



HM Coastguard

To Search  
To Rescue  
To Save

# Search Mission Co-ordination Course (SMC)



Maritime &  
Coastguard  
Agency

# House Keeping

Mobile phones

Fire alarm

Uniform

Absences

Time keeping

Parking (HQ only)



# Aim & Objectives

## Aim:

The aim of this unit is to allow SMOO delegates to gain an understanding of Search Mission Co-ordination and gain practical experience within the role of SMOO Mission Co-ordinator

## Objectives:

1. Recognise the remit under which HMCG operates, the Coastguard functions and associated acts and the role of the Mission Co-ordinator
2. Identify the UK SRR
3. Distinguish the 5 IAMSAR operational stages
4. Identify the stages of Mission Conduct
5. Apply SMEAC as an aid to briefing
6. Recognise the importance of recording information and the completion of the Mission Statement, Post Mission Review and other relevant forms
7. Evaluate the likelihood of success compared to the risk to rescuers inherent in SAR operations
8. Appraise under what circumstances SAR Action is terminated
11. Outline the procedure for alerting on-call duty personnel
12. Identify the importance of Leadership and Human Factors within Mission Co-ordination.



# UK Coastguard Challenge

UK has ~20,000 miles of coastline

Highly accessible / varied geography

Inch per inch most dangerous part of UK

Nowhere in UK is more than 72 miles (116km) from the coast

Estimated 11.5 million people take part in coastal activities in the UK every year



The graphic consists of a dark blue background on the left and a white background on the right, separated by a diagonal line. On the white background, there are two curved, overlapping shapes: a white shape on top and a dark blue shape on the bottom, resembling a stylized wave or a ship's hull.

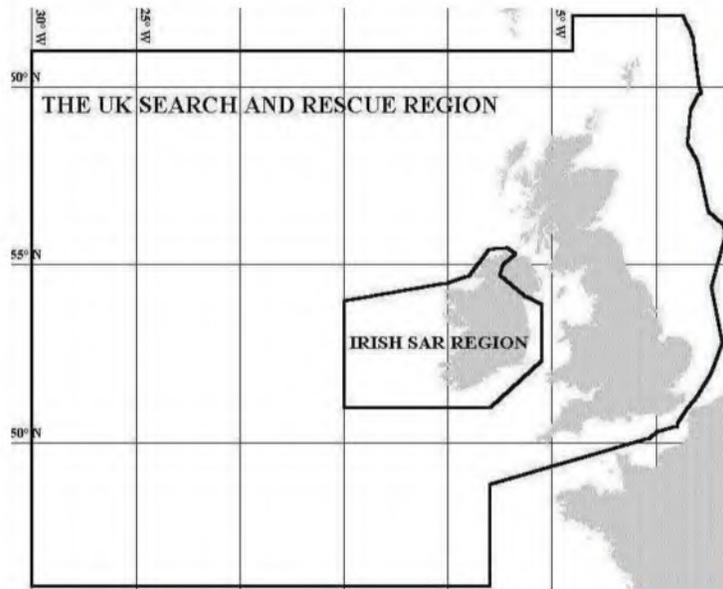
# **Coastguard Remit, Legislation and Functions**

## HMCG Responsibility Statement

“His Majesty's Coastguard is responsible for the initiation and co-ordination of civil maritime search and rescue within the United Kingdom search and rescue region. This includes the mobilisation, organisation and tasking of adequate resources to respond to persons either in distress at sea, or to persons at risk of injury or death on the cliffs or shoreline of the United Kingdom.”



# UK Search and Rescue Region



OmS link;

[http://oms.mcga.gov.uk/oms\\_system\\_overview/national\\_srr\\_boundaries/](http://oms.mcga.gov.uk/oms_system_overview/national_srr_boundaries/)



[http://oms.mcga.gov.uk/oms\\_system\\_overview/national\\_srr\\_boundaries/](http://oms.mcga.gov.uk/oms_system_overview/national_srr_boundaries/)

# HMCG Primacy

**HMCG has primacy for coastal incidents within the littoral area**

**Other Emergency Services have primacy inland of the littoral area**



# Littoral Area

Relating to or situated on the shore of the sea or a lake

Includes the intertidal zone

Can extend well beyond the intertidal zone

(Oxford Dictionary)



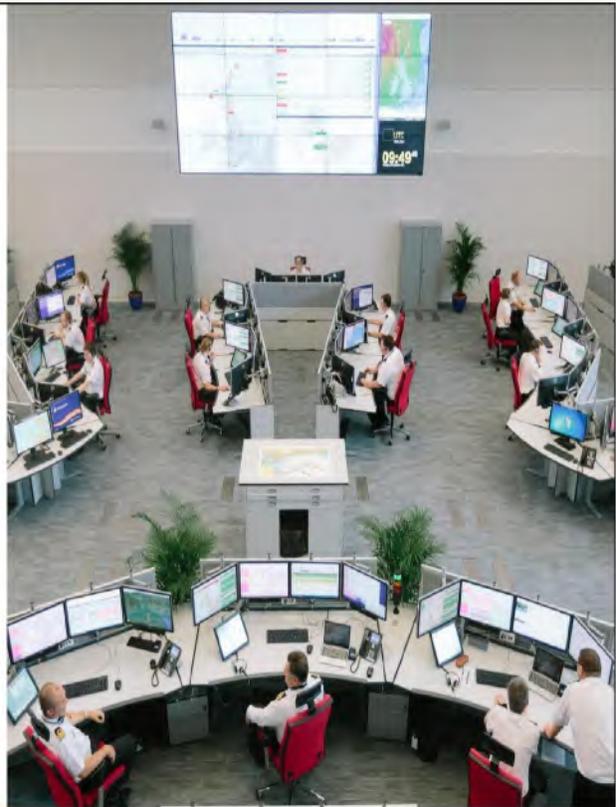






## Overarching Legislation

- Coastguard Act 1925
- SOLAS
- IAMSAR
- Civil Contingencies Act 2004
- UNCLOS
- ICAO
- Maritime SAR convention 1979



13

Coastguard Act 1925 - The Coastguard Act 1925 details the transfer of the coastguard from the Admiralty to the Board of Trade. Section 1 of the act outlines the responsibilities of HM Coastguard:

1. His Majesty's Coastguard shall... be employed as a coast-watching force for the performance of the duties hitherto performed by the coastguard on behalf of the Board, and of such other duties as may be determined by the [Secretary of State]. In 1992, the Secretary of State for Transport laid a determination before Parliament stating that: "HM Coastguard is responsible for the initiation and coordination of civil maritime search and rescue within the UK search and rescue region. This includes the mobilisation, organisation and tasking of adequate resources to respond to persons either in distress at sea, or to persons at risk of injury or death on the cliffs or shoreline of the UK."

This responsibility statement assigns the responsibility for civil maritime search and rescue to HM Coastguard as required by the SAR Convention.

SOLAS - The International Convention for the Safety of Life at Sea (SOLAS) is an international maritime treaty which sets minimum safety standards in the construction, equipment and operation of merchant ships. The convention requires signatory flag states to ensure that ships flagged by them comply with at least these standards.

IAMSAR -The International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO) jointly develop and publish the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, published in three volumes covering Organization and Management; Mission Co-ordination; and Mobile Facilities as well as some water proof Action Cards. The volume is updated every three years.

Civil Contingencies Act - As the MCA is listed as a Category 1 responder within The Civil Contingencies Act, there is a legislative requirement to train, exercise, plan for and ensure capability to respond to major incidents or emergencies within the UK. Under the authority of The Coastguard Act of 1925, HMCG also has the responsibility to initiate and coordinate Civil Maritime Search and Rescue within the United Kingdom Search and Rescue Region (UKSRR). This includes mobilising, organising and tasking adequate resources which can respond to persons either in distress at sea or persons at risk of injury/death on the cliffs or shoreline of the UK.

