

~~Standard format for search and~~ rescue **situation reports** (SITREPs)



Short form - to pass urgent essential details when requesting assistance, or to provide the earliest notice of a casualty.



Situation reports (SITREPs) should be compiled as follows:



TRANSMISSION PRIORITY	(Distress/urgency, etc.)
FROM	(Originating RCC)
TO	
SAR SITREP (NUMBER)	(Serial number)
A. IDENTITY OF CASUALTY	(Name, call-sign, flag state)
B. POSITION	(latitude, longitude)
C. SITUATION	(Type of message, e.g., distress/urgency, date/time, nature of distress/urgency, e.g. fire, collision, medico)
D. NUMBER OF PERSONS AT RISK	-
E. ASSISTANCE REQUIRED	-
F. COORDINATING RCC	-



Full form - to pass amplifying or updating information during SAR operations the following additional sections should be used as required:



G. DESCRIPTION OF CASUALTY

(physical description, owner/charterer, cargo carried, passage from/to, life-saving appliances carried, etc.)

H. WEATHER ON-SCENE

(Wind, sea/swell state, air/sea temperature, visibility, cloud cover/ceiling, barometric pressure)





I. INITIAL ACTIONS TAKEN

(By casualty and RCC)

J. SEARCH AREA

(As planned by RCC)

**K. COORDINATING
INSTRUCTIONS**

**(OSC/CSS designated,
units participating,
communications, etc.)**

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L. FUTURE PLANS

**(Include time SAR
operations terminated)**

**M. ADDITIONAL
INFORMATION/CONCLUSI
ON**





SITREP notes:

1. Each SITREP concerning the same casualty should be **numbered sequentially**.
2. If help is required from the addressee, the first SITREP should be issued in short form if remaining information is not available.
3. When time permits, the full form may be used for the first SITREP to amplify it.





4. Further SITREPs should be issued as soon as other relevant information has been obtained. Information already passed should not need repetition.
5. During prolonged operations “no change” SITREPs, when appropriate, should be issued at intervals of about **three hours** to reassure the recipients that nothing has been missed.
6. When the incident has been concluded, a **final SITREP** should be issued as confirmation.



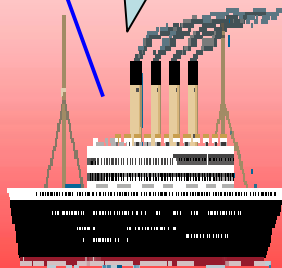


Regulation V/10 of the International Convention for the Safety Of Life At Sea 1974



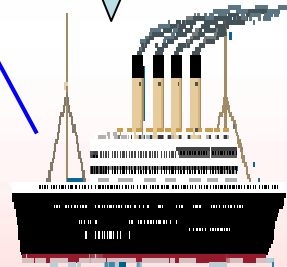
- a) The master of a ship at sea, on receiving a signal from any source that a ship or aircraft or survival craft thereof is in distress, is bound **to proceed with all speed to the assistance of the persons in distress** informing them if possible that he is doing so. If he is unable or, in the special circumstances of the case, considers it unreasonable or unnecessary to proceed to their assistance, he must **enter in the log-book the reason for failing to proceed to the assistance of the person in distress.**

We are on our way...





Reinforcements
please....

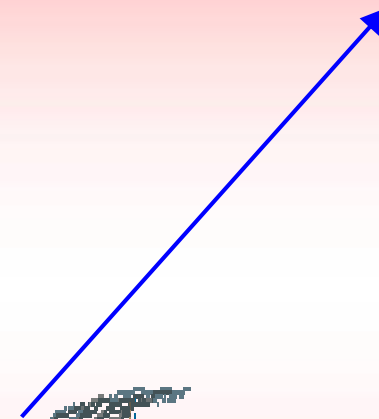
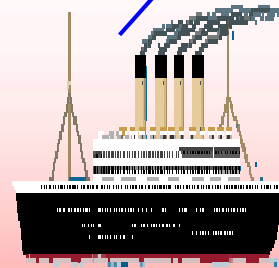


Ay! Ay! Sir! On
full speed



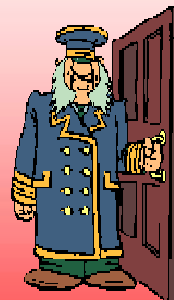
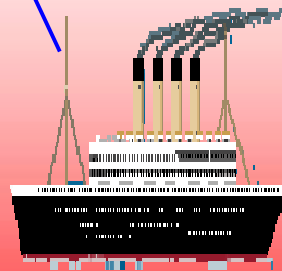
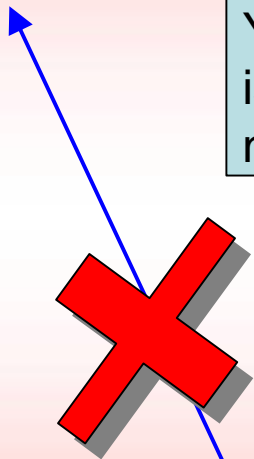
- b) The master of a ship in distress, after consultation, so far as may be possible, with the masters of the ships which answer his call for assistance, has the right to requisition such one or more of those ships as he considers best able to render assistance, and it shall be the duty of the master or masters of the ship or ships requisitioned to comply with the requisition by continuing to proceed with all speed to the assistance of persons in distress.

c) The master or a ship shall be released from the obligation imposed by paragraph (a) of this regulation when he learns that one or more ships other than his own have been requisitioned and are complying with the requisition.





Your assistance is no longer needed..



- d) The master of a ship shall be released from the obligation imposed by paragraph (a) of this regulation, and if his ship has been requisitioned, from the obligation imposed by paragraph (b) of this regulation, if he is informed by the persons in distress or by the master of another ship which has reached such persons that assistance is no longer necessary.

