

## Lesson 4

### SAR POLICIES

#### Overview

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##### Introduction

This lesson is an overview of the SAR Policies which set forth the policy and procedures for handling requests for any type of Search and Rescue assistance from the Coast Guard.

It is designed to familiarize you with the Coast Guard's policy and procedures for handling the request for any type of SAR assistance. SAR Coordinators are authorized to vary procedures where local conditions require it in order to achieve the overall intent discussed.

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##### Objectives

After completing this lesson, you should be able to:

- **DESIGNATE** incidents as distress or non-distress.
  - **DEFINE** the factors used to classify a SAR incident.
  - **SELECT** appropriate response to assistance request.
  - **DEFINE** a Safe Haven.
  - **STATE** SAR Policy for fires and salvage operations.
  - **DISCUSS** SAR Policy concerning disoriented boaters.
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##### References

The information in this lesson can be found in the following references:

1. Coast Guard Addendum, Sections 4.1, 4.3, 4.4, and 4.5,
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# Maritime SAR Assistance Policy Exercise

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## Exercise

Our current Maritime SAR Assistance Policy has evolved over the years through a series of compromises by several interested parties. The following scenarios are examples of some of these compromises.

Refer to Sections 4.1.5 (Policy), and 4.1.6 (Procedures) of the CG Addendum for this exercise. State your response and the appropriate reference.

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## Scenarios

1. The coxswain of an underway Auxiliary Operational Facility(AUXFAC) calls to tell you that they have been flagged down by a disabled pleasure craft. This is obviously a non-distress situation. Even though the vessel's radio is in operating condition, they have not used it to call for assistance. The AUXFAC is on a routine training mission with some new break-in crewmembers and the coxswain tells you they could really use the towing training.

What is your response? Reference: \_\_\_\_\_

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2. A Coast Guard Auxiliarist underway on an official safety patrol calls to tell you they've found a disabled pleasure craft at anchor. This is obviously a non-distress situation. Even though the vessel's radio is in operating condition, they have not used it to call for assistance.

What is your response? Reference: \_\_\_\_\_

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3. A Coast Guard Auxiliary AUXFAC underway on a safety patrol calls to tell you they've overheard a disabled vessel calling the marine operator to place a call to a commercial towing company. Since they were nearby, they proceeded to the vessel's position to investigate. The vessel never got through to the commercial firm (the line was busy) and this is clearly a non-distress situation.

What is your response? Reference: \_\_\_\_\_

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## Maritime SAR Assistance Policy Exercise

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4. Your Communications Center has just issued a Marine Assistance Request Broadcast (MARB) for a disabled vessel. John's Discount Towing Service calls the Sector and says he can be underway after he replaces his alternator, which he estimates to be in about an hour, just before sunset. There will be a 1-hour transit once the alternator is replaced. You know of a Coast Guard Auxiliary vessel that moors about 5-miles from the disabled vessel's position. This Auxiliary vessel has been called out in the past and can usually be underway within 30-minutes, if the Auxiliarist is home.

What is your response? Reference: \_\_\_\_\_

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5. The coxswain of an underway AUXFAC on a routine training mission calls to tell you she was contacted by Dave's Towboat, about a mile away. The towboat is leaving the scene of a disabled pleasure craft that doesn't want to pay his price for a tow and, even though he has a radio, doesn't have any friends to call. There are no other towing firms in your station's area of responsibility. Your crew could use the training.

What is your response? Reference: \_\_\_\_\_

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6. The watchstander at one of your stations calls to tell you that they just received a request for a tow into an inlet from a sailing vessel under sail. The vessel's engine is disabled and the current is at max ebb. The vessel is an Auxiliary vessel from another District and the operator (an Auxiliarist) is not familiar with the inlet and is very fatigued.

What is your response? Reference: \_\_\_\_\_

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7. A disabled pleasure craft has called your Communications Center on channel 16 to request assistance. Before you're able to classify the case and determine its emergency phase, a new commercial salvage company hails the pleasure craft and offers assistance at a discount rate. Further attempts to gather more information from the disabled vessel is hampered by the salvage company attempting to negotiate a contract.

What is your response? Reference: \_\_\_\_\_

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