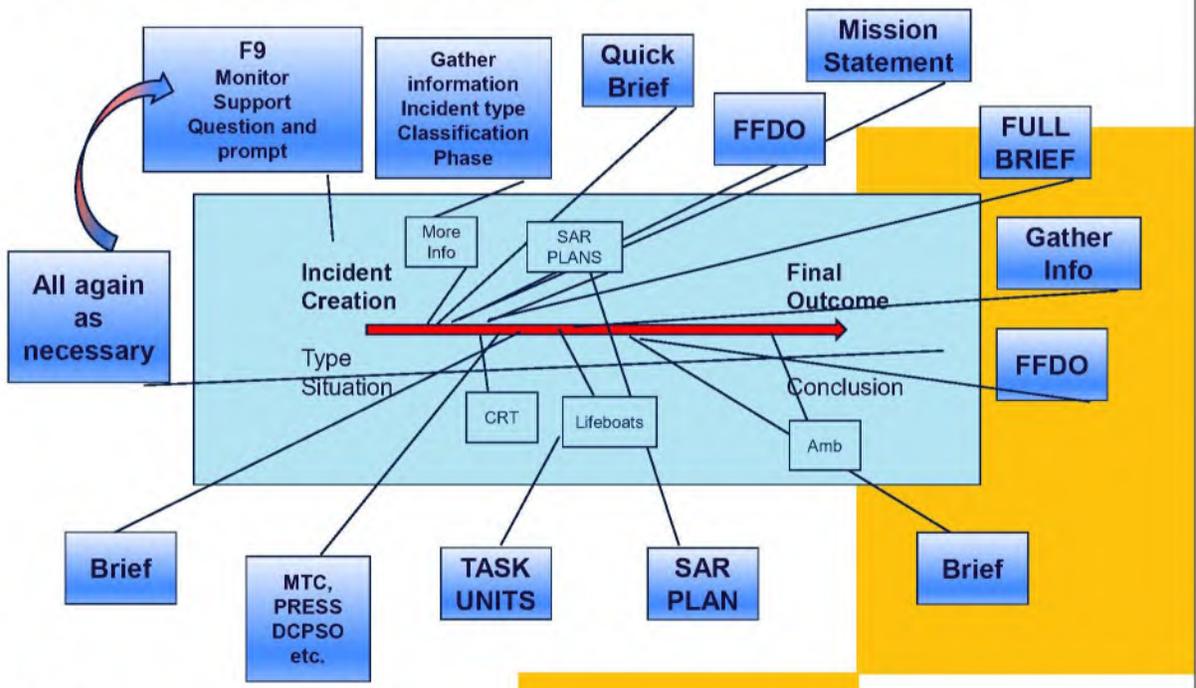
UNCLOS - Four treaties, including the Convention on the High Seas, were replaced by the United Nations Convention on the

Law of the Sea (UNCLOS) after the third United Nations Conference on the Law of the Sea. It was signed on 10 December 1982 and entered into force on 16 November 1994.

The Convention on International Civil Aviation (also referred to as the Chicago Convention) is an international treaty establishing the core principles permitting international transport by air and led to the creation of the International Civil Aviation Organization (ICAO). It was signed on 7 December 1944 and entered into force on 5 March 1947.

Maritime SAR Convention 1979 - The International Convention on Maritime Search and Rescue, 1979 (also referred to as the Hamburg or SAR Convention) is an international agreement, developing an international search and rescue plan that ensures the coordination by a search and rescue organization and cooperation between neighbouring states to rescue persons in distress at sea irrespective of the location.

# The Ultimate Objective





## 30 second Exercise

## 30 sec exercise:

**Incident  
Creation**

Type  
Situation

A spoken word Mayday is heard from an angling boat with 7 POB. One person aboard has sustained a blow to the head and was briefly unconscious.

**Final  
Outcome**

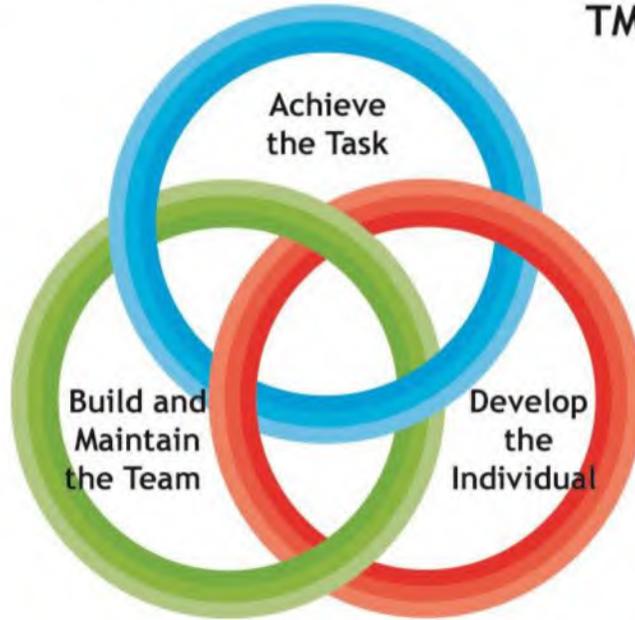
Conclusion



# The role of a Leader

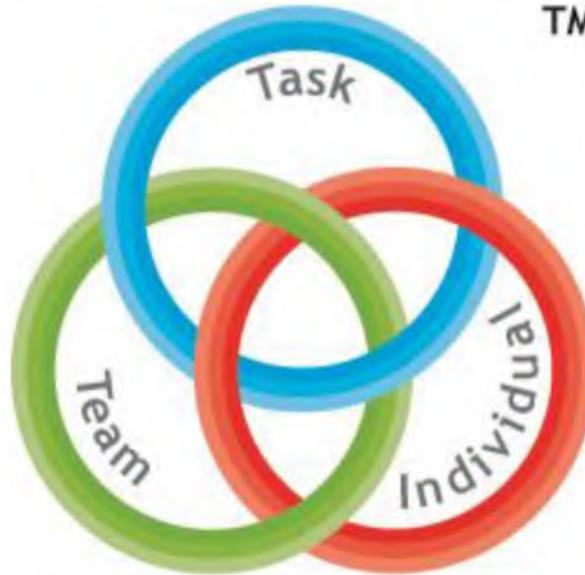
# The Leader's Role

TM



# Leadership Functions

Common Needs



TM

- Defining the task
- Planning
- Briefing
- Controlling
- Supporting
- Motivating
- Evaluating
- Setting an Example

