



Coast Guard Search & Rescue (SAR)

Harvest Moon Regatta Safety Day
Lakewood Yacht Club

SEPTEMBER 26, 2026

Glenn Colaco, District Captain (Elect) - Central
Coast Guard Auxiliary - Sector Houston-Galveston

gcolaco@cgaux-div6.org

Agenda

- Background
- Safety Equipment
- Coast Guard Search & Rescue Deep Dive
 - SAR Process
 - Contact Information
- Survival Techniques

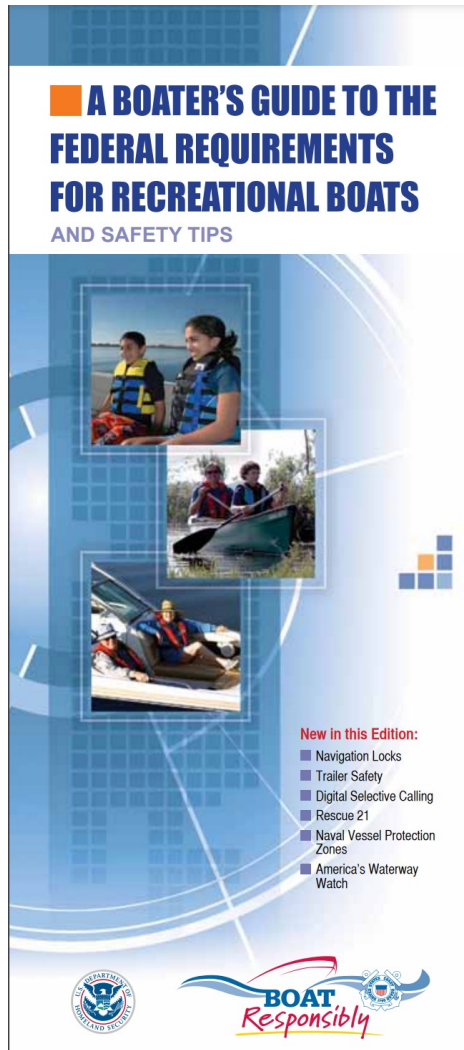


Background



- ~17 years in Coast Guard Auxiliary
- Very involved in Recreational Boating Safety in the area
- Boat Crew and certified Watchstander in the Sector Houston-Galveston Command Center
 - Coast Guard National Search & Rescue School (Yorktown, VA)
 - SAR Planner
- Harvest Moon Regatta
 - Participated in HMR Safety Days for several years
 - Sailed HMR in 2025 and sailing again 2026

Required Safety Equipment



QUICK REFERENCE CHART						
Equipment	Requirement	Vessel Length (in feet)				Page
		<16	16-26	26-40	40-65	
Certificate of Number (State Registration)	All undocumented vessels equipped with propulsion machinery must be state registered. Certificate of Number must be on board when the vessel is in use. Note that some states require all vessels to be registered.	X	X	X	X	5
State Numbering	(a) Plain block letters/numbers, not less than 3 inches in height, must be affixed on each side of the forward half of the vessel, in a contrasting color to the background, and read from left to right. (b) State validation sticker(s) must be affixed within 6 inches of the registration number. Note: check with your local boating agency for specific state requirements.	X	X	X	X	5
Certificate of Documentation	Applies only to "Documented" vessels: (a) Original and current certificate must be on board. (b) Vessel name/hailing port must be marked on exterior part of hull in letters not less than 4 inches in height. (c) Official Number must be permanently affixed on interior structure in numbers not less than 3 inches in height.		X	X	X	6
Life Jackets	(a) One Type I, II, III, or V wearable life jacket for each person on board. Must be U.S. Coast Guard-approved. (b) In addition, must carry one Type IV throwable device.	X	X X	X X	X X	9
Visual Distress Signals (VDS)	(a) One electric distress light, or three combination day/night red flares. Note: only required to be carried on board when the vessel is operating between sunset and sunrise. (b) Three combination day/night red flares – hand-held, meteor, or parachute-type, or one orange distress flag, or one electric distress light, or three hand-held or floating orange smoke signals and one electric distress light.	X X	 X	 X	 X	17
Fire Extinguishers	(a) One B-I (when enclosed compartment). (b) One B-II or two B-I. Note: fixed system equals one B-I. (c) One B-II and one B-I, or three B-I. Note: fixed system equals one B-I.	X	X	 X	 X	21
Ventilation	(a) All vessels built after April 25, 1940 that are gasoline-fueled with enclosed engine and/or fuel tank compartments must have natural ventilation (at least two ducts fitted with cowls). (b) In addition, a vessel built after July 31, 1980 must have a rated power exhaust blower.	X	X	X	X	23
Sound Producing Devices	(a) A vessel of less than 39.4 feet (12 meters) must, at a minimum, have some means of making an efficient sound signal – i.e., handheld air horn, athletic whistle. A human voice/sound is not acceptable. (b) A vessel 39.4 feet (12 meters) or greater, must have a sound-signaling appliance capable of producing an efficient sound signal, audible for 1/2 mile, with a 4- to 6-second duration.	X	X	X X	 X	25
Backfire Flame Arrestor	Required on gasoline engines installed after April 25, 1940, except outboard motors.	X	X	X	X	25
Navigational Lights	Required to be displayed from sunset to sunrise and in areas of restricted visibility.	X	X	X	X	27
Oil Pollution Placard	(a) Placard must be at least 5 by 8 inches and made of durable material. (b) Placard must be posted in each machinery space or at the bilge control station.			X	X	32
Garbage Placard	(a) Placard must be at least 4 by 9 inches and made of durable material. (b) Displayed in a conspicuous place notifying all on board of the discharge restrictions.			X	X	34
Marine Sanitation Devices	If there is an installed toilet, the vessel must have an operable MSD Type I, II, or III.	X	X	X	X	35
Navigation Rules (Inland Only)	The operator of a vessel 39.4 feet (12 meters) or greater while operating on U.S. inland waters must have on board a copy of these rules.			X	X	36



