Policy sections to review for Coxswain Boards

1. **SAR Policy** (What gives the CG authority to conduct SAR)
   a. The statutory authority for the U. S. Coast Guard to conduct SAR missions is contained in Title 14, Sections 2, 88, and 141 of the U.S. Code. General Salvage (other than towing) Policy.
      i. *The code states that the Coast Guard shall develop, establish, maintain and operate SAR facilities and 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.* It also states that the Coast Guard may use its resources to assist other Federal and State entities. Thus, Coast Guard performance of SAR is essentially permissive in nature. Search and Rescue activity may be considered a mandated function, but no specific level of performance has been cited under the legislative authority
   b. See the COMDTINST M16130.2E, September 2009. USCG Addendum to the US National SAR Supplement.
   c. CG primary concern in any SAR mission is that proper, timely, and effective assistance is provided.
   d. It is always a CG priority to remove people from danger.

2. **Firefighting Policy**
   a. CG’s primary concern is saving lives, then property.
   b. The CG will only engage in firefighting operations:
      i. In support of a regular firefighting agency
      ii. Under supervision of a qualified fire officer
      iii. Except to save a life or in the early stages of a fire to avert significant threat without undue risk
   c. Coast Guard personnel shall be prepared for and respond to fires onboard Coast Guard vessels.
   d. The Coast Guard renders assistance as available, based on the level of personnel training and the adequacy of equipment.
      i. “Assistance as available” only.
e. Independent firefighting. Coast Guard personnel shall not engage in independent firefighting operations, except to save a life or in the early stages of a fire to avert a significant threat without undue risk.

f. Commercial vessels and waterfront facilities. Coast Guard personnel shall not actively engage in firefighting except in support of a regular firefighting agency under the supervision of a qualified fire officer.

g. Section 4.4 of Chapter 4 of COMDTINST M16130.2E, September 2009. USCG Addendum to the US National SAR Supplement.

3. Flare Sighting Policy
   a. Issue a UMIB, Urgent Marine Information Broadcast
   b. Reported sightings of red/orange flares must be treated as distress situations unless sufficient other available information indicates no distress exists.
   c. The sighting information shall be recorded in an appropriate log where it will be available in the event that additional information becomes available that a distress incident may have occurred in the area near the time of the sighting.
   d. Ongoing red and orange flare sightings require a first light search.

4. COAST GUARD Navigation Standards
   b. COXSWAINS:
      i. Ultimate responsibility for the safety of boat and crew (including safe navigation) rests with the coxswain.
      ii. Coxswains shall permanently mark their paper charts with standard track-lines, courses, and turn bearings along established routes and waypoints.
      iii. Coxswains shall ensure paper and electronic charts are up-to-date.
      iv. The coxswain must know the advantages and limitations of all electronic navigation equipment available. The coxswain should become proficient with those onboard tools that act as quick references for safely determining the boat’s current and projected position such as the cross track error, danger and turn ranges, minimum depth alarms, waypoint display on the radar, and best use of electronic bearing lines.
v. The coxswain must hone the selection and use of ranges (natural and manmade), and other basic reliable visual cues within their own AOR and practice their use during day and night area familiarization runs required for currency maintenance.

vi. Coxswains transiting close to navigation hazards and shoals, or running during restricted visibility or darkness, shall operate the vessel with extreme caution, which may include:

1. Reducing speed.
2. Stopping to review the navigation picture.
3. Utilizing navigational data such as soundings, danger ranges, or bearings to verify position.
4. Coordinating the boat crew as a navigation team to specifically observe the compass heading, fathometer, radar, ECS, or otherwise augment the coxswain’s navigational ability.
5. Any time the coxswain is uncertain of his/her position, he/she shall stop all way, or anchor if necessary and fix the boat’s position.

5. **BECCES for 25’ RB-S**

   a. **SPECS:** Chapter 2 of the Defender Class Operators Handbook (Safeboats)
      
      i. SEE Study guides on file.

