



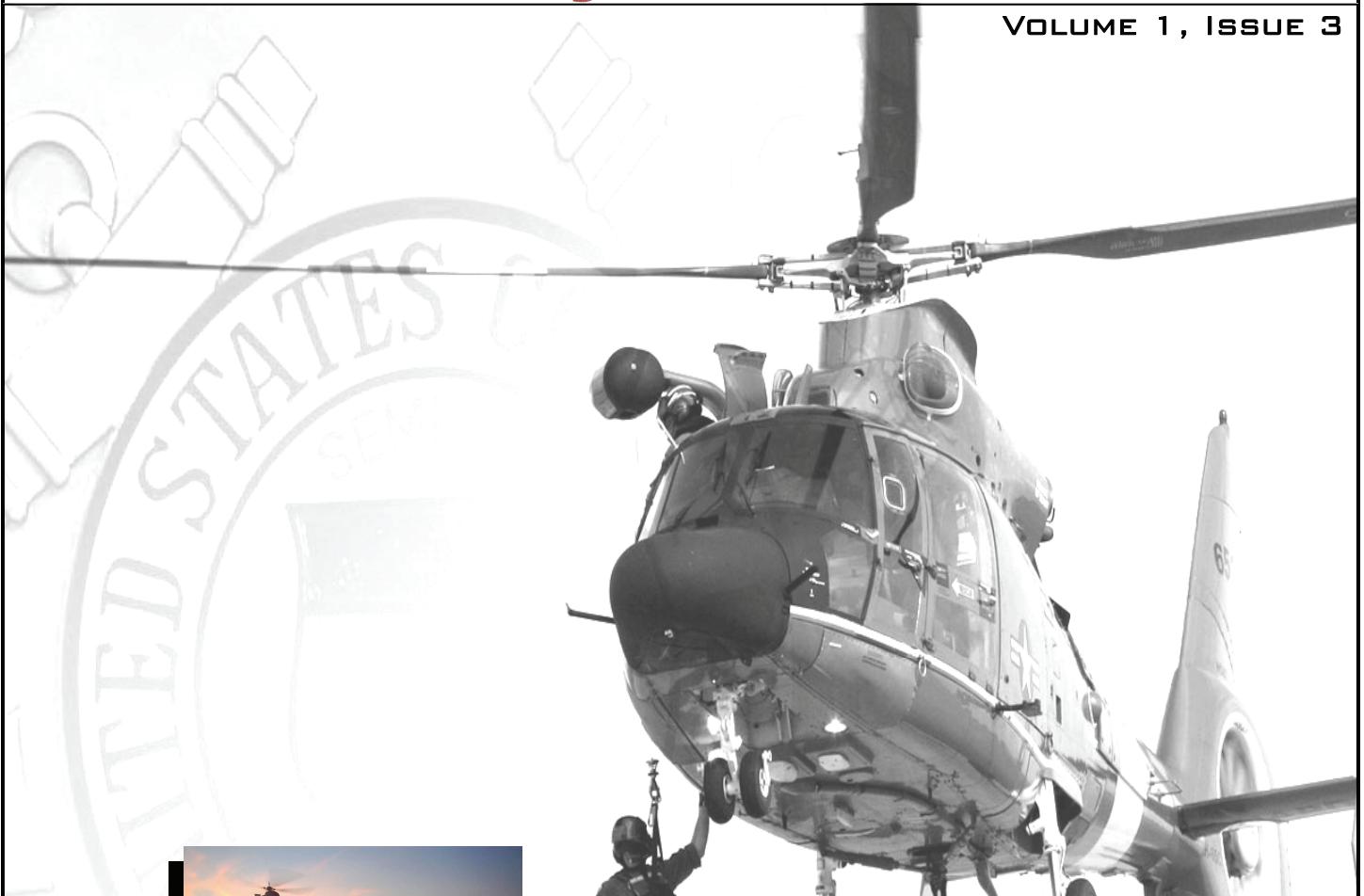
U.S. Coast Guard
Office of Search & Rescue
(CG-SAR)



