



Ninth Coast Guard District

STANDARDIZED AUXILIARY BOAT OPERATIONS TRAINING (SABOT)



Job Aid

**FOR AUXILIARY BOAT CREWS, TRAINERS, MENTORS AND
QUALIFICATION EXAMINERS**

**Rear Admiral Michael N. Parks
Commander, Ninth Coast Guard District**

Greetings Shipmates! The Job Aid you are now reading is part of an exciting new Auxiliary Pilot Program called Standardized Auxiliary Boat Operations Training (SABOT). This Job Aid was developed in the Auxiliary 9th Eastern Region and is now being rolled out D9-wide for a three year test period. I believe it is a great addition to the Auxiliary's training tool box!



As a career mariner, I know that the work you do in the maritime environment can be dangerous. Even the most common underway operations and tasks come with a certain level of risk. By providing tools such as this Job Aid, which standardizes the training process and provides a step-by-step guide for various Auxiliary boat evolutions, we can help mitigate some of that risk and create a safer mission environment in which our Auxiliarists can work.

Although the use of this Job Aid is optional, I strongly encourage everyone involved in Auxiliary small boat operations and training to give it a thorough read and employ its use before drawing any hard and fast conclusions about SABOT. Your Director of Auxiliary and I are very interested in your feedback. While this Job Aid is intended to enhance an Auxiliary member's professional development, its value as part of the overall training curriculum is only as good as the content within. So please, do not hesitate to offer your thoughts and suggestions through your chain of leadership. We want to hear from you!

You are truly the volunteer Guardians of the Great Lakes! The Coast Guard could not effectively accomplish all of its missions without the selfless dedication of the men and women of the U.S. Coast Guard Auxiliary. I am committed to supporting you so you can continue supporting us. It's our responsibility as Coast Guard leaders to ensure you are given every tool available to properly train you, prepare you and keep you safe as long as you wear the Coast Guard Auxiliary uniform. I am convinced SABOT will help you remain Semper Paratus!

Thank you for your service, Shipmates!

A handwritten signature in blue ink that reads "M. N. Parks". The signature is stylized and includes a long horizontal line extending to the right.

**M. N. Parks
Rear Admiral, U.S. Coast Guard**

Ninth Coast Guard District Mission Ethos

The Coast Guard's service to the public is a serious responsibility. Personnel at every level must approach their duties with swiftness, vigor, passion and bottom-line accountability to the maritime communities that reside and operate within the inland seas that are the Great Lakes.

We are entrusted with missions and authorities that impact citizens directly and personally, often with life or death consequences. We owe every potential subject and next-of-kin, every member of the maritime community, the Great Lakes region, and indeed nation, our best effort: from communications watch to aircraft, boat and cutter crews, to command center controllers, marine safety inspectors, pollution investigators, command cadre and support personnel -- our actions make the difference. Every Coast Guard family member owns a piece of mission success.

Ninth Coast Guard District personnel should treat every potential victim as one of our own family members and every potential safety and security threat as serious. Let genuine care and compassion for our citizens and shipmates guide us in every aspect of mission execution. Exercise operational curiosity and initiative. If it's happening on the water in the Great Lakes, we should 'own' some part of it within the scope of our authorities. Prepare, prevent, and respond accordingly.

Demanding operating tempo and missions viewed as 'routine' may tempt us to go through the motions or take shortcuts – but that philosophy is unacceptable. A true Coast Guard professional prosecutes every case, every sortie, every boarding, every inspection, and every mission activity with zeal until the subject is located and rescued, threat is fully investigated, compliance is assured, risk is mitigated, or all reasonable doubt is eliminated.

We revere and dedicate ourselves to an unflinching preparedness to prevent and respond. Take good care of our shipmates by continually managing operational risk. And when in doubt: respond earlier rather than later; do more rather than less; search longer rather than shorter.

