG Addendum in change 1 that will cover the use of CGBI to assist with on-going cases. This document is due out in 2012 and this new guidance should provide all SAR Planners the ability to access the existing centralized data base created by the normal SAR case MISLE entries.

The second issue is the proper use of flotsam data and the potential cost savings associated in identifying reported flotsam. Field units must fully understand that the possible correlation of debris with a "Flotsam Log" **does not** relieve the operational commander or SMC of their responsibility to ensure a distress case is not in progress. This means that units should be aggressive upon receipt of notification that a distress incident may have occurred, launching response assets, as appropriate, to verify the report and get eyes on scene (to assess and, if possible, positively identify the debris), then consult the CGBI MISLE Response cubes for correlation.

The only instance in which a response may not be warranted is if a hull number or vessel name positively identifies and correlates the vessel/debris with a previous MISLE case.

If you have a question you would like answered in future "On Scene" volumes, please e-mail CDR Max Moser at Kenneth.M.Moser @uscg.mil.

SAR OPERATIONS: Working with Other SAR Services

(CDR Max Moser, Office of Search and Rescue Policy Chief)

The Office of Search and Rescue, CG-534 receives many policy questions throughout the year. We have decided to clarify a question that was brought to our attention recently. The question is about the decisions, especially case closure requirements that may arise in regards to conducting SAR operations within state or local agencies Area of Responsibility (AOR).

The National Search and Rescue Supplement provides specific standards and guidance and includes provisions to satisfy national civil SAR requirements. Title 14 of the U.S. Code states that the Coast Guard *may* render aid to distressed persons and protect and save property on and under the high seas, and waters subject to the jurisdiction of the United States. The USCG Addendum establishes the policy, guidelines, procedures and general information for Coast Guard use in search and rescue.

Organizations that conduct operations which involve distress monitoring, communication, and coordination, for the purpose of searching for or rescuing persons, are considered a SAR Service. The Coast Guard, when conducting operations under Title 14 of the US Code, is considered a SAR Service in accordance with the National SAR supplement. State and local organizations may be designated by law, regulation or ordinance, to provide SAR services within a jurisdiction. This relationship of SAR services and organizations may be visualized using a Venn diagram such as figure 1. Although any or all services may be notified for a SAR incident, the diagram provides a way to simplify responsibilities by jurisdiction. For instance; a state may require a local government to provide search and rescue services for a local area. When services are outside this area or when the local search and rescue services cannot respond, the state services will provide a response.

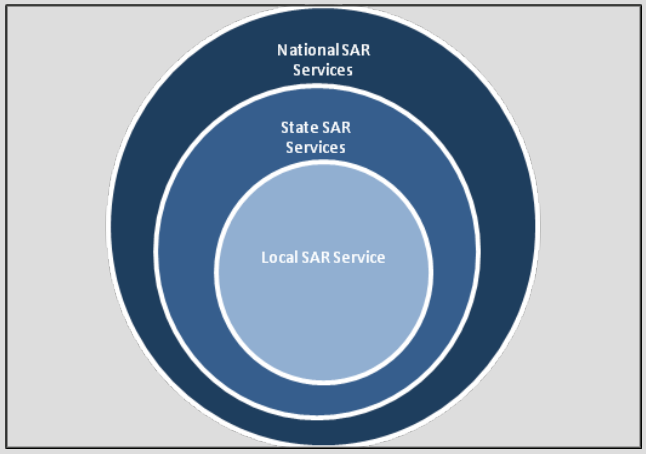


Figure 1: Layered Relationship of SAR Services

The SAR Mission Coordinator (SMC) is recognized as the coordinator and manager of the overall response for a specific incident. The Coast Guard designates a SMC for each SAR case. Other SAR service organizations may not designate an entity as the SMC. However, there normally is an entity that is responsible for coordinating or managing the overall incident. This could be a law enforcement officer, the precinct commander, fire battalion commander or chief. For the purposes of the SAR system this entity is considered the SMC for the response.

Many incidents happen in areas where the state/local SAR services and the Coast Guard have concurrent jurisdiction. Local officials may receive the notification first and become the primary responder and coordinator of response activities. State or local SAR services may handle the initial response and may notify the Coast Guard only after failing to immediately resolve the incident. In these situations Coast Guard response may not be required or appropriate. The Coast Guard SMC should monitor the incident and consider on a case by case basis the need for Coast Guard involvement.