   b. **BECCES:** Chapter 7 of the Defender Class Operators Handbook (Safeboats)
      
      i. **ENGINE FIRE**
         1. Reduce RPMs to NEUTRAL on both engines, and then secure
         2. Notify crew of casualty
         3. Crewmember check outboard engine to assess situation
         4. Contact and inform Unit of situation and current position
         5. Secure electrical power
         6. On coxswain command, crewman combat fire using portable fire extinguisher(s)
         7. Crewmember rig the anchor, if needed
         8. Discuss abandon boat options

      ii. **LOSS OF STEERING**
          1. Reduce RPMs on both engines
          2. Notify crew of casualty
          3. Verify current position and evaluate situation
4. Coxswain steer with engines, if possible
5. Crewmember investigate casualty
6. Crewmember rig anchor, if needed
7. Place engines in NEUTRAL
8. Attempts made to repair steering system
9. Test engines for complete range of motion
10. Engage engines separately
11. Keep RPMs at minimum speed
12. Notify Unit

iii. COLLISION W/ SUBMERGED OBJECT
1. Reduce RPMs to NEUTRAL on both engines
2. Notify crew of casualty/instruct crew to prepare anchor
3. Coxswain verify position
4. Crewmember check all other compartments for flooding
5. Take appropriate measure to reduce flooding, if applicable
6. Engage engines at various speeds to check for vibration.
7. Notify Unit of situation

iv. LOSS OF LUBE OIL PRESSURE
1. Reduce RPMs to clutch ahead on both engines
2. Identify affected engine
3. Notify crew of casualty
4. Secure affected engine(s)
5. Verify current position and evaluate situation
6. Crewmember check outboard engine and assess the situation
7. Crewmember rig anchor, if needed
8. Fire extinguishers O/S
9. Check engine compartment area for lube oil
10. Check lube oil for quality and quantity
11. Notify Unit
12. Return to unit if cause cannot be determined or repaired

v. HIGH WATER TEMPERATURE
1. Reduce RPMs to CLUTCH ahead on both engines
2. Identify affected engine(s)
3. Notify crew of casualty
4. Verify current position and evaluate situation
5. Secure engine, if temperature continues to rise
6. Check overboard discharge
7. Crewmember check outboard engine to assess the situation
8. Crewmember rig anchor, if necessary
9. Outboard cooling water intake ports checked
10. Notify Unit

vi. **LOSS OF FUEL PRESSURE**
1. Reduce RPMs on both engines to CLUTCH ahead
2. Check fuel gauge
3. Identify affected engine
4. Notify crew of casualty
5. Verify current position and evaluate situation
6. Crewmember rig anchor, if directed by coxswain
7. Check bilges
8. Check primary fuel filters
9. Check entire fuel system for leaks
10. Check governor and linkage
11. Identify and correct source of problem or request additional assistance from Unit

6. **Coxswain Authority and Coxswain Responsibilities (CG Regulations).** *(The extent of the coxswain’s responsibility and authority are specified in United States Coast Guard Regulations 1992, COMDTINST M5000.3 (series), Section 5-1-8.)*

   A. Coast Guard personnel who are currently certified as a coxswain on a particular type of boat by their commanding officer may take charge of the boat to perform a specific sortie or mission(s).
   B. The coxswain has ultimate responsibility for the boat and all persons aboard during a mission.
   C. The coxswain shall be responsible, in order of precedence:
      1. The safety and conduct of all crew and passengers
      2. Safe operation and navigation of the boat.
      3. Completion of the sortie(s) or mission(s) assigned or undertaken pursuant to Coast Guard policy and regulations.
      4. Respond to Hazards to life or property.
      5. Respond to Violations of laws or regulations, except for Auxiliarists.
      6. Respond to Discrepancies in aids to navigation.
D. The coxswain is the direct representative of the commanding officer or officer in charge and, as such, (subject to articles 88-91 of the Uniform Code of Military Justice) has authority and responsibility which are independent of rank or seniority in relation to other personnel embarked. The coxswain's authority and responsibility exist only when the boat is engaged on a specific sortie or mission(s). The only persons embarked in a boat who may relieve the coxswain of the responsibilities described in subparagraph B above and:
   a. The coxswain's commanding officer, officer in charge, executive officer or executive petty officer.
   b. A senior officer at the scene of a distress, emergency or other abnormal situation who exercises authority under the provisions of Article 5-1-4, whether or not other units are involved.

7. **A Coxswain may leave the boat as follows:**
   a. While completing a mission is secondary to ensuring the safety of the crew, passengers, and the boat, the coxswain may leave the boat if:
      i. in the coxswain's judgment, and after careful consideration of the remaining crewmembers' experience, the operational benefits clearly outweigh the risk of leaving the boat without a qualified coxswain, and
      ii. When time permits, every effort is made by the coxswain to receive the concurrence of their operational commander or CO.