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

General:

This Job Aid is designed to enhance overall Auxiliary operational proficiency by providing Auxiliary boat crews, boat crew mentors and qualification examiners (QE) an easy to follow step-by-step guide for the execution of all tasks contained in the Coxswain - Currency Maintenance Check Ride, Enclosure (2), of the Auxiliary Boat Crew Training Manual (ABCTM), COMDTINST M16794.51(series). The Job Aid does not change or take the place of Enclosures (1) or (2) of the ABCTM. Rather, it is to be used to supplement the check sheet and to provide a comprehensive assessment of the tasks being undertaken during training or during a check ride. The Job Aid provides an area for evaluation (SAT/UNSAT) and remarks for each task. The Job Aid should be used by operational members to assist them with training and for evaluating trainee performance. It should also assist boat crew members with understanding the standards required for each task.

CGD9- Auxiliary boat crews are strongly encouraged to incorporate the SABOT Job Aid as part of their overall training program and to adopt it as a mission execution standard. It is also recommended that boat crews use the Job Aid in conjunction with the CGD9 SABOT Curriculum Outline when preparing for and executing “ready for operations” drill/exercises at the beginning of and during each, boating season.

Please note: the Job Aid is to be used for training and for evaluating check ride performance only. It is not to be submitted to DIRAUX as part of the crewmember or coxswain certification/currency maintenance package.

Purpose:

- * Emphasizes readiness and standardization as an ongoing process.
- * Regular use of these standardized procedures should strengthen the Order Issuing Authority’s confidence in the Auxiliary’s ability to execute Surface Operations missions and enhance active duty and Auxiliary interoperability.
- * Improve boat crew safety and proficiency through the use of standardized procedures.
- * Provide a uniform method of measuring unit readiness and compliance with program standards.

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

References:

- (a) Boat Crew Seamanship Manual, COMDTINST M16114.5 (series)
- (b) Auxiliary Boat Crew Training Manual, COMDTINST M16794.51 (series)
- (c) Auxiliary Boat Crew Qualification Guide, Volume I: Crewmember, COMDTINST M16794.52 (series)
- (d) Auxiliary Boat Crew Qualification Guide, Volume II: Coxswain, COMDTINST M16794.53 (series)
- (e) USCG Addendum (CGADD) to the National Search and Rescue Supplement (NSS), COMDTINST M16130.2 (series)
- (f) Navigation Rules, International-Inland, COMDTINST M16672.2 (series)
- (g) Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series)

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

TABLE of CONTENTS

<u>Section</u>	<u>Terminal Performance Criteria</u>
A	Complete a Pre-Underway Check-Off For the Facility & Crew
B	Boat Handling
C	Man Overboard (MOB) Person in the Water (PIW) Recovery
D	Anchoring
E	Day/Night Navigation and piloting
F	Locking Procedures
G	Search Patterns
H	Towing and Alongside Towing
I	Marlinspike Seamanship and Line handling.
J	Required form completion.

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

SECTION A – Complete a Pre-Underway Check-Off for the Facility & Crew

Terminal Performance Objective

Conduct a pre-underway check of the facility and crew to confirm that all are within stated operational parameters to perform the assigned mission.

Conditions

Given an Auxiliary Operational Facility and certified Auxiliary crew.

Standards

Prepare an Auxiliary operational facility and crew for a surface patrol mission. Verify that all required equipment is on board and in working order and that the crew is familiar with the equipment, its location, and how to operate all systems in accordance with references (c), (d) & (g).

No.	Enabling Objective	SAT	UNSAT	Remarks
1.	Verify that orders have been obtained and are onboard			
2.	Auxiliary patrol signs are displayed along with the US and Auxiliary Patrol ensigns			
3.	Crew is briefed and familiar with the mission			
4.	Conducted a TCT review and did a risk management assessment (establish GAR score). Assessed all crew members physical capabilities to perform mission and discussed the following: a. Wearing of jewelry. b. Communications c. Job assignments and mission responsibilities			
5.	Verified that charts for operating area are on board and current			
6.	Verified that required navigation tools and publications are on board			
7.	Checked on the location and operating condition of all required equipment			
8.	Briefed crew on method of operating all equipment			
9.	Briefed crew on the operation of the vessel.			
10.	All are wearing required PPE properly			
11.	All are familiar with the operation of the required PPE			

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

SECTION B – Boat Handling

Terminal Performance Objective Efficiently and safely handle the facility and communicate effectively with the crew while getting underway.