# Leadership Checklist

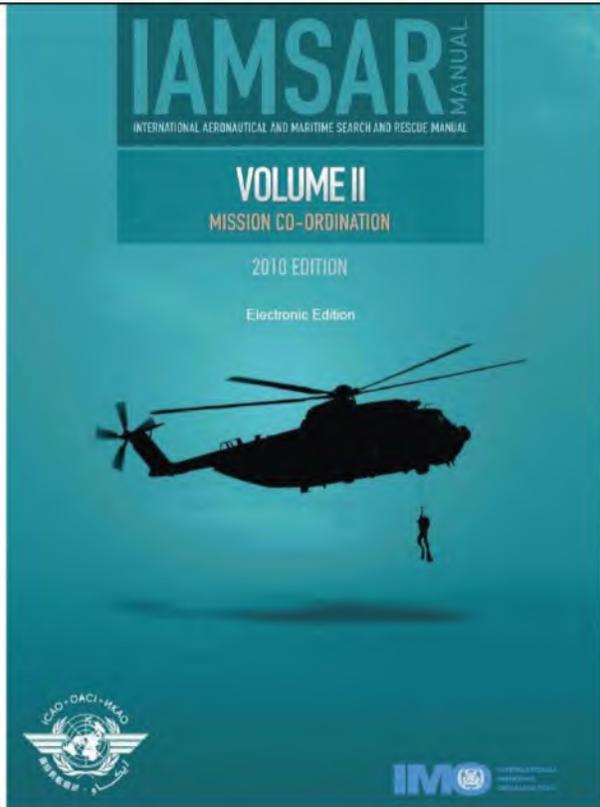
Function	TASK	TEAM	INDIVIDUAL
Defining the Task	<ul style="list-style-type: none"> <li>Seek relevant information</li> <li>Identify resources &amp; constraints</li> <li>Set objectives</li> </ul>	<ul style="list-style-type: none"> <li>Assemble team</li> <li>Establish common purpose</li> <li>Give reasons why</li> </ul>	<ul style="list-style-type: none"> <li>Check understanding</li> <li>Involve each person</li> <li>Gain acceptance</li> </ul>
Planning	<ul style="list-style-type: none"> <li>Make a workable plan</li> <li>Establish priorities</li> <li>Set success criteria</li> </ul>	<ul style="list-style-type: none"> <li>Consult team</li> <li>Encourage ideas/suggestions</li> <li>Set team standards</li> </ul>	<ul style="list-style-type: none"> <li>Listen and build on ideas</li> <li>Assess skills and abilities</li> <li>Establish targets and delegate</li> </ul>
Briefing	<ul style="list-style-type: none"> <li>Ensure you are clear on the big picture and detail of the task</li> <li>Articulate the priorities</li> </ul>	<ul style="list-style-type: none"> <li>Hold regular briefings</li> <li>Focus on 'important', not just 'urgent'</li> <li>Ensure everyone knows their own and each other's contribution to the success of the team</li> </ul>	<ul style="list-style-type: none"> <li>Ask questions to confirm understanding</li> <li>Encourage individuals to ask their own questions</li> </ul>
Controlling	<ul style="list-style-type: none"> <li>Observe-think-act</li> <li>Ensure all actions are relevant</li> <li>Influence tempo</li> </ul>	<ul style="list-style-type: none"> <li>Co-ordinate and direct effort</li> <li>Maintain group standards</li> </ul>	<ul style="list-style-type: none"> <li>Encourage self-discipline</li> <li>Guide and encourage</li> <li>Emphasise boundaries</li> </ul>
Supporting	<ul style="list-style-type: none"> <li>Summarise progress</li> <li>Keep everyone fully informed</li> <li>Adjust the plan</li> </ul>	<ul style="list-style-type: none"> <li>Encourage the team</li> <li>Reconcile any conflicts</li> <li>Create team spirit</li> </ul>	<ul style="list-style-type: none"> <li>Listen and encourage</li> <li>Give recognition</li> <li>Deal with individual problems</li> </ul>
Motivating	<ul style="list-style-type: none"> <li>Break tasks down into achievable jobs</li> <li>Set realistic and challenging targets</li> <li>Provide the right tools</li> </ul>	<ul style="list-style-type: none"> <li>Provide regular feedback</li> <li>Celebrate success</li> <li>Engage in regular team-building activity</li> </ul>	<ul style="list-style-type: none"> <li>Learn what motivates each individual</li> <li>Select highly motivated people</li> <li>Use appraisals to engage with individuals</li> </ul>
Evaluating	<ul style="list-style-type: none"> <li>Reflect on outcomes</li> <li>Evaluate level of achievement</li> <li>Consider future actions</li> </ul>	<ul style="list-style-type: none"> <li>Learn with the team from failure and success</li> <li>Review team spirit and practice</li> </ul>	<ul style="list-style-type: none"> <li>Identify development needs</li> <li>Help each individual to develop</li> <li>Appraise, guide and coach</li> </ul>
Setting an Example	<ul style="list-style-type: none"> <li>Contribute to task</li> <li>Work to high standards</li> <li>Lead from the front</li> </ul>	<ul style="list-style-type: none"> <li>Share in the experience of the team</li> </ul>	<ul style="list-style-type: none"> <li>Encourage and praise</li> <li>Never complain</li> <li>Always remain positive</li> </ul>

# Search Mission Co-ordination



# SAR Operation Stages

Contained in IAMSAR Manual Volume II  
Mission Co-ordination



OmS: HM Coastguard Operation Activities

OmS link:

[http://oms.mcga.gov.uk/eg961e\\_secured-meta-iamsarvol2.pdf](http://oms.mcga.gov.uk/eg961e_secured-meta-iamsarvol2.pdf)

# SAR Operation Stages

AWARENESS STAGE



(3min)

Stage 2 is INITIAL ACTION

# SAR Operation Stages



(3min)

Stage 2 is INITIAL ACTION

# Initial Action Stage

## 1. Information Gathering

- MIPNANO / 6Ws
- ViSION MLPs
- CIP SOPs
- JESIP – METHANE Statement



25

(4min)

Info gathered needs to be evaluated , (assessed)

Validity – is it reliable? Is it likely to be accurate?

Urgency for action – do we need to act now, or do we need more info? How serious is it?

Extent of op required - What type of action do we need to take?

EXAMPLE: Child non-swimmer in water – probably needs higher & faster level of response than... ..vessel overdue by an hour

Answers to these questions help us with the next question...(next slide)

# JESIP - METHANE

- **M/ETHANE – Emergency Statement from CAT 1 Responders**

- **M** - Major Incident declared?
- **E** - Exact Location
- **T** - Type of incident
- **H** - Hazards present or suspected
- **A** - Access - routes that are safe to use
- **N** - Number, type, severity of casualties
- **E** - Emergency services present and those required

**INFORM DUTY MARITIME TACTICAL COMMANDER**



JESIP – Joint Emergency Services Interoperability Principal. Methane messages are from other CAT 1 responders, this with they or the Coastguard declare a Major Incident. If you ever receive a METHANE message either via phone or email you must create an incident and inform the Duty Controller/Commander as soon as possible. Delays cost valuable time.

# Initial Action Stage

## 2. Evaluation

- Validity
- Urgency for action
- Extent of operation required



(4min)

Info gathered needs to be evaluated , (assessed)

Validity - is it reliable? Is it likely to be accurate?

Urgency for action - do we need to act now, or do we need more info? How serious is it?

Extent of op required - What type of action do we need to take?

EXAMPLE: Child non-swimmer in water - probably needs higher & faster level of response than... ..vessel overdue by an hour

Answers to these questions help us with the next question...(next slide)

# Initial Action Stage

## 3. Grade

- Information
- Monitoring
- Non-SAR
- Uncertainty
- Alert
- Distress



# Initial Action Stage

## 4. Classification

The Three Emergency Phases:



29

(10 min)

After evaluating the info, what emergency phase is our incident in?

There are 3 emergency phases

They help to guide the action we take

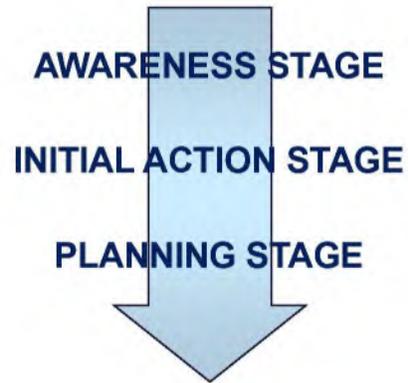
We can upgrade at anytime - (SMCs decision)

Each emergency phase has a keyword,

Using key words, to correctly classify an incident

APPLY TO AIRCRAFT, SHIP, OTHER CRAFT, PERSONS

# SAR Operation Stages



30

(10mins)

Stage 3 - Planning

What type of plans might we need to make?

What decisions have we made so far? What are the implications? What decisions do/could we need to make? - what effects will they have?

