

Appendix A

FINAL PRACTICAL EXAMINATION

Instructions

This lab will challenge your abilities to adapt your search plans for changes in event and information. You will be the OSC aboard the USCGC TYBEE.

Your team will be using chart 13218. Each team member will be responsible to plot a search pattern and completing the assignment. This lab will be graded on a GO / NO-GO basis. You must receive a GO to pass this exercise.

Scenario 1 – P/C Rock-N- Reel Overdue- A-1, CGC TYBEE

You're the bridge watch aboard the CGC TYBEE underway on a coastal law enforcement patrol in position 41-37.8N 070-42W. At 1500Q you receive the following voice message from Sector Southeast New England.

“CGC TYBEE...you are directed to assist CG Rescue 6024 in a search for the P/C ROCK-N-REEL. Proceed to position 41-29.1N 071-01.4W. The search object is a 20-foot cabin cruiser, no further information. Standby for the SAROPS search pattern summary sheet.”

You proceed to the location at a speed of 18 knots. The 110' WPB has a draft of 10'. Your search speed will be 12 knots.

After reading the Alpha 1 search plan, plot the A-1 search pattern and perform the tasks on the Practical Performance Skills Sheet. **See your instructor when you've completed this assignment.**

SEARCH AREA ALPHA 1, CGC TYBEE, P/C ROCK-N-REEL

PARALLEL SEARCH

NAME : A-1-CGC TYBEE
CENTER : 41-26.6N 071-00.9W
SEARCH AREA LENGTH : 5.1 NM
SEARCH AREA WIDTH : 3.5 NM
MAJOR AXIS : 203 T / 218 M
MINOR AXIS : 113 T / 128 M
CORNER PT #1 : 41-23.6N 071-00.1W
CORNER PT #2 : 41-24.9N 071-04.4W
CORNER PT #3 : 41-29.6N 071-01.7W
CORNER PT #4 : 41-28.3N 070-57.4W
CSP : 41-29.1N 071-01.4W
LEG DIRECTION : 203 T / 218 M
LEG LENGTH : 4.22 NM
FIRST TURN : LEFT
CREEP DIRECTION : 113 T / 128 M
TRACK SPACING : 0.9 NM
MAG VARIATION : 15 W
MAGVAR CALCED : YES

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+-----+
| ACTUAL SEARCH |
+-----+
PERCENT COMPLETED : 100.00 %
TRACK LENGTH       : 19.53 NM
ESP                : 41-28.0N 070-58.2W
AREA SEARCHED     : 17.95 SQNM
POS                : 24.68 %

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+-----+
| CALCULATE PERCENT COMPLETED |
+-----+
TOTAL NUMBER OF LEGS      : 7
NUMBER OF LEGS COMPLETED : 7.00
PERCENT COMPLETED       : 100.00 %

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SRU
---
SRU ID (TAIL/HULL) : CGC TYBEE
COMMAND           :
SRU TYPE          : VESSEL/CUTTER (>= 65 FT)

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+-----+
| PRE-SEARCH |
+-----+
CST                : 122000Z MAR 07
ON SCENE ENDURANCE : 2.00 HRS
EST                : 122200Z MAR 07
SEARCH SPEED       : 12.00 KTS
SENSOR             : VISUAL
ON SCENE WEATHER  : PREDICTED

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+-----+
| SEARCH OBJECTS |
+-----+

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NAME	SWEEP WIDTH
SPORT BOATS - CUDDY CABIN	3.37 NM

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+-----+
| POST-SEARCH |
+-----+
ACTUAL CST        :
ACTUAL EST        :
TIME SEARCHED     :
AVERAGE SPEED    :

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+-----+
| ON SCENE WEATHER (VISUAL) |
+-----+
VISIBILITY        : 6 NM
WIND SPEED        : 12.00 KTS
SEA HEIGHT        : 3 FT
CLOUD CEILING     : 2000 FT
PREDICTED/OBSERVED : PREDICTED

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+-----+
| SRU PROPERTIES: DETAILS (VISUAL) |
+-----+
CREW FATIGUE      : NO

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+-----+
| SEARCH OBJECTS (SWEEP WIDTH) |
+-----+
VIEW SWEEP WIDTH : SEARCH OBJECT #1

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MODE

SENSOR : VISUAL
SRU : VESSEL/CUTTER (>= 65 FT)