Conditions Given an Auxiliary operational facility and certified Auxiliary crew.

Standard The coxswain must operate the vessel while getting an Auxiliary operational facility underway. The coxswain is to direct the crew in preparing the vessel for sea in accordance with references (a), (c) & (d)

No.	Enabling Objective	SAT	UNSAT	Remarks
1.	The coxswain instructed all crew members on their duties for getting underway			
2.	The coxswain must communicate effectively with the crew while getting underway			
3.	Engines if so equipped, run the bilge blower prior to starting engines and sniff to detect the presence of any fumes are given proper time to warm up.			
4.	Proper sound signals are given when leaving dock			
5.	Coxswain has control of vessel at all times while maneuvering away from the dock. There is no excessive banging or rubbing on the dock. Spring line was utilized, if necessary			
6.	Coxswain posted lookouts			
7.	Coxswain directed crew to secure the vessel for sea and to proceed with the mission.			
8.	The coxswain and crew communicated effectively while getting underway.			
9.	Commands are given clearly and properly. Proper responses are made to these commands.			
10.	Coxswain was aware of each crewmember's location at all times.			
11.	The coxswain provided appropriate and timely guidance throughout the evolution.			
12.	Coxswain and crew did not jeopardize their personal safety or that of the vessel.			

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

SECTION B – Boat Handling (cont'd)

13.	Coxswain communicated the proper underway message to the controlling unit.			
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Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

SECTION C – Man Overboard (MOB) Person in the Water (PIW) Recovery

Terminal Performance Objective Respond to a “Man Overboard” drill and safely recover a simulated PIW.

Conditions Given an Auxiliary operational facility and certified Auxiliary crew to simulate a crew member falling overboard while underway.

Standard The coxswain must operate the vessel and take appropriate action to recover the PIW. The PIW will be a life ring, life-like dummy, or other floating object. PIW recovered in less than 3 minutes and in accordance with references (a), (c) & (d).

NO.	Enabling Objective	SAT	UNSAT	Remarks
1.	Crew notifies coxswain of “Man-Overboard.”			
2.	Coxswain assigns and positions pointer/lookout watch			
3.	Coxswain and crew discuss life ring and strobe deployment (if between sunset and sunrise)			
4.	Give proper sound signal			
5.	Coxswain establishes an electronic position with the GPS if the facility is so equipped			
6.	Use spot light or deck lights if between sunset and sunrise			
7.	Brief crew on pickup procedure			
8.	Determine general set and drift for approach based on prevailing weather			
9.	Execute approach to PIW			
10.	Execute direct pick-up of PIW			
11.	Recover MOB within 3 minutes			
12.	Coxswain and crew demonstrate appropriate first aid			
13.	Coxswain notifies unit			
14.	Coxswain briefed crew of specific job and mission responsibilities			
15.	Coxswain and crew communicated effectively and assertively during the evolution			

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

**SECTION C – Man Overboard (MOB) Person in the Water (PIW) Recovery
(cont'd)**

16.	Coxswain and crew assisted each other, as needed			
17.	Coxswain and crew were always aware of each other's location throughout the evolution.			
18.	Coxswain provided appropriate and timely guidance throughout the evolution			
19.	Coxswain and crew wore safety and survival equipment properly.			
20.	Did not jeopardize safety of crew and/or vessel.			
21.	Coxswain kept unit informed during the evolution.			

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

SECTION D – Anchoring

Terminal Performance Objective

Coxswain and crew demonstrate proficiency and safety while anchoring and weighing anchor on an Auxiliary operational facility.

Conditions

Given an Auxiliary operational facility and certified Auxiliary crew; anchoring the facility, verifying that the anchor is holding and weighing anchor.