A SAR mission *shall* not be closed if it is coordinated by state or local SAR services, the search object has not been found and the Coast Guard SMC decided to participate in the response. (continued on page 7) Should the Coast Guard SMC not agree with a State or local decision to

SAR OPERATIONS: Working with Other SAR Services (cont)

(CDR Max Moser, Office of Search and Rescue Policy Chief)

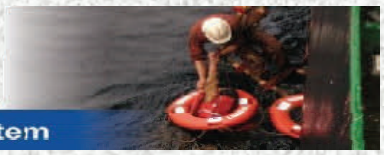
conclude a SAR effort, the Coast Guard SMC shall communicate concerns to the appropriate SAR service SMC. If the concerns with the mission closure are not adequately addressed by the other SAR service SMC the Coast Guard SMC shall brief the situation up the SAR chain to the Search and Rescue Coordinator. The Coast Guard SAR Coordinator should discuss the concerns with the mission conclusion decisions of the other SAR services SMC and if these concerns are not answered at this level, the Coast Guard Search and Rescue Coordinator shall make a decision either to proceed independently with a Coast Guard Search or accept the state or local SAR services SMC decision. Conducting SAR missions in areas of concurrent jurisdiction requires coordination with local or state SAR services. This coordination must include more than an understanding of the resources that may be available for the Coast Guard SMC to request. The coordination should be at the SMC level and include discussions on conduct of SAR response and what factors the service coordinator will use to determine suspension on a SAR mission that does not locate the object of the search. Additionally, Coast Guard SMC should review section 3.8.1, section 3.8.3, 3.8.4.1 (c) and section 3.9.2 of the CG Addendum to review the policy on conducting SAR missions with other SAR services.

A rescue boat crew from Coast Guard Station New York and the Coast Guard Cutter Sturgeon Bay coordinate and conduct search and rescue operations with response crews from New York City police and fire departments in the search for a missing passenger of a helicopter that crashed in New York's East River. The missing person was later recovered deceased and the incident is under investigation. U.S. Coast Guard photo by Petty Officer 2nd Class Jetta H. Disco.

AMVER

Saving Lives at Sea Since 1958

The Automated Mutual Assistance Vessel Rescue System



AMVER ship saves two sailors in dramatic Atlantic rescue

Two people were rescued from the sailboat Triumph on Wednesday July 27, 2011 approximately 780 miles northeast of Cape Cod, Mass. after their boat began taking on water.

The sailors sent a distress call to U.S. Coast Guard rescue personnel in Boston stating their sails were torn, their engine was disabled, and they were taking on water. Coast Guard rescue authorities immediately queried the Amver system and requested the tanker Kim Jacob divert to rescue the duo. The rescue was complicated by the size of the Liberian flagged tanker and the worsening weather conditions as winds over 30 knots and waves over 8 feet hampered the operation. One of the Trisailors fell into the ocean while attempting to climb aboard the Kim Jacob but the crew kept a sharp lookout and recovered the survivor three hours after he fell into the water.. Once onboard the Kim Jacob the survivors received medical attention, food, and talked to Coast Guard personnel. The survivors were equipped with an Emergency Position Indicating Radio Beacon (EPIRB) and life jackets. Their preparation, coupled with the skill and seamanship of the Kim Jacob crew, resulted in their rescue.

The survivors stayed aboard the Kim Jacob until it reaches its next port in Port Tupper, Nova Scotia. Their boat was marked as a hazard to navigation and left adrift.

The Kim Jacob is managed by Ernst Jacob GmbH and Company of Hamburg, Germany and enrolled in the Amver system on May 11, 1998. The Kim Jacob has earned 13 awards for Amver participation.