8. **Surface Swimmer Policy**
   a. Surface swimmers from station boats are normally deployed only to assist in *man-overboard situations*. They shall not enter capsized hulls. Reference (e) states: “. . . the coxswain will designate one of the crew as a swimmer . . . a swimmer should be used only when absolutely necessary because when a crewmember goes over the side to assist, it means an additional person has to be picked up from the water. Another crewmember must tend the line attached to the swimming harness at all times . . .”
   b. Surface swimmers may attempt to direct trapped persons out but shall not dive under the vessel
   c. Typically only deployed in Man-Over-Board (MOB) situations.
9. **Search Patterns** *(References: 1. Search and Rescue; a guide for Boat Coxswains. 2. SAR Guide and Quick Reference Tool (DW-AUX))*

   a. **SS**: Single Unit, Expanding Square Search
      i. Use when search area is small.
      ii. Location of the object is known within relatively close limits, but some doubt exists about the distress position. High degree of confidence the search object is close to the estimated datum position.
      iii. A concentrated search is desired.

   b. **VS**: Single Unit, Sector Search
      i. Use When: Search area is small
      ii. Location of the object is well known
      iii. Concentrated search is desired

   c. **PS**: Single Unit, Parallel Search
      i. Use When: Search area is large
      ii. Location of the object is approximate
      iii. Uniform coverage is desired
d. **CS**: Single Unit, Creeping Line Search  
   i. Use When: Search area is large  
   ii. Location of object is approximate, but there is a greater chance that the object is at one end of the search area versus the other. (i.e. debris was found on one end.)  
   iii. Uniform coverage is desired

![Diagram of a Search Area]

iv. 

e. **TSR**: Single Unit, Track Line Search, Return  
   i. Use When: The intended route of the search object is known  
   ii. A rapid and reasonably thorough coverage of the missing craft’s intended track and the area immediately adjacent, such as along a datum line is desired  

![Diagram of a Track Line Search]

iii. 

f. **TSN**: Single Unit, Track Line Search, NON-Return  
   i. Use When: The intended route of the search object is known

![Diagram of a Track Line Search]

ii. 

10. **Currency Requirements (Contingency Coxswain)** (BOAT Manual 1, Chapter 6, Part 5)  
   a. Water Survival Exercise – Annually  
   b. First-Aid Training - Annually  
   c. Operational Risk Management Training (TCT) – Annually  
   d. Basic Engineering Casualty Control Drills – (1) set per every six months
e. Man Overboard (MOB) Recovery – (1) day and (1) night every six months
f. Area of Responsibility (AOR) Familiarization - (1) day and (1) night every six months
g. Underway Hours: Contingency crew minimum of 30 hours total, with a minimum of 5 nighttime hours – Per every six months
h. Towing – (1) day and (1) night (stern/alongside) every six months
i. Boat Handling – (ALL BOAT CREW POSITIONS EXCEPT COXSWAINS) - (1) day and (1) night every six months
j. Conduct Pre-Start Check and Start the Boat – (2) times every six months
k. Secure the Boat – (2) times every six months
l. Day/Night Navigation and Piloting - (1) day and (1) night every six months
m. Search Patterns (Precision) – (1) night every six months (1 x PS and 1 x CS and 1 x TSR = 3 total patterns)
n. Search Patterns (Drifting) - Contingency COXN required to perform VS (1) night every 6 months
o. Rules of the Road – (1) time every five years

11. Crew Fatigue Standards
   a. MAXIMUM UNDERWAY TIME: 25’ RBS
      i. Seas UNDER 4 feet: 8 hours
      ii. Seas OVER 4 feet: 6 Hours
      iii. REST REQUIRED: 8 Hours
   b. Trailering: 350 Miles or 8 Hours
   c. NOTES:
      i. Max hours is within a 24 HOUR period
      ii. Time spent at a sheltered anchorage can reduce the maximum underway hours for crew on watch by 50%. Time at a sheltered anchorage need not be counted for crew not on watch.
   d. ITEMS AFFECTING FATIGUE
      i. Fatigue-inducing factors: heavy weather, temperature, boat mission, Station work.
      ii. Human factors: motion sickness, survival clothing, and changes in sleep and work cycles, work-duty time.
12. **Operational Limitations of the 25' RB-S**
   a. Maximum sea state for transiting (6 feet, no surf)
   b. Maximum operating winds 25 knots
   c. Maximum towing capacity 10 displacement tons
   d. Maximum operating distance from shore 10 NM
   e. Outside air temperature 0-105 degrees F
   f. Outside water temperature 28 – 95 degrees F
   g. No ice
   h. SAND KEY: 4’ navigable water depth

13. **GENERAL SALVAGE POLICY**
   a. When no commercial salvage facilities are on scene, units should only engage in salvage other than towing when limited salvage ops can prevent a worsening situation or complete loss of the vessel.
   b. Examples of prudent actions
      i. Ungrounding of small recreational vessels
      ii. Dewatering
      iii. General damage control
      iv. Allowing the next tide to refloat the vessel
      v. Help set anchors
      vi. Evacuate passengers
      vii. Help determine vessels seaworthiness
   c. Salvage ops are performed at the discretion of the units CO/OINC
   d. Coast Guard is under NO OBLIGATION to agree to any operator demands or requests. Again, safety of crew and people is top priority.