ON SCENE WEATHER

VISIBILITY : 6.00 NM
WIND SPEED : 12.00 KTS
SEA HEIGHT : 3 FT
CLOUD CEILING : 2000 FT

SEARCH OBJECT CHARACTERISTICS

SEARCH OBJECT : SPORT BOATS - CUDDY CABIN
(ID) : 46
TYPE : POWER BOAT
LENGTH : 20 FT
BEAM : 8 FT
HEIGHT : 4 FT

SRU CHARACTERISTICS

SEARCH SPEED : 12.00 KTS
CREW FATIGUE : NO
SEARCH ALTITUDE: N/A

SWEEP WIDTHS

UNCORRECTED: 3.37 NM
X WEATHER CORRECTION FACTOR : 1.00
X FATIGUE CORRECTION FACTOR : 1.00
X SRU SPEED CORRECTION FACTOR: 1.00
= CORRECTED: 3.37 NM

SORTIE SUMMARY

+-----+
| STARTING TRANSIT LEG |
+-----+

START POSITION :
START TRANSIT SPEED : 12.00 KTS
START TRANSIT DISTANCE :
START TRANSIT TIME :
START TIME :

+-----+

| ON SCENE |

+-----+

CSP : 41-29.1N 071-01.4W
CST : 122000Z MAR 07
TRACK LENGTH : 19.53 NM
ON SCENE TIME : 1.91 HRS
ESP : 41-28.0N 070-58.2W
EST : 122154Z MAR 07

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+-----+
| ENDING TRANSIT LEG |
+-----+
END POSITION          :
END TRANSIT SPEED   : 12.00 KTS
END TRANSIT DISTANCE :
END TRANSIT TIME    :
END TIME            :

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+-----+
| TOTALS |
+-----+
TOTAL DISTANCE      : 19.53 NM
TOTAL TIME          : 1.91 HRS