(use whiteboard)

Show next slide to consolidate

## Planning Exercise

A call is received at the JRCC from MV Maersk Alabama, reporting that a major rupture in a forward bow tank has caused their cargo (IMO Class 8 & 6.1) to spill into the environment, off Portland.

Shortly after, Maersk Alabama declares a Mayday, reporting that they are taking on water through the starboard bow and that their pumps are failing.

Intentions are to lower the lifeboats, have the crew muster and abandon ship; communications are then lost.

What plans will need to be put in place?



# Planning Stage

Encompasses comprehensive planning of the SAR response

**Search Plans**  
**Resource Plan**  
**Comms Plan**  
**Rescue Plan**  
**Media Plan**  
**Contingency Plan**  
**Welfare Plan (SAR units, ops room staff..)**



# SAR Operation Stages



# Operations Stage

Encompasses all activities that involve searching for the distressed persons or craft, providing assistance, and removing them to a place of safety



34

(10mins) - Alter this slide graphics

Explain that it is a constant cycle

Once aware of SAR Incident, ops room constantly returns to phase 2,

Awareness >> Initial action (info gathering > info evaluation > re-classification)  
New info? >> update Planning > update operations

# SAR Operations Stages



35

Overall 90 Minutes

(10mins)

What do we mean by conclusion?

EU SAR SITREP final, inform DAO, stand down all SAR Units

Map answers on board,



# 60 Second Exercise

# 60 sec exercise:

**Incident  
Creation**

Type  
Situation



**Final  
Outcome**

Conclusion



## 60 sec exercise:

A call is received at the MRCC on VHF CH16 from the general cargo vessel Asian Empire, in Operational Zone 36. The master reports that one of his crew has become very ill and requests radio medical advice.

The doctor suspects cardiac arrest and advises immediate evacuation from the vessel.

SAR Units available:

Coastguard  
Rescue Helicopter R948

Stornoway CRT

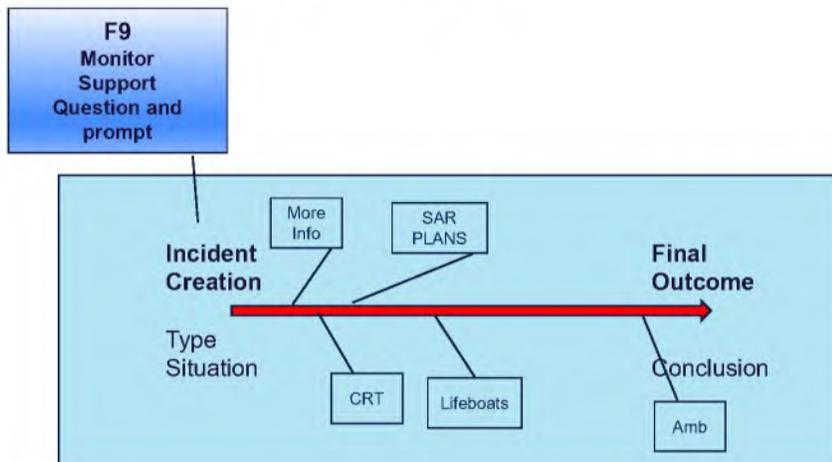
and any other unit that is appropriate



# Mission Conduct



# The Ultimate Objective



- Support the operator and prompt as necessary
- Ensure incident type is correct
- Ensure classification and phase are correct



# PART 1: MISSION PLANNING

## Information Gathering

- Validation
- Analysis
- Assessment



# PART 1: MISSION PLANNING

## Information Gathering

- Validation

### Grade Information:

1. totally reliable
2. may be reliable but requires clarification
3. unreliable



# PART 1: MISSION PLANNING

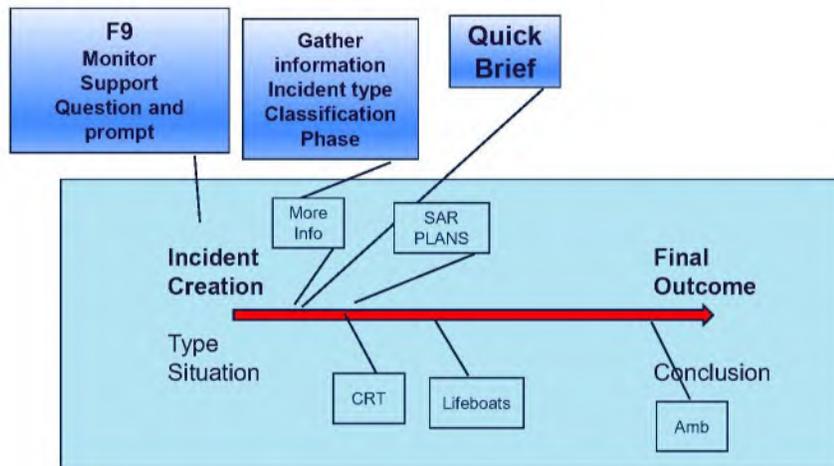
## Information Gathering

- Analysis

Develop information into a sequence



# The Ultimate Objective



- Keep it brief
- Use SMEAC
- Ensure everyone is attentive
- Ensure taskings are given if and as necessary



# PART 1: MISSION PLANNING

## Information Gathering

- Assessment

Place information in order of priority  
(weight)



# PART 1: MISSION PLANNING

## Develop the Plan

- What? - Facts and Factors  
Information / Consideration /  
Modifying Influence
- So What? - Deductions  
Implications / Might Result
- And So? - Output  
Action / Constraint / Risk  
/Question



# PART 1: MISSION PLANNING

## Develop the plan

### Action

- task that needs completing

### Constraints

- Imposed on all parties (constraint)
- Self - imposed (restraints)
- Shortfall in resources (limitations)
- Provision of opportunities (freedoms)



# PART 1: MISSION PLANNING

## Develop the Plan

### Questions

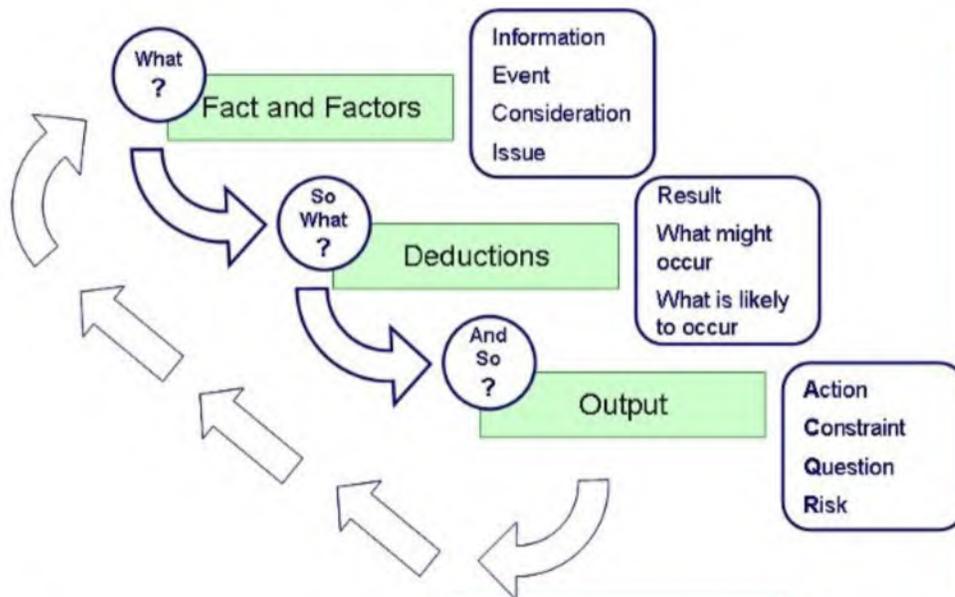
Cannot be answered within team,  
requiring  
further investigations