Standard

The coxswain must operate the vessel, select the anchorage area and direct the crew while anchoring the facility, verify that the anchor is holding and direct the crew in weighing anchor in accordance with references (a), (c) & (d)

NO.	Enabling Objectives	SAT	UNSAT	Remarks
1.	Coxswain selects proper anchorage area.			
2.	Brief the crew on the evolution.			
3.	Assign jobs to crew			
4.	State the forces of wind and current acting on the vessel and determine depth of water			
5.	Prepare ground tackle for use. Anchor line should be faked out and ready for use			
6.	Verify that the anchor line, chain, shackle, and anchor are connected and safety wired/tied. Required amount of anchor line should be faked out on deck ready so as not to foul while deploying. Coxswain should determine proper scope (5:1 to 7:1)			
7.	If possible two crew members should be positioned on the bow for anchoring.			
8.	Standing end of anchor line is secured to the vessel.			
9.	Coxswain brings the vessel into the current or wind, slows the vessel and station keeps.			
10.	Coxswain directs the crew to lower the anchor from the bow hand over hand and pay out enough line to properly hold the vessel. Line is secured on a cleat.			
11.	Coxswain sets anchor by backing			
12.	Coxswain sets an anchor watch.			
13.	Coxswain and/or crew take periodic bearings and ranges to verify that anchor is holding.			

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

SECTION D – Anchoring (cont'd)

NO.	Enabling Objectives	SAT	UNSAT	Remarks
14.	Coxswain briefs crew on evolution to weigh anchor.			
15.	Coxswain assigns jobs to crew.			
16.	Coxswain slowly moves vessel forward as crew bring in anchor line. When line is vertical, anchor is lifted off bottom and brought in as coxswain holds position			
17.	Crew informs coxswain when anchor is free of bottom			
18.	Crew cleans anchor before storing aboard			
19.	Crew secures ground tackle. (Lines may have to be dried before permanently storing)			
20.	Coxswain maintains bare steerage speed until crew returns to the cockpit			
21.	Coxswain de-briefs crew on evolution			
22.	Coxswain and crew communicated effectively and assertively during evolution			
23.	Coxswain and crew assisted each other as needed			
24.	Coxswain provided timely and appropriate guidance throughout the evolution			
25.	Crew was aware of each other's location at all times			
26.	Coxswain and crew did not jeopardize their safety or that of the vessel			
27.	Coxswain kept the unit informed during the evolution			
28.	If this was a night exercise the proper lighting configuration was displayed while at anchor.			

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

SECTION E – Day/Night Navigation and Piloting

Terminal Performance Objective

Pilot an Auxiliary operational facility to a given position(s).

Conditions

Given an Auxiliary operational facility and certified Auxiliary crew, operating within prescribed parameters, GPS and radar (if equipped), corrected charts of the operating area and required navigation tools on board.

Standard

Departure made within 30 minutes of notification that the exercise has commenced. Courses accurately plotted to turn points and given position(s) within **3 degrees**. Arrive at position within **5 minutes** of ETA, with arrival accurate to within **100 yards (.05NM)** with at least one turn included in this exercise and in accordance with procedures set forth in references (a), (b), (c), (d) & (f).

NO.	Enabling Objectives	SAT	UNSAT	Remarks
1.	Plot course and destination accurately using a correct chart for the area (appropriate scaled chart should be used). At least 1 turns should be included in this exercise			
2.	Factor variation and deviation in course			
3.	Calculate and label all DR times and ETA			
4.	State depth at destination			
5.	State distance to destination from shore and from entrance			
6.	State weather and tidal conditions, as applicable.			
7.	State sea and bar conditions, as applicable			
8.	State direction and velocity of wind and current			
9.	Windows open, if necessary			
10.	Energize navigation lights and ensure night vision is not compromised, if a night navigation mission			
11.	Make departure within 30 minutes of notification that exercise has commenced			
12.	Enter a minimum of 3 waypoints into GPS (if vessel is so equipped).			
13.	Coxswain utilized sound signal as required			
14.	Conduct own vessel in accordance with Rules of the Road			
15.	Identify and utilize Aids to Navigation			