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EVALUATE

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+-----+
| SEARCH OBJECTS |
+-----+

```

TYPE	OBJECT POS	POS CONTRIB
SPORT BOATS - CUDDY CABIN	24.68 %	24.68 %
TOTAL POS	: 24.68 %	
REVIEWED	: NO	
COMMENTS	:	

SORTIE DETAILS

LEG	POSITION	COURSE T	LEG DIST NM	TOTAL DIST NM	LEG TIME	TOTAL TIME
1	41-29.1N 071-01.4W	203	4.22	4.22	00:24:50	00:24:50
2	41-25.2N 071-03.6W	113	0.88	5.10	00:05:12	00:30:01
3	41-24.8N 071-02.5W	023	4.22	9.32	00:24:50	00:54:51
4	41-28.7N 071-00.3W	113	0.88	10.21	00:05:11	01:00:02
5	41-28.4N 070-59.3W	203	4.22	14.43	00:24:50	01:24:52
6	41-24.5N 071-01.5W	113	0.88	15.31	00:05:12	01:30:04
7	41-24.1N 071-00.4W	023	4.22	19.53	00:24:50	01:54:54
8	41-28.0N 070-58.2W	-----	-----	19.53	-----	01:54:54

**Scenario 2 –
P/C Rock-N-
Reel Overdue –
A-2, CGR 6024**

You're the Aircraft Commander for CG Rescue 6024. At 1500Q you receive the following from Sector Southeast New England.

“Coast Guard Air Station Cape Cod you are directed to launch the CG Rescue 6024 to assist the CGC TYBEE in a search for the P/C ROCK-N-REEL. Proceed to position 41-19.2N 070-58.7W. The search object is a 20-foot cabin cruiser, no further information. Standby for the SAROPS search pattern summary sheet.”

After reading the Alpha 2 search, Plot the A-2 search pattern and perform the tasks on the Practical Performance Skills Sheet.

To calculate CG Rescue's 6024 ETA to CSP. Assume a transit and search speed of 90 knots, with 30 minute pre-flight checks and a distance of 29 nm to CSP.

See your instructor when you've completed this assignment.

SEARCH AREA ALPHA 2, CG RESCUE 6024, P/C ROCK-N-REEL

CREEPING LINE SEARCH

NAME : A-2-CG NR 6024
CENTER : 41-21.6N 071-10.9W
SEARCH AREA LENGTH : 20.1 NM
SEARCH AREA WIDTH : 8.5 NM
MAJOR AXIS : 304 T / 319 M
MINOR AXIS : 214 T / 229 M
CORNER PT #1 : 41-23.7N 071-25.3W
CORNER PT #2 : 41-30.7N 071-19.0W
CORNER PT #3 : 41-19.5N 070-56.6W
CORNER PT #4 : 41-12.5N 071-02.9W
CSP : 41-19.2N 070-58.7W
LEG DIRECTION : 214 T / 229 M
LEG LENGTH : 6.26 NM
FIRST TURN : RIGHT
CREEP DIRECTION : 304 T / 319 M
TRACK SPACING : 2.24 NM
MAG VARIATION : 15 W
MAGVAR CALCED : YES

+-----+
| ACTUAL SEARCH |
+-----+
PERCENT COMPLETED : 100.00 %
TRACK LENGTH : 74.34 NM
ESP : 41-24.0N 071-23.2W
AREA SEARCHED : 170.85NM
POS :

+-----+
| CALCULATE PERCENT COMPLETED |
+-----+
TOTAL NUMBER OF LEGS : 17
NUMBER OF LEGS COMPLETED : 17.00
PERCENT COMPLETED : 100.00 %

SRU

SRU ID (TAIL/HULL) : CGNR 6024
COMMAND :
SRU TYPE : HELO

+-----+
| PRE-SEARCH |
+-----+

CST : 122000Z MAR 07
ON SCENE ENDURANCE : 1.00 HRS
EST : 122100Z MAR 07
SEARCH SPEED : 90.00 KTS
SENSOR : VISUAL
ON SCENE WEATHER : PREDICTED

+-----+
| SEARCH OBJECTS |
+-----+

NAME	SWEEP WIDTH
SPORT BOATS - CUDDY CABIN	3.42 NM

+-----+
| POST-SEARCH |
+-----+

ACTUAL CST :
ACTUAL EST :
TIME SEARCHED :
AVERAGE SPEED :

+-----+
| ON SCENE WEATHER (VISUAL) |
+-----+

VISIBILITY : 6 NM
WIND SPEED : 12.00 KTS
SEA HEIGHT : 3 FT
CLOUD CEILING : 2000 FT
PREDICTED/OBSERVED : PREDICTED

+-----+
| SRU PROPERTIES: DETAILS (VISUAL) |
+-----+

CREW FATIGUE : NO
SEARCH ALTITUDE : 1500 FT

+-----+
| SEARCH OBJECTS (SWEEP WIDTH) |
+-----+

VIEW SWEEP WIDTH : SEARCH OBJECT #1
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MODE

SENSOR : VISUAL
SRU : HELO

ON SCENE WEATHER

VISIBILITY : 6.00 NM
WIND SPEED : 12.00 KTS
SEA HEIGHT : 3 FT
CLOUD CEILING : 2000 FT

SEARCH OBJECT CHARACTERISTICS

SEARCH OBJECT : SPORT BOATS - CUDDY CABIN
(ID) : 46
TYPE : POWER BOAT
LENGTH : 20.0 FT
LENGTH : 20 FT
BEAM : 8 FT
HEIGHT : 4 FT

SRU CHARACTERISTICS

SEARCH SPEED : 90.00 KTS
CREW FATIGUE : NO
SEARCH ALTITUDE: 1500 FT

SWEEP WIDTHS

UNCORRECTED: 3.50 NM
X WEATHER CORRECTION FACTOR : 1.00
X FATIGUE CORRECTION FACTOR : 1.00
X SRU SPEED CORRECTION FACTOR: 0.98
= CORRECTED: 3.42 NM

SORTIE SUMMARY

+-----+
| STARTING TRANSIT LEG |
+-----+
START POSITION :
START TRANSIT SPEED : 90.00 KTS
START TRANSIT DISTANCE :
START TRANSIT TIME :
START TIME :
+-----+
| ON SCENE |
+-----+
CSP : 41-19.2N 070-58.7W
CST : 122000Z MAR 07
TRACK LENGTH : 74.34 NM
ON SCENE TIME : 0.97 HRS
ESP : 41-24.0N 071-23.2W
EST : 122058Z MAR 07
+-----+
| ENDING TRANSIT LEG |
+-----+
END POSITION :
END TRANSIT SPEED : 90.00 KTS
END TRANSIT DISTANCE :
END TRANSIT TIME :
END TIME :