### Risks

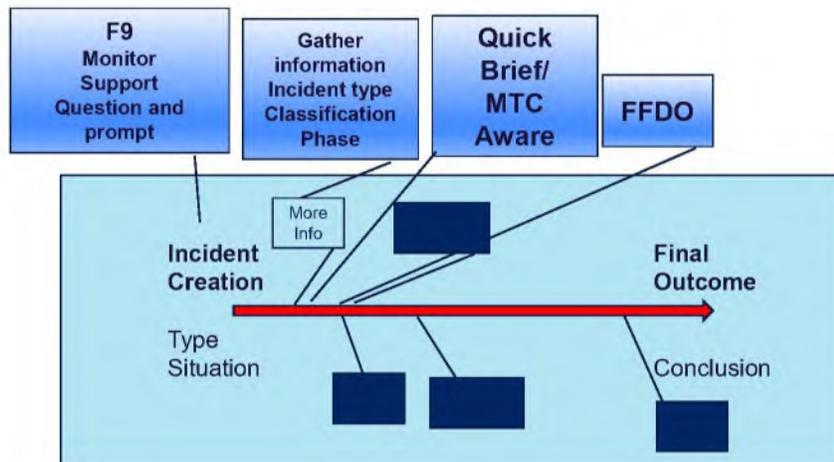
Identified for analysis and  
management



# PART 1: MISSION PLANNING



# The Ultimate Objective



- FFDO must be relevant
- Ensure the deductions are explored with outcomes



# Mission Conduct

## TABLE TOP EXERCISE

- Split into groups
- Using the information given, create an FFDO for each scenario



Use the FFDO exercises in the folder

# Mission Conduct

## PART 2: STATEMENT

Main reference and coordinating instructions for all mission participants

Used to brief duty officers and your team



### MISSION STATEMENT

**SITUATION**

What is happening / has happened

**MISSION**

Who, what, where, when, in order to

**EXECUTION**

How the mission will be conducted

**RESOURCE**

**TASK**

**CONFIRMATION/QUESTIONS**

**FORWARD LOOK**



Update

Save

Close

# Mission Conduct

## **PART 2: STATEMENT – Used to brief from - SMEAC**

**SITUATION – What has happened**

**MISSION – Phase – What you're going to do**

**EXECUTION – How you're going to do it**

**ANY QUESTIONS - From Team/Further information**

**CONFIRMATION – Of tasks**



# SMEAC

Situation, Mission, Execution, Any Questions, Confirmation

## **SITUATION:** (*What is happening / has happened*)

Man overboard from the yacht DooDah. Last seen in position 51 12.4 N 004 32.5 W. (356T 11nm from Hartland Point)

Weather SW'ly 5/6, ebb tide, last light at 1935UTC.  
No other vessels in immediate vicinity.



# SMEAC

Situation, Mission, Execution, Any Questions, Confirmation

**MISSION:** (*Who, What, Where, When, In order to...*)

Team 1 will execute a DISTRESS phase action at 51  
12.4 N 004 32.5 W now in order to rescue  
a person in the water and bring to a place of safety



# SMEAC

Situation, Mission, Execution, Any Questions, Confirmation

## **EXECUTION:** (*How Mission will be conducted*)

Using a SAR helicopter and a lifeboat to execute a search to locate the person. Continue with broadcast action to obtain further assistance.



# SMEAC

Situation, Mission, Execution, Any Questions, Confirmation

## RESOURCES: *(Who will do what)*

Coastguard 'A': Develop a Rapid Response search plan using a SAR Helicopter and a lifeboat

Coastguard 'B': Broadcast Mayday Relay

SAR helicopter: Execute a Rapid Response search to locate PIW.

Lifeboat: Execute a Rapid Response search to locate PIW and ensure the safety of the yacht.



# SMEAC

Situation, Mission, Execution, Any Questions, Confirmation

## ANY QUESTIONS?

Coastguard 'B' : How often do you want me to repeat the Mayday Relay if we get no response?

## CONFIRMATION

What have I asked you to do?



# SMEAC and Mission statement

## SMEAC

Situation  
Mission  
Execution  
Any questions  
Confirmation

## Mission Statement

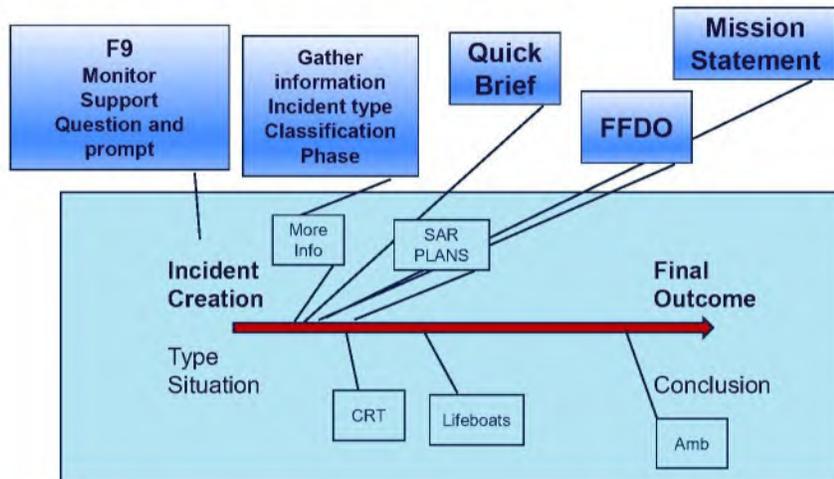
Situation  
Mission  
Execution  
Resources  
Confirmation/Questions  
Forward look



Confirmation – team to clarify the task you have asked – provides clarity and proves understanding

Needs a clear end to allow the team to start their tasks

# The Ultimate Objective



- Mission statements should be comprehensive but not War and Peace
- Should be used for full brief and to brief the Duty Commander
- Ensure there are relevant taskings input
- Should not be vague



# SMEAC Exercise

RoRo car carrier runs aground on a sandbank and takes on 40 degree list. The vessel has 12 persons onboard.

3 persons jumped from the vessel at time of incident.

Wx: NW F8, Rough, Rain or squally showers, Mod or poor

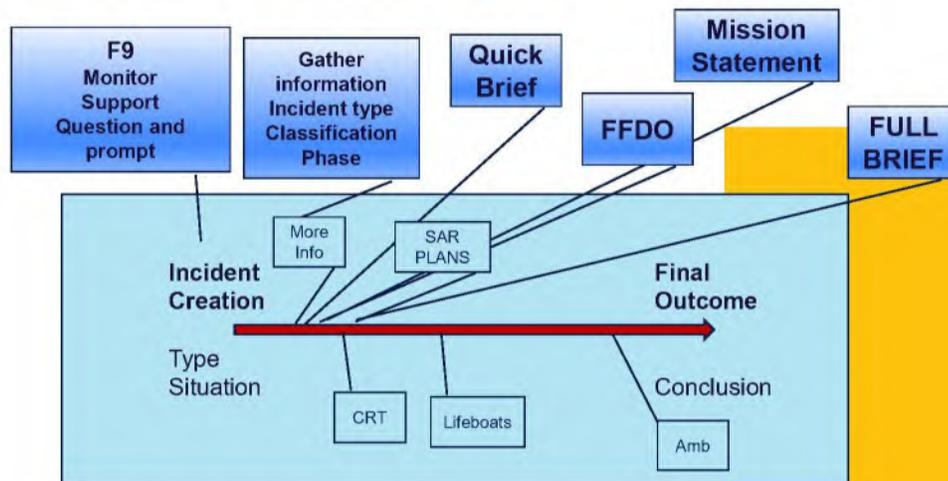
Units Available:

RNLI ALB  
RNLI ILB  
R199, R936,  
CRT as appropriate  
Merchant Vessel

Create a briefing for your team based on the above



# The Ultimate Objective



- Use SMEAC for full brief
- Keep it relevant and brief
- Ensure everyone is clear on their taskings
- Get clarification / confirmation
- Ask for suggestions / and questions



# Mission Conduct

## PART 3: RECORDING

To enable effective post mission review

- Technical Recording Systems
  - NICE - Captures all audio traffic on ICCS
  - ViSION - Incident Management System
  - THEMIS - Search and Rescue software
- Manual Records
  - Charts/ Maps



# Mission Conduct

## PART 4: MISSION REPORTS

### Formal Reports

- SAR SITREP, POLREP, DEFREP, ...
- Raised during the incident as appropriate



# Mission Conduct

## PART 4: MISSION REPORTS

### Post Mission Report

- Summary raised at conclusion of incident
- Includes GIN, incident start / finish, situation, mission statement, short synopsis (who to whom, where, when)



# Mission Conduct

## PART 4: MISSION REPORTS

### Additional Reports

- Evidence of HMCG's contribution to maritime safety and support requirements for procedural changes or technical enhancement
- Raised for qualifying incidents



# Mission Conduct

## PART 4: MISSION REPORTS

### Qualifying Incidents

- There has been an accident, incident or injury involving an SRU
- A fatality has occurred during a HMCG co-ordinated incident
- An accident, fatality or injury has occurred which is sudden and unexpected which may require another authority to conduct an investigation e.g. MAIB, Police, AAIB, HSE
- It is directed by Operational Commanders



# Mission Conduct

## PART 4: MISSION REPORTS

### Qualifying Incidents – Actions Required

- 'Tag' all recorded NICE data
- Allocate revised incident type on closure
- Save and print THEMIS model report
- Retain all other recorded material



# Mission Conduct

## PART 5 & 6: POST MISSION REVIEW

- Identify individual or team learning requirements
- Alert Senior Managers to significant incidents
- Highlight any requirements for procedural changes
- Provide feedback for technical improvements



# Mission Conduct

## • PART 5 & 6: POST MISSION REVIEW

OFFICIAL - SENSITIVE PMLR Form Revision 1.3

PMLR should be completed in line with the instructions in Section 1 of this form. Conduct is a key Culture enabler when good. Just Culture believes we can tolerate and learn from failure, so long as we understand the reasons for it and take the necessary steps to prevent it from recurring. This form is used to capture the reasons for failure and to identify the actions that need to be taken to prevent it from recurring. It is not a disciplinary tool. It is a learning tool. It is a tool for improvement. It is a tool for learning. It is a tool for growth. It is a tool for success.

Date: \_\_\_\_\_  
 Team: \_\_\_\_\_  
 Name of person conducting the PMLR and PMLR review: \_\_\_\_\_  
 Role/Title: \_\_\_\_\_

An MRB has been carried out.  A local resolution has been sought, but none has been identified. The review confirms that all stakeholders have been consulted, and that concerns and issues have been taken into account, including:

MANDPS  Coastal  ARCC  RNLI  British  Other \_\_\_\_\_

This report covers a near miss or accident and a report has also been made using CAPREP 103

This report covers a qualifying incident

Activity description (function or activity): \_\_\_\_\_

If you are completing this form, you are intended to record events or incidents that have occurred in the last 12 months. If you are completing this form for an event that occurred more than 12 months ago, you should be aware that the information you provide may not be as accurate as information provided for a more recent event.

What went well? Please include any good practices or discoveries: \_\_\_\_\_

Why did these things go well? \_\_\_\_\_

Causes for the things that went well:

<b>1. Policy</b> <input type="checkbox"/> a) Maritime <input type="checkbox"/> b) Coastal <input type="checkbox"/> c) MANDPS <input type="checkbox"/> d) ARCC <input type="checkbox"/> e) MCA wide	<b>2. Management and supervision</b> <input type="checkbox"/> a) Management of resources/equipment <input type="checkbox"/> b) Management oversight of standards/inspections <input type="checkbox"/> c) Communication practices <input type="checkbox"/> d) Management of health & safety risks <input type="checkbox"/> e) Control of documents & records	<b>3. Operational delivery</b> <input type="checkbox"/> a) SAR co-ordination <input type="checkbox"/> b) SAR response <input type="checkbox"/> c) Mission conduct <input type="checkbox"/> d) Operational systems <input type="checkbox"/> e) On scene co-ordination <input type="checkbox"/> f) Operational communications
<b>4. Partner and stakeholder relationships</b> <input type="checkbox"/> a) Multi-agency working <input type="checkbox"/> b) SAR/CASREP <input type="checkbox"/> c) Actions of contractor, partner, customer or visitor	<b>5. People</b> <input type="checkbox"/> a) Performance management <input type="checkbox"/> b) Competency/training & development <input type="checkbox"/> c) Health & fitness <input type="checkbox"/> d) Level of experience <input type="checkbox"/> e) Competency records	<b>6. Equipment and systems</b> <input type="checkbox"/> a) Rescue equipment <input type="checkbox"/> b) Vehicles & trailers <input type="checkbox"/> c) Chasing management <input type="checkbox"/> d) ICT hardware & software

7. Other as relevant  
 a) Evidence (e.g. witness statements, photographs, video) that support the findings of the review, which help to accurately complete a review.  
 b) Items relating to items that have been identified and together, or with other items, or external events.

What did not go so well? If there were errors/staleness/failure please provide details: \_\_\_\_\_

Why did these things not go so well? \_\_\_\_\_

OFFICIAL - SENSITIVE PMLR Form Revision 1.3

Causes for the things that did not go so well:

<b>1. Policy</b> <input type="checkbox"/> a) Maritime <input type="checkbox"/> b) Coastal <input type="checkbox"/> c) MANDPS <input type="checkbox"/> d) ARCC <input type="checkbox"/> e) MCA wide	<b>2. Management and supervision</b> <input type="checkbox"/> a) Management of resources/equipment <input type="checkbox"/> b) Management oversight of standards/inspections <input type="checkbox"/> c) Communication practices <input type="checkbox"/> d) Management of health & safety risks <input type="checkbox"/> e) Control of documents & records	<b>3. Operational delivery</b> <input type="checkbox"/> a) SAR co-ordination <input type="checkbox"/> b) SAR response <input type="checkbox"/> c) Mission conduct <input type="checkbox"/> d) Operational systems <input type="checkbox"/> e) On scene co-ordination <input type="checkbox"/> f) Operational communications
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7. Other as relevant  
 a) Evidence (e.g. witness statements, photographs, video) that support the findings of the review, which help to accurately complete a review.  
 b) Items relating to items that have been identified and together, or with other items, or external events.

Please ensure that feedback has been provided to the team and also to internal/external assets.