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

SECTION E – Day/Night Navigation and Piloting (cont’d)

16.	Consider and compensate for effects of set and drift			
17.	Provide course and speed guidance to helm.			
18.	State speed over ground			
19.	Use radar (if so equipped) to supplement DR:			
	a. Tune radar			
	b. Check accuracy of course			
	c. Adjust DR course accordingly			
	d. Use ranges and bearings			
	e. Display waypoint information on radar screen			
	f. Optimum use of radar functions/capabilities.			
20.	Use depth finder to verify depth			
21.	Use GPS (if equipped):			
	a. Use course to steer/XTE to maintain track line within .1 NM			
	b. Utilize SOG/ETA function			
	c. Enter final destination waypoint			
22.	DR navigation (coxswain demonstrates application of time/distance/speed relationship)			
23.	Accuracy of position within 100 yards (.05NM)			
24.	Arrive O/S within 5 minutes of ETA			
25.	Coxswain briefed crew on specific job and mission responsibilities			
26.	Crew communicated effectively and assertively during evolution			
27.	Coxswain and crew assisted each other as needed			
28.	Coxswain and crew were always aware of other’s location			
29.	Coxswain provided appropriate and timely guidance throughout the evolution			
30.	Personal Protective Equipment (PEP) worn properly			
31.	Coxswain did not jeopardize safety of crew or vessel			
32.	Coxswain kept controlling unit informed during evolution			

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

SECTION F – River Sailing and Passing Through a Lock (where applicable)

Terminal Performance Objective Demonstrate ability to properly and safely pass through a lock.

Conditions Given an Auxiliary operational facility and a certified crew.

Standard The Coxswain shall brief and supervise the crew while preparing for and during a safe passage of a lock. If a lock is not available in the area the coxswain shall describe the procedure in detail including the brief in accordance with references (a), (c) & (d).

No.	Enabling Objectives	SAT	UNSAT	Remarks
1.	Coxswain shall brief the crew on the locking evolution			
2.	Coxswain shall assign jobs to the crew including preparation of the facility for locking			
3.	Facility was properly fendered and boat hook was kept ready fore and aft			
4.	Lock was contacted on proper channel and arrangements were made for locking			
5.	Proper sound signals were used			
6.	Do not approach closer than 400 feet of lock until the lockmaster signals to enter			
7.	Rules of the Road were observed			
8.	PFDs were properly worn during locking			
9.	Proper lines were used holding facility to the lock wall			
10.	No line was made fast to the vessel while locking			
11.	Engines were shut down while locking			
12.	Lookouts maintained watch for debris while entering and leaving the lock chamber			
13.	Proper and safe speeds were used while entering and leaving the lock chamber			
14.	Coxswain followed directions of the Lock Master			
15.	Departed lock in the same order as entering the lock with other boats			
16.	Coxswain debriefed crew on locking evolution.			

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

**SECTION F – River Sailing and Passing Through a Lock (where applicable)
(cont'd)**

No.	Enabling Objectives	SAT	UNSAT	Remarks
17.	Coxswain and crew communicated effectively during the evolution			
18.	Coxswain and crew assisted each other as needed			
19.	Coxswain and crew were aware of each others location at all times			
20.	Coxswain provided timely and appropriate guidance throughout the evolution			
21.	Coxswain did not jeopardize the safety of the crew or vessel			
22.	Coxswain kept the unit informed during the evolution			

SECTION G – Search Patterns

Terminal Performance Objective	Plot and execute search patterns.
Conditions	Given an Auxiliary operational facility with corrected charts of the operating area, a certified Auxiliary crew operating within prescribed parameters. The Coxswain will be given a SAR scenario with Search pattern summary sheet, or equivalent, listing CSP and turn points (See page G-3 of COMDTINST M16130.2D)
Standard	The Auxiliary facility shall be underway within 30 minutes of being given search pattern and CSP. A minimum of 2 turn points en route the CSP must be accurately plotted within 100 yards and courses accurate within 3 degrees. Start at CSP within 100 yards of plotted position. Boat shall complete search pattern within 5 minutes of ETA, and complete all turns within 50 yards of plotted position, in accordance with procedures as set forth in references (a), (c), (d), (e) & (f)