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+-----+
| TOTALS |
+-----+

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TOTAL DISTANCE      : 74.34 NM
TOTAL TIME          : 0.97 HRS

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EVALUATE

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+-----+
| SEARCH OBJECTS |
+-----+

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TYPE                OBJECT POS  POS CONTRIB
-----
SPORT BOATS - CUDDY CABIN

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TOTAL POS          : 0.00 %
REVIEWED           : NO
COMMENTS           :

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SORTIE DETAILS

LEG	POSITION	COURSE T	LEG DIST NM	TOTAL DIST NM	LEG TIME	TOTAL TIME
1	41-19.2N 070-58.7W	214	6.27	6.27	00:04:55	00:04:55
2	41-14.0N 071-03.3W	304	2.25	8.51	00:01:46	00:06:41
3	41-15.3N 071-05.8W	034	6.27	14.78	00:04:55	00:11:36
4	41-20.5N 071-01.2W	304	2.25	17.03	00:01:46	00:13:21
5	41-21.7N 071-03.7W	214	6.27	23.29	00:04:55	00:18:16
6	41-16.5N 071-08.3W	304	2.25	25.54	00:01:46	00:20:02
7	41-17.8N 071-10.8W	034	6.27	31.81	00:04:55	00:24:57
8	41-23.0N 071-06.1W	304	2.24	34.05	00:01:46	00:26:42
9	41-24.2N 071-08.6W	214	6.26	40.31	00:04:55	00:31:37
10	41-19.0N 071-13.3W	304	2.25	42.56	00:01:46	00:33:23
11	41-20.3N 071-15.7W	034	6.26	48.82	00:04:55	00:38:18
12	41-25.5N 071-11.1W	304	2.24	51.07	00:01:46	00:40:03
13	41-26.7N 071-13.6W	214	6.26	57.33	00:04:55	00:44:58
14	41-21.5N 071-18.2W	304	2.24	59.58	00:01:46	00:46:44
15	41-22.7N 071-20.7W	034	6.26	65.84	00:04:55	00:51:38
16	41-27.9N 071-16.1W	304	2.24	68.08	00:01:46	00:53:24
17	41-29.2N 071-18.5W	214	6.26	74.34	00:04:55	00:58:19
18	41-24.0N 071-23.2W	-----	-----	74.34	-----	00:58:19

**Scenario 3 –
Rock-N-Reel,
Debris Sighted,**

**B-1, CGC
TYBEE**

At 1625Q, CG Rescue 6024 advises Sector Southeast New England that they have sighted a debris field in position 41-21.0N 071-10.0W.

At 1630 CG Rescue 6024 and Sector Southeast New England receive a report of the Salmon King taking on water and CG Rescue 6024 is diverted to assist.

The CGC TYBEE is diverted to position 41-21.0N 071-10.0W and given the following search pattern.

Plot the Bravo 1 search pattern and perform the tasks on the Practical Performance Skills Sheet. Your transit speed is 20 knots and search speed will be 14 knots.

See your instructor when you've completed this assignment.

SEARCH BRAVO 1, CGC TYBEE, P/C ROCK-N-REEL

EXPANDING SQUARE SEARCH

NAME : B-1-CGC TYBEE - DEBRI FIELD
CENTER : 41-21.0N 071-10.0W
RADIUS : 1.75 NM
ORIENTATION : 120 T / 135 M
CORNER PT #1 : 41-21.6N 071-06.8W
CORNER PT #2 : 41-18.6N 071-09.1W
CORNER PT #3 : 41-20.4N 071-13.2W
CORNER PT #4 : 41-23.4N 071-10.9W
CSP : 41-21.0N 071-10.0W
FIRST TURN : RIGHT
TRACK SPACING : 0.50 NM
MAG VARIATION : 15 W
MAGVAR CALCED : YES

+-----+
| ACTUAL SEARCH |
+-----+
PERCENT COMPLETED : 100.00 %
TRACK LENGTH : 24.04 NM
ESP : 41-21.5N 071-07.3W
AREA SEARCHED : 12.25 SQNM
POS :

+-----+
| CALCULATE PERCENT COMPLETED |
+-----+
TOTAL NUMBER OF LEGS : 13
NUMBER OF LEGS COMPLETED : 13.00
PERCENT COMPLETED : 100.00 %

SRU

SRU ID (TAIL/HULL) : CGC TYBEE
COMMAND :
SRU TYPE : VESSEL/CUTTER (>= 65 FT)

+-----+
| PRE-SEARCH |
+-----+

CST : 122200Z MAR 07
ON SCENE ENDURANCE : 2.10 HRS
EST : 130006Z MAR 07
SEARCH SPEED : 14.00 KTS
SENSOR : VISUAL
ON SCENE WEATHER : PREDICTED

+-----+
| SEARCH OBJECTS |
+-----+

NAME	SWEEP WIDTH
BAIT/WHARF BOX - LIGHTLY LOADED	1.57 NM

+-----+
| POST-SEARCH |
+-----+

ACTUAL CST :
ACTUAL EST :
TIME SEARCHED :
AVERAGE SPEED :

+-----+
| ON SCENE WEATHER (VISUAL) |
+-----+

VISIBILITY : 6 FT
WIND SPEED : 12.00 KTS
SEA HEIGHT : 3 FT
CLOUD CEILING : 2000 FT
PREDICTED/OBSERVED : PREDICTED

+-----+
| SRU PROPERTIES: DETAILS (VISUAL) |
+-----+

CREW FATIGUE : NO

+-----+
| SEARCH OBJECTS (SWEEP WIDTH) |
+-----+

VIEW SWEEP WIDTH : SEARCH OBJECT #1

=====

MODE

SENSOR : VISUAL
SRU : VESSEL/CUTTER (>= 65 FT)

ON SCENE WEATHER

VISIBILITY : 6.00 NM
WIND SPEED : 12.00 KTS
SEA HEIGHT : 3 FT
CLOUD CEILING : 2000 FT

SEARCH OBJECT CHARACTERISTICS

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-----
SEARCH OBJECT   : BAIT/WHARF BOX - LIGHTLY LOADED
  (ID)          : 57
TYPE           : POWER BOAT
LENGTH        : 4.8 FT
LENGTH        : 5 FT
BEAM          : 4 FT
HEIGHT        : 2 FT
  