This section is to be completed by a MDS, COAC or ADS Date acknowledged: \_\_\_\_\_  
 Name of first reviewer: \_\_\_\_\_ Date feedback given: \_\_\_\_\_  
 Action to be taken (including any praise or support): \_\_\_\_\_  
 Action taken within 30 working days of receipt: \_\_\_\_\_  
 Local recommendations to the on-site learning, national support, changes to processes/procedures or any other matter: \_\_\_\_\_

This section is to be completed by the Controller or Commander  
 Date of completion of local actions: \_\_\_\_\_ Date facts recorded: \_\_\_\_\_  
 Confirmation of action taken locally to verify the issues or give praise: \_\_\_\_\_

This section is to be completed by Standard SAR  
 Action to be taken by Standard SAR: \_\_\_\_\_

This section is to be completed by the Head of Function  
 Recommendations to OURG: \_\_\_\_\_  
 Other actions needed: \_\_\_\_\_

If applicable, this section is to be completed by Standard OURG review date: \_\_\_\_\_  
 OURG decision: \_\_\_\_\_  
 PMLR closed final summary: \_\_\_\_\_

Need to mention Qualifying Incidents as part of MC Part 6

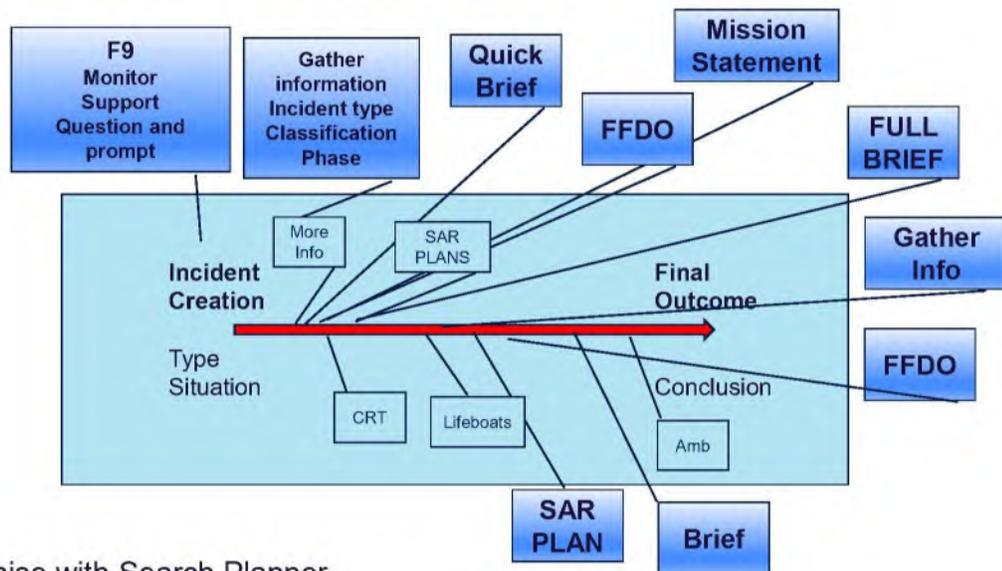
# Asset Tasking

## Request launch v Asset tasking

Request Launch to LOM	Asset tasking
We request the launch of your lifeboat to ...	Direct to the asset
Position – Range and bearing	Position - lat/long
General situation	What you want the asset to achieve
	Other assets
	ETA etc

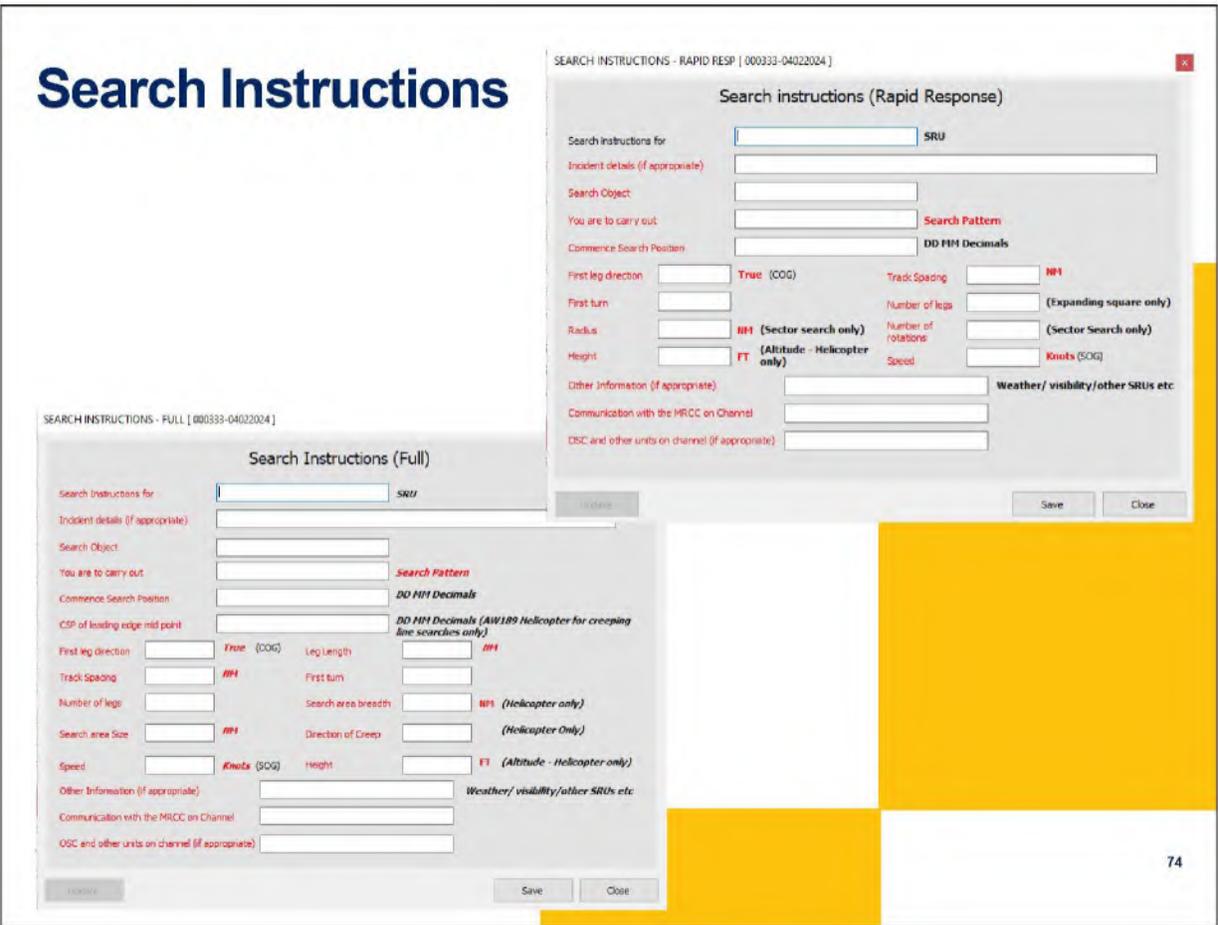


# The Ultimate Objective



- Liaise with Search Planner
- Discuss plan and variables
- Decide on final plan
- Ensure search instructions are passed before units arrive on scene

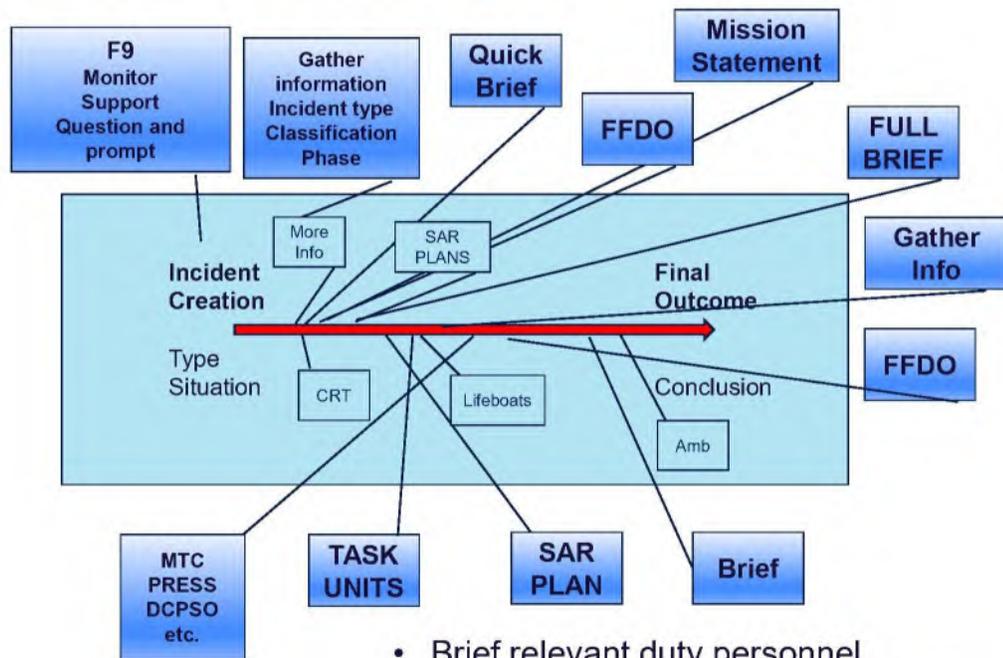




Transcribe the information from Themis to the forms.