PRECISION Search Patterns:

Creeping Line Search Pattern, Single Unit (CS)

Standard:	The CS pattern will be run for a minimum of 3 legs (recommend at least 5 legs), all turns must be 90 degrees, within 50 yards of turn points, and the search should be completed within 5 minutes of the ETA.
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Parallel Search Pattern, Single Unit (PS)

Standard:	The PS pattern will be run for a minimum of 3 legs (recommend at least 5 legs), all turns must be 90 degrees, within 50 yards of turn points, and the search should be completed within 5 minutes of the ETA.
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Track Line, Single Unit Non-Return (TSN)

Standard:	The TSN pattern will be run in its entirety, all turns made within 50 yards of the turn points, and the search should be completed within 5 minutes of the ETA.
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Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

SECTION G – Search Patterns (cont’d)

Track Line Single Unit Return

Standard: The TSR pattern will be run in its entirety, all turns must be made within 50 yards of the turn points, and the search should be completed within 5 minutes of the ETA.

Note: The following tasks apply to all PRECISION search patterns.

PRECISION Search Pattern Tasks:

NO.	Enabling Objectives	SAT	UNSAT	Remarks
1.	Coxswain chose most appropriate scaled chart that covers the intended search area			
2.	Coxswain plotted courses (magnetic), CSP and turns accurately within 3 degrees			
3.	Coxswain calculated and stated DR times and total time to run			
4.	Coxswain briefed crew on initial SAR check sheet items			
5.	Coxswain passed search plans to communications watch at unit			
6.	Auxiliary facility underway in 30 minutes of notification			
7.	Coxswain advised station of O/S WX and start time of pattern			
8.	Start pattern at designated CSP within 100 yards			
9.	Utilized sound signals in accordance with Rules of the Road			
10.	Conduct own vessel in accordance with the Rules of the Road			
11.	Identify and utilize aids to navigation			
12.	Use illumination if a night search. Do not compromise night vision			
13.	Provide course guidance to helm			
14.	State speed over ground			
15.	Complete turns within 50 yards of their plotted positions			

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

PRECISION Search Pattern Tasks (cont'd)

No.	Enabling Objective	SAT	UNSAT	Remarks
16.	Use GPS (if equipped) as follows			
	a. Course to steer			
	b. Use SOG function			
	c. Use ETA function			
	d. Enter all turns into GPS as waypoints			
	e. Use XTE function to maintain track line within .1NM			
17.	Adjust course and speed as necessary to stay on pattern track line			
18.	Use depth finder to verify depth			
19.	Crew Teamwork and Coordination:			
	a. Coxswain briefed crew of specific job and mission responsibilities.			
	b. Coxswain and crew communicate effectively and assertively during evolution.			
	c. Coxswain and crew assist each other, as necessary			
	d. Coxswain and crew always aware of other's location			
	e. Coxswain provided timely and appropriate guidance throughout evolution			
	f. Personal Protective Equipment (PPE) worn properly			
	g. Did not jeopardize safety of crew or vessel			
	h. Coxswain kept station/unit informed during evolution			

SECTION G – Search Patterns (cont’d)

DRIFTING Search Patterns:

Sector Search Pattern, Single Unit (VS)

Standard: The VS pattern will be run in its entirety with track spacing between 200 and 500 yards. The first leg shall be in the direction of the drift with all turns made 120 degrees to the right, within 15 seconds of their DR time. On the third, sixth, and ninth legs, steer toward the datum marker. The third, sixth, and ninth legs shall end at the datum marker regardless of time run, the fourth and seventh legs are run as individual legs.