ON SCENE

The Quarterly SAR Newsletter

VOLUME 1, ISSUE 3





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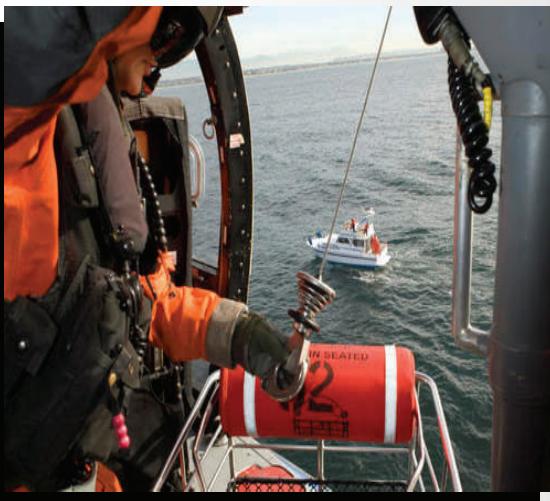
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It's Just a Name Change

As many of you may have noticed, the Office of Search and Rescue had recently changed it's directorate staff symbol from CG-534 to CG-SAR. This renaming was the final step in a series of Deputy Commandant for Operations (CG-DCO) refinements that integrate operations policy, doctrine, planning, international affairs, and capabilities under a single Deputy Commandant and align structurally with the USCG standard architecture. All contact and web based information for the Office of Search and Rescue has remained the same. For further information regarding this organizational re-alignment, please visit; [Coast Guard ALCOST 214/12](#) or [DCO Organizational Chart](#)



Best Practice—Rescue 21

By OSC George Bannon

CG First District Command Center

Rescue 21 (R21) represents a significant increase in capability over the Coast Guard's legacy National Distress and Response System. Beyond the capabilities outlined in Section 2.5.7 of the Coast Guard Addendum, R21 has additional capabilities that are often underutilized, specifically when a Line of Bearing (LOB) is received by a Remote Fixed Facility (RFF). In this scenario, R21 operators have the ability to publish caller information to a web server for immediate access by non-Rescue 21 workstations. This feature provides a rapid means (the process takes seconds with minimum key strokes) of disseminating pertinent case information, including line of bearing(s), a DF Fix, and associated audio; all of which are vital to proper case prosecution and management.

In an effort to optimize situational awareness, during the Initial Action stage of a SAR case, The First Coast Guard District has directed Sector Command Centers to publish caller information for all distress calls received on R21 in accordance with sections 6.3.5.3 (for audio files w/ LOBs) or 5.3.6 (for audio files w/o LOBs) of the R21 operators manual, immediately following initial actions.

The Coast Guard First District command center

RESCUE21

Northern New England Publications
Published Content > Callers > RFF KEESVILLE UNCOR

Caller Details Report generated at 16:04:42 07/05/2012

Caller Information

Name	
Category	Other
Situation / Type	Unknown
Number of People	Not Available
MMI	Not Available
Modified Time	15:33:01 07/05/2012
Description	

Location Report

Start Time	15:32:59 07/05/2012
End Time	15:33:01 07/05/2012
Type	DF Single LOB
Latitude	
Longitude	
AOU Type	Triangle
Height	44.826 nm
Base	3.131 nm
AOU Orientation	147 °

LOBs (Count: 1)

Keeseville	Start Time	End Time	RFF	Channel	Bearing	Range	Quality	RFF Latitude	RFF Longitude
	15:32:59 07/05/2012	15:33:01 07/05/2012	Keeseville	16	147°	44.826 nm	Good	044-31.53N	073-31.12W

Associated Audio

maintains a link to the web server interface for each First District Sector on the District's Coast Guard [intranet web page](#). This allows the First District watch standers to immediately access pertinent case information and instantly begin reviewing the audio and lob information to support the Sectors in case prosecution. This also allows the ability to quickly engage Coast Guard Investigative Services in the event of hoax cases.

These actions have enhanced the Coast Guards collective response to distress calls while enabling the First District Command Center to better support each Sector Command Center; significantly reducing the time and effort required to share this critical information between command centers.