COSPAS/ SARSAT

While the current space segment relies on low earth orbiting (LEOSAR) and geostationary orbiting (GEOSAR) satellites, the MEOSAR system will rely on medium earth orbit satellites. MEOSAR satellites will orbit the Earth at altitudes ranging from 19,000 to 24,000 km. The primary mission for the satellites used in the MEOSAR system is global navigation. As a secondary payload, the SAR instruments will be carried by Global Navigation Satellite System (GNSS) satellites. Three constellations totaling 72 operational satellites will make up the MEOSAR space segment. The three constellations are the United States Global Positioning System (GPS), the European Commission Galileo Navigation Space System, and the Russian Glonass Navigation System. MEOSAR will provide more reliable detection, more accurate locations and more rapid relay of distress and security alerts. The U.S. space and ground segments are being jointly developed by the U.S. Coast Guard, the U.S. Air Force, and the National Oceanic and Atmospheric Administration (NOAA) with research and development assistance from the National Aeronautics and Space Administration (NASA).

The U.S. operational ground segment of MEOSAR will consist of two Medium Earth Orbit Local User Terminals (MEOLUTs) and the US Mission Control Center (USMCC). The first operational US MEOLUT has been constructed in Hawaii and is undergoing initial system tests. The USCG Communication Station in Miami, Florida has been selected as the second operational US MEOLUT location. Construction of the second MEOLUT is expected to begin in 2012. The US Mission Control Center is envisioned to remain at its current location in the NOAA Satellite Operations Facility (NSOF) in Suitland, MD.

For more information about COSPASS/SARSAT, please visit: http://cospas-sarsat.org/index.php

INTERNATIONAL MARITIME RESCUE FEDERATION (IMRF) AND THE WORLD MARITIME RESCUE CONGRESS, SHANGHAI, CHINA

The IMRF and the 2011 World Maritime Rescue Congress was held in Shanghai, China, 24-28 August 2011. The host for meeting, which is held every four years, was the China Rescue and Salvage (CRS) is the primary maritime emergency response agency of the Ministry of Transport of the People's Republic of China. CAPT McBride (IMRF Member) and Mr. Hunt (Mass Rescue Operations Program Manager) attended as one of the 40 international maritime SAR experts. CG-534 presented a presentation on Systems and Equipment for Optimizing Our Search and Rescue Capabilities. Additionally, both participated in several discussions with other individual nations concerning Mass Rescue Operations and the potential for using SAROPS as an approved international standard. Delegates and members came from the world's largest and smallest, oldest and newest of maritime rescue organizations. The full range of maritime rescue and prevention activity was covered, rescuers, leaders, coordinators, national and international authorities working together side by side openly sharing ideas, development and lessons learned.

CAPT David McBride (CG-534) with China Rescue and Salvage Director General CAPT Jiahui Song at the International Maritime Rescue Federation (IMRF) and the World Maritime Rescue Congress in Shanghai, China

The China Rescue and Salvage (CRS) vessel Nanhai jiu. One of the newest vessels to the CRS Fleet. This 324 foot Rescue vessel is capable of reaching tops speed of 24 knots.

China Rescue and Salvage performs a rescue demonstration

Office of Search and Rescue (CG-534)

The Office of Search and Rescue consist of two divisions, the Policy Division (CG-5341) and the Coordination Division (CG-5342). CG-5341 oversees search planning applications such as Search and Rescue Optimal Planning System, conducts SAR research and development, reviews SAR resource and policy data analysis, and maintains the Coast Guard Addendum to the National SAR Supplement. CG-5342 oversees international and interagency SAR coordination, reviews and negotiates SAR agreements, serves as Secretariat for the National SAR Committee, and serves on the U.S. delegation to the International Maritime Organization communications and SAR subcommittee, and International Civil Aviation Organization joint working group on SAR. In addition, this division oversees the Amver, Mass Rescue Program, SAR Contingency Exercises, International Engagement and Maritime Industry Matters, and is the Coast Guard Program Manager for Cospas-Sarsat issues.

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http://www.uscg.mil/hq/cg5/cg534/default.asp

Links:

AMVER—http://www.amver.com/

CG SAR Addendum: http://www.uscg.mil/directives/cim/16000-16999/CIM_16130_2E.pdf

RESCUE 21—http://www.uscg.mil/acquisition/rescue21/

COSPASS– SARSAT— http://www.cospas-sarsat.org/

If you have any comments, suggestions or ideas for future newsletter articles, please contact LT Tom Gorgol at: Thomas.F.Gorgol@uscg.mil or call 202-372-2082.