14. **GENERAL SAR NOTIFICATION**
   a. SRU to OSC (On-Scene Commander) to SMC (SAR Mission Coordinator) to COMMAND DUTY OFFICER (or others)
15. **GAR MODEL**
   a. ST. PETE
      
      S: SUPERVISION
      T: TEAM SELECTION
      P: PLANNING
      E: ENVIRONMENT
      T: TEAM FITNESS
      E: EVENT/EVOLUTION COMPLEXITY

16. **WHEN TO ISSUE A UMIB (URGENT MARINE INFORMATION BROADCAST)**
   a. UMIBs should be issued whenever the SMC determines that important maritime information needs to reach the widest possible audience.
   b. All uncorrelated MAYDAY channel 16 calls.
   c. Uncorrelated VHF-FM distress calls.
   d. Flare sightings
   e. Overdue vessel reports
   f. Other situations as deemed necessary by the SMC

17. **WHAT IS A SAFE HAVEN?**
   a. A Safe Haven is considered a place that can accommodate and will accept the safe mooring of the vessel, and has available a means of communication, normally a telephone.

18. **NAME THE THREE EMERGENCY PHASES OF SAR: (U.A.D.)**
   a. An **UNCERTAINTY** phase exists when there is knowledge of a situation that may need to be monitored, or to have more information gathered, but that does not require moving resources.
   b. An **ALERT** phase exists when a craft or person is experiencing some difficulty and may need assistance, but is not in immediate danger or in need of immediate response. Apprehension is usually associated with the ALERT phase.
   c. The **DISTRESS** phase exists when grave or imminent danger requiring immediate response to the distress scene threatens a craft or person.
19. **USCG WAIVERS:**

1. The following items may be waived at the station level by the **CO/Command:**
   a. **Weapons:**
      i. The CO may waive the rule that all law enforcement crewmen will carry weapons at all times.
   b. **Cold Weather Gear:**
      i. The requirement for wearing cold weather, hypothermia protective gear, (i.e. Mustangs) may be waived on a case-by-case basis if the risk of hypothermia is minimal. Such as during non-hazardous daylight operations in calm waters. The proper PPE must still be carried on board.
   c. **Discrepancies:**
      i. **Restrictive/Disabling:** A boat with restrictive or disabling discrepancies may be issued a written waiver for specific missions only. The discrepancy must be specifically identified, the conditions the boat may be operated under written out, and any measures to be taken to lessen or negate the hazards posed by the discrepancy identified.
      ii. **Operational Limitations:**
         i. The boat type operator’s handbook details the specific limitations of the vessel and the parameters not to exceed on that platform. However, after careful review of the boat’s limitations, distance offshore, weather, sea state and sustained winds prior to proceeding, a waiver may be granted by the CO to operate outside those limits. However, additional crew should be considered to be added when a mission will exceed the distance offshore limitation or a mission that will go into extended durations.
         ii. This waiver does not relieve the Coxswain of being in charge of the safety of the mission, the boat and the crew.
   d. **Navigation Draft:**
      i. The CO may grant a waiver if the boat needs to operate in an area that is less than the minimum navigation draft for that particular platform.

2. The following items may be waived by **SECTOR:**
   a. **Fatigue Waiver:**
      i. A crew that exceeds the underway limits of the vessel or fail to obtain the required rest/recovery time should NOT engage in underway operations. However, SECTOR may waive this requirement for urgent operations. The waiver must be documented as to whom approved it and the time it was
granted. All SITREPs and logs should make note that crews were operating with a waiver.

b. Night Operations:
   i. All boat crew members are required a minimum number of underway hours at night for training. Waivers may be granted by the District Commander and approved by the Commandant (CG-731). That crewmember is not authorized to operate at night under any circumstances.

c. Capable Vessel:
   i. Using risk management tools requires choosing the right vessel for the current mission. When conditions exceed the limits of a particular vessel a more suitable/capable vessel should be used. If one is not available OPCON must be notified and a waiver may be granted before launching.

d. Heavy Weather Operations:
   i. The operational commander may grant waivers that allow a particular vessel to operate in conditions beyond its normal limitations. Sea state, wind, etc. This is on a case-by-case basis for a specific mission only. This authority may not be delegated.