```

SRU CHARACTERISTICS

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-----
SEARCH SPEED   : 14.00 KTS
CREW FATIGUE  : NO
SEARCH ALTITUDE: N/A
  
```

SWEEP WIDTHS

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-----
UNCORRECTED: 1.57 NM
X WEATHER CORRECTION FACTOR : 1.00
X FATIGUE CORRECTION FACTOR : 1.00
X SRU SPEED CORRECTION FACTOR: 1.00
= CORRECTED: 1.57 NM
  
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SORTIE SUMMARY

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+-----+
| STARTING TRANSIT LEG |
+-----+
START POSITION           :
START TRANSIT SPEED    : 20.00 KTS
START TRANSIT DISTANCE :
START TRANSIT TIME     :
START TIME             :
+-----+
| ON SCENE |
+-----+
CSP                   : 41-21.0N 071-10.0W
CST                   : 122200Z MAR 07
TRACK LENGTH          : 24.04 NM
ON SCENE TIME         : 2.02 HRS
ESP                   : 41-21.5N 071-07.3W
EST                   : 130001Z MAR 07
+-----+
| ENDING TRANSIT LEG |
+-----+
END POSITION           :
END TRANSIT SPEED    : 20.00 KTS
END TRANSIT DISTANCE :
END TRANSIT TIME     :
END TIME             :
+-----+
| TOTALS |
+-----+
TOTAL DISTANCE       : 24.04 NM
TOTAL TIME           : 2.02 HRS
  
```

EVALUATE

SAROPS RUN STATUS : NO SAROPS RUN ASSIGNED
 DETAILS: NO SAROPS RUN ASSIGNED

+-----+
 | SEARCH OBJECTS |
 +-----+

TYPE	OBJECT POS	POS CONTRIB
BAIT/WHARF BOX - LIGHTLY LOADED		

TOTAL POS : 0.00 %
 REVIEWED :
 COMMENTS :