Expanding Square Search Pattern, Single Unit (SS)

Standard: The SS pattern will be run for a minimum of 3 legs (recommend a minimum of 5 legs) with a track spacing of 500 yards. The first leg will be in the direction of the drift with all turns 90 degrees to the right, within 15 seconds of their DR time.

Note: The following tasks apply to all DRIFTING search patterns.

DRIFTING Search Pattern Tasks:

NO.	Enabling Objectives	SAT	UNSAT	Remarks
1.	Establish location accurately (electronically, if quipped) and determine safe area			
2.	Calculate all courses (compass) and turns accurately within 3 degrees			
3.	Calculate and state DR times and total time to run			
4.	Brief crew on initial SAR check sheet items.			
5.	Coxswain pass search plans to communications watch			
6.	Advise station/unit of O/S WX and start time of pattern			
7.	Crewmember drops datum marker overboard at CSP (VS only)			
8.	Coxswain determines direction of drift accurate to within 45 degrees			
9.	Coxswain starts pattern within 100 yards of CSP			
10.	Start pattern within 5 minutes of arrival at CSP			

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

DRIFTING Search Pattern Tasks (cont'd)

NO.	Enabling Objectives	SAT	UNSAT	Remarks
11.	First leg in direction of drift (000 degrees C if drift cannot be determined)			
12.	Third, sixth, and ninth legs end at datum marker (VS only)			
13.	Utilize sound signals, in accordance with the Navigation Rules International – Inland, COMDTINST M16672.2D			
14.	Conduct own vessel, in accordance with the Navigation Rules International – Inland, COMDTINST M16672.2D			
15.	Identify and utilize Aids to Navigation			
16.	Coxswain provides course guidance to helm.			
17.	State speed over ground			
18.	Complete turns within 15 seconds of their stated DR times			
19.	Use GPS (if equipped) as follows:			
	a. Use save feature to record position of datum marker. (Initial CSP) (VS only).			
	b. Use SOG function to verify initial speed.			
20.	Base course and speed on engine RPMs and compass course, do not adjust to counter set and drift			
21.	Use depth finder to verify depth			
22.	Pass final position of datum marker to SMC (to determine set and drift of datum)			
23.	Crew Teamwork and Coordination:			
	a. Coxswain briefed crew of specific job and mission responsibilities			
	b. Coxswain and crew communicate effectively and assertively during evolution			
	c. Coxswain and crew assisted each other as needed			
	d. Coxswain and crew were always aware of each other's location			
	e. Personal Protective Equipment (PPE) worn properly			
	f. Do not jeopardize safety of crew or vessel.			
	g. Coxswain kept unit informed during evolution			

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

SECTION H – Towing and Alongside Towing

Terminal Performance Objective

Take a vessel in stern tow, transit to safe harbor, shift to an alongside tow and moor.

Conditions

Given an Auxiliary operational facility with required towing equipment, a certified Auxiliary crew operating within prescribed parameters and a scenario of a disabled vessel; and using the appropriate approach (usually crossing the “T” with bow or stern square into the predominate force). The crew will place a vessel in stern tow. When in protected and calm waters the vessel will be shifted to an alongside tow and both vessels will be moored.

Standard

Tasks shall be performed in accordance with procedures set forth in references (a), (c), (d) & (f)

NO.	Enabling Objective	SAT	UNSAT	Remarks
1.	Establish communications between the disabled vessel and the response unit.			
2.	Determine condition of disabled vessel and its crew. Perform an “On-Scene assessment.			
3.	Brief crew of response unit on procedures			
	a. Equipment to be passed (as required)			
	b. Assign tasks and positions			
	c. Make approach (bow or stern square to the predominant force)			
	d. Pass towline (consider bridle).			
	e. No turns on the tow bitt or cleat until towline is secured on the disabled vessel and all crew on the disabled are clear.			
	f. Discuss emergency break-away procedures (including having a sharp knife or an ax readily available).			
4.	Brief disabled vessel’s master on emergency procedures.			
	a. Equipment to be passed and its use.			
	b. Brief on towing procedures.			
	c. Establish emergency communications.			