New Cell Phone App

By CDR Max Moser
Policy Division Chief (CG-SAR-1)

Sea Tow will be publicly launching their new Sea Tow App for iPhone and Android the week of April 2. Sea Tow has given us a "heads up" on this as there is an emergency assistance feature built into the app along with the ability for boaters to contact Sea Tow directly. When someone uses the app to call for assistance it will ask the boater, "Is this life threatening?" If they answer "Yes", the boater will be directed to contact the Coast Guard on VHF 16, but is also given the options to "Call Coast Guard" or "Call 911". Sea Tow has programmed in the phone numbers for the attached Sectors. When someone selects "Call Coast Guard" the app will call the sector closest to the individual's GPS location.

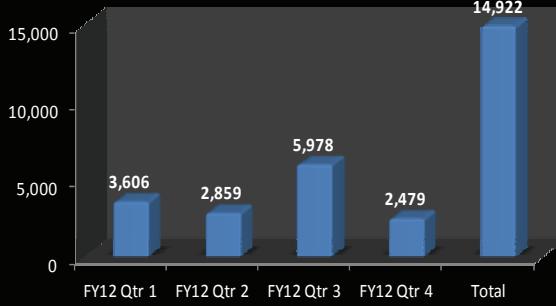
Coast Guard Sectors **will not** be able to tell that the call is coming from the Sea Tow App. It will appear as a normal phone call coming to command centers. Sea Tow's hope is that by providing this feature those individuals in true peril will get the help they need from emergency responders as quickly as possible. However, there may be some calls that are not actual emergencies. This does not relieve you from the responsibilities as provided for in the CG Addendum. If the caller mentions that they are calling via the Sea Tow

App, one feature that may be useful is the GPS. If the caller opens the app again and goes to the GPS section, it will display their GPS location near the bottom of the screen. The boater also has access to a map feature that pin points their location in this section. All of these features are pending the GPS function is active on their phone.

The Sea Tow App is free to the public. While not yet announced to the public, the Sea Tow app is currently available in the iTunes store and should be available in the Android Market by April 2. Sea Tow has said that they are more than fine with members of the Coast Guard downloading the App to take a look prior to making it publicly available. You can learn more about the Sea Tow App at www.seatow.com/app. They have also set up a support email should you have any questions: appsupport@seatow.com.

FY12 SAR Stats

SAR Cases



Lives Saved
(in Millions)



SAR Case Summary—Vessel Taking on Water

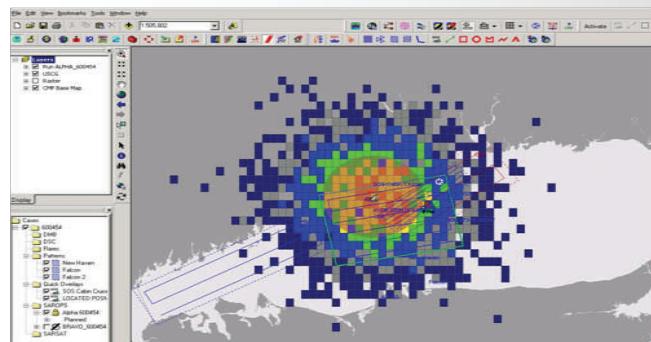
By LT Shannon Frobel Smith - Command Center Chief

Sector Long Island Sound



On the evening of June 28, 2012 U.S. Coast Guard Station Eaton's Neck received a call from the Fairfield, Connecticut 911 Dispatch Center relaying information of a 19 foot vessel with three people onboard taking on water. The reporting source stated that the three men onboard had left 2 hours earlier heading east from City Island, NY; they did not have a radio, GPS or signaling devices, but were wearing their personal floatation devices (PFDs). Station Eaton's Neck passed the information to the Sector Long Island Sound Command Center where they immediately began prosecuting the case by issuing an Urgent Marine Information Broadcast (UMIB).

The Sector Command Center called the reporting source back and acquired a cell phone number for one of the men onboard the vessel. Obtaining information from the vessel was difficult due to a language barrier. However, applying triangulation from the cell phone towers, a more accurate position of Milford, CT



SAROPS search patterns, using various Coast Guard and local resources.

was obtained. Sector Long Island Sound coordinated a plan by using the Search and Rescue Optimal Planning (SAROPS) tool and launched a Station's Eaton Neck and New Haven small boats. Additionally, they requested and received air support from the First Coast

Guard District. Air Station Cape Cod launched a HU-25 and diverted a MH-60T from training to assist with the search.