SORTIE DETAILS

LEG	POSITION	COURSE T	LEG DIST NM	TOTAL DIST NM	LEG TIME	TOTAL TIME
1	41-21.0N 071-10.0W	120	0.50	0.50	00:02:32	00:02:32
2	41-20.8N 071-09.4W	210	0.50	1.00	00:02:31	00:05:03
3	41-20.3N 071-09.8W	300	1.00	2.00	00:05:03	00:10:06
4	41-20.8N 071-10.9W	030	1.00	3.00	00:05:03	00:15:09
5	41-21.7N 071-10.2W	120	1.50	4.51	00:07:35	00:22:44
6	41-20.9N 071-08.5W	210	1.50	6.01	00:07:34	00:30:18
7	41-19.6N 071-09.5W	300	2.01	8.01	00:10:07	00:40:24
8	41-20.6N 071-11.8W	030	2.00	10.02	00:10:05	00:50:30
9	41-22.4N 071-10.5W	120	2.51	12.52	00:12:38	01:03:08
10	41-21.1N 071-07.6W	210	2.50	15.02	00:12:37	01:15:45
11	41-19.0N 071-09.3W	300	3.01	18.03	00:15:10	01:30:54
12	41-20.5N 071-12.7W	030	3.00	21.03	00:15:08	01:46:03
13	41-23.0N 071-10.7W	120	3.01	24.04	00:15:09	02:01:12
14	41-21.5N 071-07.3W	-----	-----	24.04	-----	02:01:12

**Scenario 4 -
F/V Salmon
King, Taking on
Water**

A-1, CGR 6024

At 1630Q, CG Rescue 6024 and Sector Southeast New England copy the following MAYDAY on channel 16:

“MAYDAY...MAYDAY...MAYDAY. This is the SALMON KING! We’ve hit something and are sinking. My position is 41-14.7N 070-56.7W, about five...(garbled)... No Man’s Island...Three persons on board ... (garbled) ...Survival suits...”

Sector Southeast New England diverts the CG Rescue 6024 to the distress position. Upon arrival only debris is sighted. Sector Southeast New England directs CG Rescue 6024 to begin a Sector Search (VS) with a 1.5 nm radius. The direction of drift is 120 Degrees (T). Search object is PIW.

Your transit speed is 120 knots and search speed will be 60 knots.

Plot the search pattern and perform the tasks on the Practical Performance Skills Sheet.

See your instructor when you’ve completed this assignment.

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Note: Entry in bold font is from the IAMSAR Manual

A search area
A/C aircraft
AFB air force base
AFRCC Air Force Rescue Coordination Center
AirFac Coast Guard Air Facility
AIS aeronautical information services
AIS automatic identification system
ALNOT alert notice
AMVER Automated Mutual-assistance Vessel Rescue
AOR area of responsibility
A/T air temperature
ATC air traffic control
ATC Aviation Training Center (Mobile AL.)
AUX Coast Guard Auxiliary
AUXAIR Coast Guard Auxiliary aircraft
BS barrier pattern, single unit
C coverage factor
CAP Civil Air Patrol
CC command center
C/C cabin cruiser
CCST Command Center Standardization Team
CG Add Coast Guard Addendum
CGAS Coast Guard Air Station
CGAUX Coast Guard Auxiliary
CGC Coast Guard Cutter
CHOP Change Operational Control
COMCEN communications center
COMSKED communications schedule
COTP captain of the port
CPA closest point of approach
CPB coastal patrol boat
CPR cardiopulmonary resuscitation
CRS coast radio station
C/S cruise ship or container ship
CS creeping line search, single-unit
CSP commence search point
DAN Diver's Alert Network
DESC description
DF direction finding
DGPS differential global positioning system
DHS Department of Homeland Security
DIRLAUTH direct liaison authority
DMB datum marker buoy
DOD Department of Defense
DR dead reckoning
DSC digital selective calling
DTG date-time group
ELT emergency locator transmitter
EMS emergency medical services
EMT emergency medical technician
EPIRB emergency position-indicating radio beacon
ETA estimated time of arrival
ETD estimated time of departure
EXCOM extended communication search
FAA Federal Aviation Administration
FBI Federal Bureau of Investigation
FCC Federal Communications Commission
FEMA Federal Emergency Management Agency

