

# **SAR CHECKLIST**

- 1 Nature of emergency**
- 2 Number of Passengers all should be wearing PFD (Life Jackets)**
- 3 Location - Local Landmarks, GPS, Loran**
- 4 Are there any Medical Emergencies onboard?**
- 5 Have the boater make a round of his vessel to check to see if they are taking on water (i.e. Sinking) obstructions in the water, lines, and anchor.**

## **Ready the crew**

- 1 Towing Lines, Towing Bridle, Heaving Line, Fenders, Extra PFD's.**
- 2 Type of approach going to be used and a review of the distress boater's problem.**
- 3 Once on scene call the station - OP's, Time, Weather, Sea Conditions, and Condition of distress vessel. (i.e. sinking) Position Lat./Long.**
- 4 Advise boater of your intentions. Check to make sure conditions have not changed.**
  - Long Tow
  - Side Tow
  - Skiff Hook Tow
  - Removal of Passengers

## **Long Tow**

- 1 Considerations: does his forward cleats have backing plates? Where are they located? Size of his vessel, Sea State, Loading of passengers, Towing Speed.**
- 2 If the cleats are not backed, consider using a skiff hook to tow the vessel. (SEE SKIFF TOW)**
- 3 Advise the boater where you are taking them.**
- 4 Inform the boater you will be passing a heaving line to them "Do not attempted to catch it" once onboard pull the smaller line on to his vessel there will be a heavier towing line attached. Secure it to his forward bow cleats under the bow rail.**
- 5 Once the tow has been started advise the boater to steer his vessel in behind yours using their rudder. If other problems arise (i.e. taking on water), instruct them to call you on the radio, honk their horn wave their arms, if at night flash their Nav. lights to get your attention. Also, direct his crewmember not to ride on the forward deck.**
- 6 Assign a crewmember tow watch.**
- 7 Call the station departing the scene – Op's, Time, Position Lat./Long, Action taken, and destination.**

# SAR CHECKLIST

## Side Tow

- 1 Have crew ready Towing lines & Fenders / decide if a Port or Starboard tow. Consider Seas, winds, where you are taking them to dock.
- 2 When in safe harbor explain to the boater your transition to a side tow and for him to send his crewmen forward to drop the towline on your command. Turning your vessel to the port or starboard to avoid fouling your prop with the Towline when the line is dropped and brought back aboard.
- 3 Approach the distress vessel have a crewmember ready on your bow to pass Line 1.
- 4 Once line 1 is secured put line 4 over, adjust lines 1 and 4 so the towed vessel is parallel to you. Adjust fenders as needed.
- 5 Line 2 should be next, ensuring that your stern is 2 to 3 feet aft of the towed vessel's stern. Backing down while taking in line 2 should accomplish this, if necessary slacken lines 1 & 4.
- 6 The next line should be line 3. Take in this line while clutching ahead to take out any slack before making it up. Also, check that your stern is still aft by 2 to 3 feet.
- 7 Begin side tow, call the station with - OP's, Time, Position Lat./Long, Action taken. Assign a crewmember tow watch.

## Skiff Hook Tow

- 1 This type of tow should be used in calm seas do to the close proximity of the two vessels when the skiff is attached or when other means are not available.
- 2 Have the crew ready the skiff hook, Boat hook, and Towline.
- 3 Advise the boater of your intentions and maneuver to attach the skiff hook.
- 4 Call station with - OP's, Time, Position Lat./Long, and Action taken.
- 5 Assign a crewmember tow watch.

## Man Overboard

- 1 At the first warning of **MAN OVERBOARD** have a crewman throw life ring in the direction of the victim (Type IV) if at night add the floating flashing light.
- 2 Depress MOB button on GPS, Sound horn 5 times.
- 3 Reduce power and begin turn back to victim.
- 4 Call station and notify of MOB situation and your current location from GPS.
- 5 Assign a crewmember to point at victim and give coxswain position and distance, speed from boat. (i.e. 20 yards from starboard bow) Ready boathook to assist. If seas are rough, consider throwing a lifeline to the victim.
- 6 Plan Port or Starboard pickup once victim is on board evaluate for hypothermia, injuries and take appropriate action.
- 7 Call station with - OP's, Position Lat./Long, and Action taken.