Simultaneously, Bridgeport Connecticut Marine Police, as well as Police department units from Milford and Stratford, CT received the same information and launched their assets. Over the course of the initial searches, it appeared that the search area would expand into Sector New York's Area of Responsibility (AOR). Coordinating with neighboring Sector New York, Station Kings Point began making preparations to launch. After approximately 4 hours of searching, the HH-60T, utilizing Night Vision Goggles (NVGs), located the overturned 19 foot vessel with three people in the water. Milford, CT Marine Unit diverted to the position and rescued the victims. The three men were transported to Station New Haven where they were medically evaluated.

This SAR case epitomized the spirit of interagency coordination and cooperation. Additionally, SAROPS proved once again to be a useful tool for our SAR planners.



"Logic vs. Logic"

By Mr. Jack Frost

SAROPS Program Manager (CG-SAR)

The following is a formal logic exercise explaining why the commonly used term "unreasonable search area" is incorrect and may lead to actions (or, more critically, inaction) that are contrary to USCG SAR Policy. Consider statements of the form "IF <condition> is True, THEN <conclusion> is True." For example, the policy for response to "uncorrelated" distress alerts is, in short, "IF 'reasonable' search area, THEN perform a search." This statement is TRUE.

The INVERSE and CONVERSE of a true "IF-THEN" statement are NOT generally true, and always evaluated as FALSE in formal logic theory. The INVERSE, "IF 'reasonable' search area criteria are NOT met, THEN do NOT perform a search," is FALSE. This is where the stated policy is often de-railed. There are NO directives or policies governing when a search shall NOT be done. The policy does NOT state that if the "reasonable" criteria are not met, then no searching shall be performed. This logic error seems to be widespread and leads to incorrect justifications, based on "unreasonable search area," for not dispatching a resource.

The CONVERSE, "IF a search is to be performed, THEN the 'reasonable' criteria must be met," is also FALSE. Again, there are NO directives or policies governing when a search shall NOT be conducted and NO criteria for defining an "unreasonable search area."

The CONTRA POSITIVE of an "IF-THEN" statement always has the same truth value as the original and vice versa. Therefore, "IF a search is NOT done, THEN the 'reasonable' criteria were NOT met," is TRUE. If the stated policy is followed, then not performing a search does mean that the "reasonable" criteria were not met. If we find that a search was not conducted but the "reasonable" criteria were met, the statement is false and we know policy was violated.

Other pertinent points: Neither policy nor guidance require the attainment of any particular coverage, POD, or POS. Furthermore there is no requirement to cover the entire "possibility" area while expending no more than the listed on scene time for a "reasonable" search. The latest policy seeks to address this by stating that if a SAROPS-generated optimal search plan produces a POS of 50% or better within the listed on scene times, then a search is "reasonable." As discussed above, there is no policy stating when a search shall NOT be conducted. In particular, the "50% POS" is NOT established as a minimum POS needed to justify searching. There is also no prohibition on extending the SRU's on scene time so all of the available sortie time is consumed.

This policy is directed specifically toward "uncorrelated" MAYDAYs and other alerts whose validity is difficult to verify. Each such case must be carefully and individually evaluated. The intent is to respond whenever there is sufficient information to establish a search area that can be covered in a single sortie with a reasonable chance of finding distressed craft or persons if present, AND there is insufficient information for a false alert or hoax determination. If the "reasonable" criteria are met, then a search must be performed. Otherwise, a search may or may not be performed, depending on the SMC's judgment after considering ALL available information that could be relevant to the incident.

The "reasonable search area" criteria do NOT apply when the SMC judges a distress is actually in progress. Instead, a sufficiently vigorous response insofar as available resources are capable is indicated.

SMCs may request/dispatch SRUs for SAR whenever they deem it appropriate. The "uncorrelated" response policy does not relieve SMCs from their ultimate responsibility for "go-no go" decisions.