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

SECTION H – Towing and Alongside Towing (cont'd)

NO.	Enabling Objective	SAT	UNSAT	Remarks
5.	Pass towline and equipment:			
	a. Pass equipment as required (pump, drogue, bridle, radio, etc.).			
	b. Make approach into or with the predominant force (wind or current).			
	c. Coxswain to station-keep in optimum position.			
	d. Pass towline.			
	e. Pay out lines and tend away from screw.			
	f. Place a working turn on tow bitt/cleat after towline is secured on disabled and its crew is clear.			
	g. Set initial course.			
	h. Adjust and secure towline on response unit (Make up tow bitt/cleat).			
	i. Set and maintain tow watch.			
	j. Change sound signals, if required.			
	k. Install chaffing gear, if needed.			
	l. Maintain safe speed.			
	m. Regularly check status of disabled vessel.			
6.	Transfer disabled to an alongside tow:			
	a. Only done in calm and protected waters.			
	b. Brief crew on procedures.			
	c. Brief crew of disabled vessel on procedures.			
	d. Prepare deck for an alongside tow (rigged fenders and alongside lines ready).			
	e. Break stern tow (tow line may be used as #1 side line).			
	f. Consider set and drift of both vessels before making approach.			
	g. Make approach (properly execute drop tow approach or back down approach).			
	h. Pass alongside tow lines to disabled vessel.			
	i. Adjust alongside lines and establish control of disabled vessel.			
	j. Maneuver disabled vessel (Only to be done in calm and protected waters).			
	k. Discuss mooring instructions with disabled vessel.			
	l. Brief and post pointer in effective location.			
	m. Moor vessels while in an alongside tow.			

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

SECTION H – Towing and Alongside Towing (cont'd)

NO.	Enabling Objective	SAT	UNSAT	Remarks
7.	Crew teamwork and coordination:			
	a. Coxswain briefed crew of specific jobs and mission responsibilities.			
	b. Crew communicated effectively and assertively during the evolution.			
	c. Crew assisted each other as needed.			
	d. Crew always aware of each other's location.			
	e. Coxswain provided timely and appropriate guidance throughout evolution.			
	f. Personal Protective Equipment (PPE) worn properly.			
	g. Did not jeopardize safety of crew and vessels.			
	h. Coxswain kept station/controlling unit informed during evolution.			
	i. Gathered pertinent information to complete reports.			

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

SECTION I - Marlinspike Seamanship and line handling

Terminal Performance Objective Demonstrate proficiency in line handling and knot tying.

Conditions Coxswain and crew shall demonstrate ability to quickly and efficiently tie four basic knots/hitches and ability to handle lines safely and efficiently.

Standard All knots and hitches are to be tied without prompting and little or no hesitation. Lines are to be stored efficiently and ready for easy use in accordance with reference (a), (c) & (d).

NO.	Enabling Objective	SAT	UNSAT	Remarks
1.	Tie a Bowline.			
2.	Tie a Clove hitch.			
3.	Tie a Double Sheet Bend/Becket Bend.			
4.	Make a round turn with a Half Hitch.			
5.	Coil lines ready for easy use.			
6.	Make a line for easy deployment without snagging.			

Standardized Auxiliary Boat Operations Training (SABOT) Job Aid

SECTION J – Required Form Completion

Terminal Performance Objective Properly complete all required forms

Conditions Given appropriate documentation.

Standard In accordance with reference (c) & (g).

NO.	Enabling Objective	SAT	UNSAT	Remarks
1.	Demonstrate ability to complete the Patrol Order form (CG-5132) for the mission just completed.			
2.	Demonstrate ability to complete the CG Auxiliary SAR Summary (CG-4612) with all required information. (Use information that would be gathered from the search and tow exercises)			
3.	Complete the Auxiliary Mission Hour Report form.			
4.	Complete a GAR score worksheet for each evolution completed.			

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