Themis is set up to capture all the info needed for every asset – the forms needs to be completed to ensure the asset is being given the correct information.

# The Ultimate Objective



- Brief relevant duty personnel
- Use Mission Statement for brief



# The Rescue Dilemma

## Decision

To attempt rescue or not?  
The most appropriate unit/back up?



Likelihood of  
success

Risk to rescuer



# The most appropriate unit...



Safer Lives, Safer Ships, Cleaner Seas

40 Minutes

# OSC Role

- On Scene Co-ordinator
  - » Not to be confused with the On Scene Commander
- When two or more SAR facilities are working together on the same mission, one person may be assigned to co-ordinate the on-scene activities of all the participating units
- OSC may be the person in charge of an SRU, a ship or an aircraft participating in a search, or someone at another nearby facility

# ACO Role

- Aircraft Co-ordinator
- When multiple air assets are employed in a mission, the SMC should employ an ACO
- ACO should be a unit or facility that has the most appropriate mix of radios, radar and trained personnel
- ACO can be a fixed wing aircraft, helicopter, some ships, a fixed structure or an appropriate land unit

# On Scene Commander

- Typically a SCOO
- For protracted and multi-agency incidents
- Will liaise with other agencies
- Tactical Commander
- In keeping with conventions of other agencies

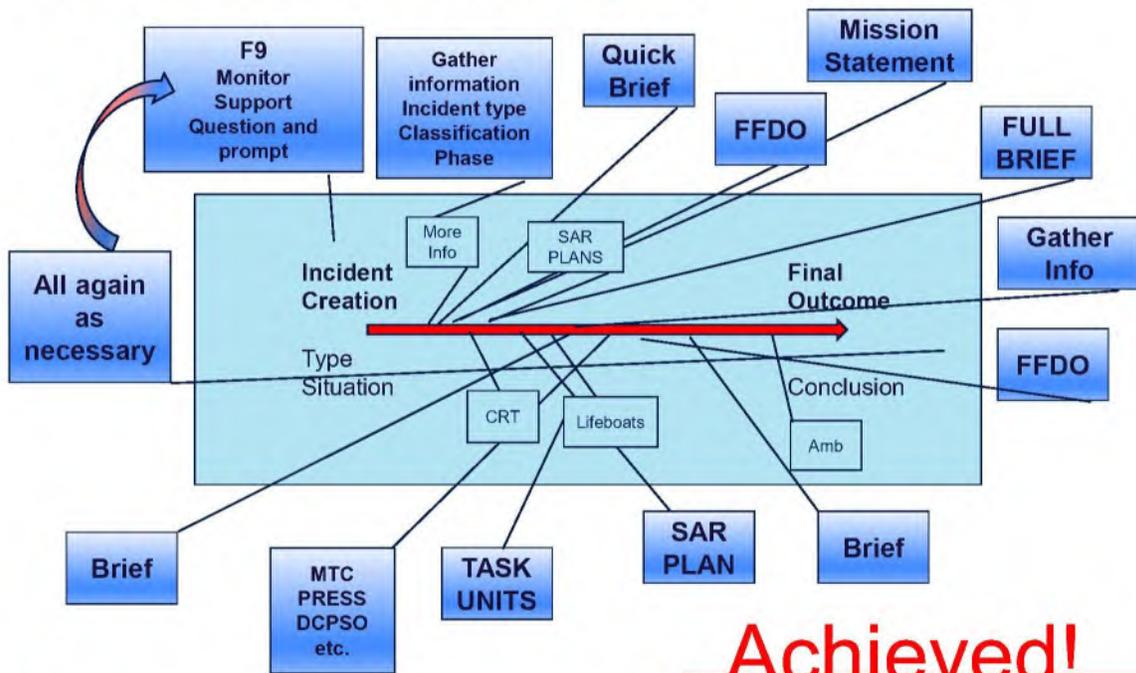
# OIC Role

- Officer in Charge
- SAR operations should not proceed unless there is a designated OIC or one on-route
- OIC will risk assess the situation, identify whether there are sufficient personnel with the relevant competencies available and advise the SMC whether they are able to proceed with the tasking

OmS Link:  
[http://oms.mcga.gov.uk/oms\\_operational\\_detail/cg\\_rescue\\_service.htm#oic](http://oms.mcga.gov.uk/oms_operational_detail/cg_rescue_service.htm#oic)

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# The Ultimate Objective



**Achieved!**



# Termination

# SAR Action Termination

“Search and Rescue Operations shall continue, when practicable, until all reasonable hope of rescuing survivors has passed”

The International Convention of Maritime Search and Rescue 1979

# SAR Action Review

- Duty Maritime Tactical Commander/DOD
- Active review of entire case
- Decisions & Planning
- Validity of input data & methodology
- Key leads and clues
- All areas searched
- Possibility of Detection
- Probability of Area
- Proper allowance for weather etc.

# Termination Criteria

No longer any probability survivors alive given -

Sea Temperature

Wind – air temp and chill factor

Sea Conditions

Personal characteristics & physique

LSA & detection aids

Availability and risks versus gains to the search units

# Termination Criteria

- Consultation with players, own team and service hierarchy
- Media – Duty Officer
- Next of kin given early warning - FLO
- Political implications\*

## and Afterwards?

- Be ready to reactivate the case
- Debrief all facility/unit commanders
- Prepare a PMLR
- Review the case – effective Vs efficient
- Capture lessons learned & promulgate
- Archive files
- Consider individuals – welfare & counselling

Ensure OmS is referenced - 15 Minutes

# Alerting On-Call Duty Personnel



Maritime &  
Coastguard  
Agency

## Alerting On-Call Duty Personnel

- Duty Maritime Tactical Commander
- DOD
- DCPSO
- SOSREP
- RoW
  
- Enforcement
- Surveyors
- Press <https://www.youtube.com/watch?v=woWUk4k1Gc>

Safer Lives, Safer Ships, Cleaner Seas

# The Human Element



Personal Data

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## Behavioural Failure

**There are basically six typical kinds of hazardous attitudes that are useful to analyse, these are:**

- Anti-authority: “Don’t tell me what to do!”
- Impulsiveness: “I must act now, there is no time.”
- Invulnerability: “It won’t happen to me.”
- Macho: “I’ll show you - I can do it!”
- Resignation: “What’s the use?”
- Malicious obedience – “I will do exactly as I am instructed”

# Highly Important

- DON'T OVER THINK
- TAKE TIME (5 SECOND RULE)
- THINK BEFORE YOU SPEAK
- DON'T ASSUME
- BE CLEAR (TYPE OF ILB/CRT/FRS)
- RV POINTS – WHERE – PRACTICAL?
- DON'T OVER THINK

# PROCESS

- QMP – IS IT NEEDED?
- QUICK BRIEF
- TASK – ASSIST
- INFORM COMMANDER - IF REQUIRED
- ADMIN – FFDO/MISSION STATEMENT
- FULL BRIEF
- SEARCH PLAN
- COMMANDER BRIEFING - SUPPORT