Lebanon SAROPS Training

By Mr. Rich Schafer

Chief, Policy & Programs (CG-SAR)

The U.S. Coast Guard conducted a Search and Rescue Optimal Planning System (SAROPS) training course in Beirut, Lebanon. This was part of a Foreign Military Sales (FMS) case delivery to Lebanon. A two person team, from the Office of Search and Rescue (CG-SAR), Mr. Richard Schaefer and Mr. John Frost, provided 10 days of training for a total of 60 hours. The team trained a total of 23 students in the use of SAROPS. Overall, the delivery was a success with two-thirds of the students immediately ready to employ SAROPS, following a short period of additional practice to enhance their proficiency. Key to this success was the FMS delivery of SAROPS as a total system and the use of a portable SAROPS training suite. Although some issues did arise during the 10 days of training, none were of a magnitude to significantly impact the results of the mission. SAROPS should prove a highly effective tool for the Lebanese Armed Forces (LAF) as they fulfill



their role as coordinators of search and rescue (SAR) response in Lebanon's maritime SAR region. Based on the results of this effort, the team strongly supports the distribution of SAROPS to foreign SAR authorities through this format.

Mr. John Squires, Allied Technology Group Inc., SAROPS contractor with the Coast Guard's C3CEN, conducted the installation of Lebanon's purchased computer systems and the setup of the USCG's new traveling SAROPS training suite prior to arrival of the training team. The training team also employed Mr. Squires' expertise in assisting with basic training in the use of the computer setup and the SAROPS Common Mapping Framework (CMF) environment. The training provided consisted of lectures and practical exercises designed to prepare Lebanon RCC watchstanders in the use of SAROPS. Additional search planning, coordination and operations topics were included to ensure understanding of the whole search problem and to provide a framework for the effective use of SAROPS. The training in Lebanon was successful in providing a core of trained SAROPS users for the LAF.

SAROPS is an important tool for improving SAR response in the international community; a program of continuing distribution of SAROPS by the USCG to our international SAR partners is highly recommended.



Mr. Jack Frost, Mr. Rich Schafer and Maj. Corcoran (Foreign Military Aid) with the students from the Lebanese Armed Forces.



Amver Success Stories

Seven mariners were rescued by the [Amver](#) participating wood chip carrier *Forestal Diamante* after their fishing boat caught fire 316 miles northeast of Johnston Island on Wednesday June 13, 2012.

Two [Emergency Position Indicating Radio Beacon](#) (EPIRB) alerts were received by rescue personnel in Hawaii along with an alert from a NOAA fisheries observer who was reported to be aboard the *Golden Eagle II*, a Honolulu based fishing vessel.

The U.S. Coast Guard dispatched a [C-130 Hercules airplane](#) from [Air Station Barbers Point](#) and used an [Amver surface picture](#) to identify and divert the Panamanian flagged bulk carrier. The 751 foot ship was 60 miles from the distress location.. All seven crewmen were able to board the *Forestal Diamante* without injury. The ship is sailing to Japan but may try to land the survivors in Guam. The fishing vessel remains adrift. The *Forestal Diamante* [enrolled](#) in the Amver system in 2004 and has earned 6 [Amver awards](#) for participation.



Photo credit: U.S. Coast Guard photo

The Amver participating ship *Linden Pride* rescued four Chinese fishermen after their fishing vessel sank in the South China Sea July 10, 2012. According to a report from [Tradewinds](#), the NYK-owned LPG carrier was sailing from Japan to Qatar when they were notified by rescue authorities in Singapore.

The Panamanian flagged ship had the four fishermen safely on board within two-and-a-half hours after being alerted of the distress.

The *Linden Pride* enrolled in Amver on January 31, 2001 and has earned 12 awards for participation.



Photo credit: marinetrack.com

Office of Search and Rescue (CG-SAR)



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he Office of Search and Rescue consist of two divisions, the Policy Division (CG-SAR-1) and the Coordination Division (CG-SAR-2). CG-SAR-1 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-SAR-2 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.

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/>

COSPAS– SARSAT—<http://www.cospas-sarsat.org/>

International Maritime Organization—<http://www.imo.org/Pages/home.aspx>



If you have any comments, suggestions or ideas for future newsletter articles, please contact LT Tom Gorgol at:
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