FIC flight information center
FIR flight information region
FIS flight information Service
FLAR forward-looking airborne radar
FLIR forward-looking infrared
FOIA Freedom of Information Act
FSS flight service station
Fv aircraft speed correction factor
F/V fishing vessel
f_w weather correction factor
GEOREF geographic reference
GMDSS Global Maritime Distress and Safety System
GPS global positioning system
GS ground speed
gt gross tons
HC C-130 aircraft
HF high frequency
HFDF high frequency direction-finding
HH Coast Guard helicopter
HU Coast Guard aircraft (Falcon)
IAMSAR International Aeronautical and Maritime SAR
I/B inboard
IC Incident Commander
ICS incident command system
IFF identification, friend or foe
IFR instrument flight rules
I/O inboard/outboard
Inmarsat International Mobile Satellite Organization
kt knot (nautical miles per hour)
LANT Atlantic Area
LKP last known position
LOB line of bearing
Loran long-range aid to navigation
LUT local user terminal
LW leeway
M magnetic course
MARB marine assistance request broadcast
MEDEVAC medical evacuation
MEDICO medical advice, usually by radio
MISLE Marine Information for Safety and Law enforcement
MLB motor lifeboat
MMSI maritime mobile service identity
MSAP Maritime SAR Assistance Policy
MSO Marine Safety Office
M/V merchant vessel
NAS Naval Air Station
NASA National Aeronautics and Space Administration
NAVSAT navigation satellite
NAVTEX Navy teletype exchange
NDRS National Distress Response System
NCIC National Crime Information Center
NM nautical mile
NOAA National Oceanic and Atmospheric Administration
NPS National Park Service
NSARC National Search and Rescue Committee
NSP National Search and Rescue Plan
NSS National Search and Rescue Supplement
NTSB National Transportation Safety Board
NVG night vision goggles

NWS	National Weather Service	SM	Searchmaster (Canadian term)
O/B	outboard	SMC	SAR mission coordinator
OINC	Officer in Charge	SNO	statement of no objection
O/O	owner operator	SOA	speed of advance
OOD	Officer of the Day	SOLAS	Safety of Life at Sea
O/S	on-scene	SRR	search and rescue region
OSC	on-scene coordinator	SRS	search and rescue sub-region
P	parallel pattern	SRU	search and rescue unit
PAC	Pacific Area	SS	expanding square search, Single unit
PB	patrol boat	S/S	steam ship
P/C	pleasure craft	STA	station
PFD	personal flotation device	S/V	sailing vessel
PIW	person in water	T	search time available
PLB	personal locator beacon	T	true course
PM	parallel search, multiunit	T	trackline pattern
POB	persons on board	TACAN	Tactical Air Navigation
POC	probability of containment	TC	tidal current
POD	probability of detection	TSN	trackline single-unit non-return
POS	probability of success	TSR	trackline single-unit return
PR	personnel recovery	T/V	tank vessel
PRECOM	preliminary communication search	TWC	total water current
PS	parallel track search, single-unit	U	wind speed
Pyro	pyrotechnics, flares	UHF	ultra high frequency
R&D	research and development	UMIB	urgent marine information broadcast
RB-S	Response Boat - Small	UNCLAS	unclassified
RBS	recreational boating safety	UNK	unknown
RC	river current	USAF	United States Air Force
RCC	rescue coordination center	USAR	urban search and rescue
RDF	radio direction finder	USC	United States Code
RHI	rigid-hull inflatable	USMCC	United States Mission Control Center
RHIB	rigid-hull inflatable boat	UTB	utility boat (41 footer)
RHIM	rigid-hull inflatable medium	UTC	coordinated universal time
RF	radio frequency	v	speed of search object
RS	reporting source	V	SAR facility ground speed
RSC	rescue sub-center	V	sector pattern
R/V	Research Vessel	VDSD	visual distress signaling device
S	square pattern	VFR	visual flight rules
S	track spacing	VHF	very high frequency
SAP	Search Action Plan	VIS	visibility
SAR	search and rescue	VM	sector search, multi-unit
SAROPS	Search and Rescue Optimal Planning System	YOA	years of age
SARSAT	Search and Rescue Satellite- Aided Tracking	VS	sector single-unit
SART	search and rescue transponder	VTS	vessel traffic system
SATCOM	satellite communications	W	sweep width
SC	SAR coordinator	WC	wind current
SC	sea current	WHEC	Coast Guard High-Endurance cutter
SCC	Sector command center	WMEC	Coast Guard Medium-Endurance cutter
SITREP	situation report	WPB	Coast Guard patrol boat
SITOR	Symplex teletype over radio	Wu	uncorrected sweep width
SL	sea level	W/T	water temperature
SLAR	side-looking airborne radar	WX	weather
SLDMB	self-locating datum marker buoy	XCVR	transceiver