Required Safety Equipment

- Common Deficiencies:

- Life Jackets

- One per person, **one throwable**
 - Offshore vs Inshore, Adult vs Child
 - Coast Guard rated vs swimming pool
 - Jet ski impact/speed rated

- Sound Producing Device

- **At least carry a whistle – affix to lifejacket!**

- Fire Extinguishers

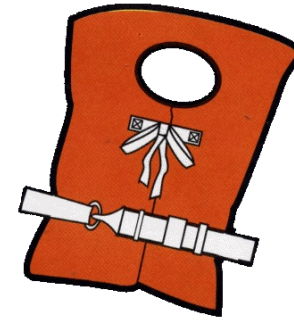
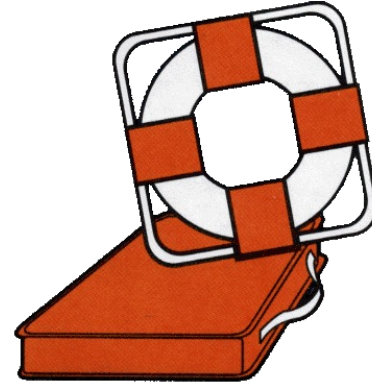
- Expire ~12 years – **check pressure gauge!**
 - **GOAL: Clear a pathway from fire to escape** (overboard if needed), fiberglass boat fires are intense and fast moving.

Pull pin

Aim at base of fire

Squeeze handle

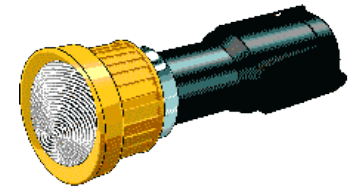
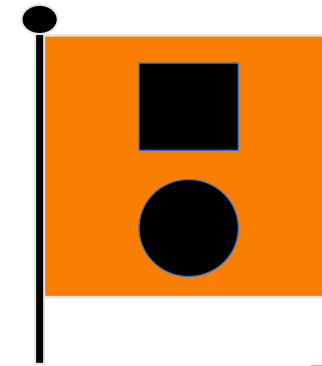
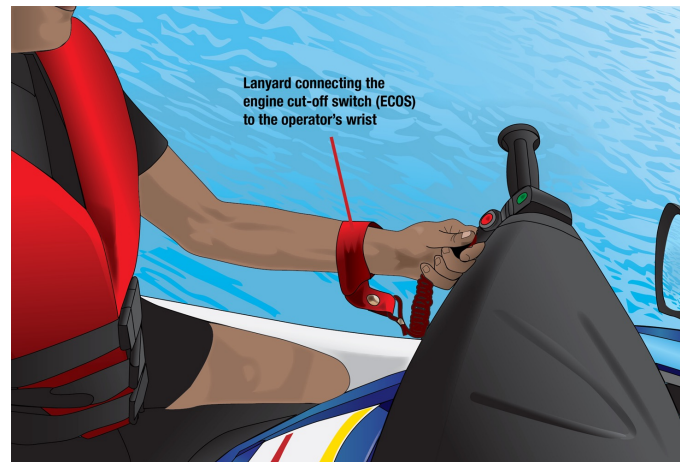
Sweep side to side



Required Safety Equipment



- Common Deficiencies:
 - Distress Signals
 - **Day & Night** signals – electronic signals can emit infrared which can be seen by Night Vision Goggles (aircrafts)
 - Requirements based on where you are
 - ECOS (Engine Cutoff Switch)
 - Must wear the lanyard while making way (most boats)
 - **Carry a spare lanyard!** – there are remote options



Comms Safety Equipment



- VHF Radio
 - Fixed mount vs handheld
 - Coast Guard systems designed to reach 20NM offshore throughout US
 - **Channel 16 (156.8 MHz)** – International hailing and distress frequency
 - **Register your MMSI #!** (Maritime Mobile Service Identity)
 - Needed for the DSC (Emergency Button on Radio)
 - Can share MMSI #s between devices
 - Handheld can share or have an unique MMSI #
- **SECTOR HOUSTON-GALVESTON COMMAND CENTER**
1-866-539-8114





VHF Communication

- Install near each radio
- Provide position information first
- **Come up and get a sticker!**

EMERGENCY RADIO CALL PROCEDURES

1. MAKE SURE RADIO IS ON
2. ON DSC RADIOS, LIFT COVER AND PRESS DISTRESS BUTTON FOR 5 SECONDS AND RELEASE
3. VERIFY RADIO HAS SWITCHED TO CHANNEL 16 AND GO TO STEP 5
4. ON NON-DSC RADIOS, CHANGE TO CHANNEL 16
5. PRESS/HOLD THE TRANSMIT BUTTON
6. CLEARLY SAY: **"MAYDAY MAYDAY MAYDAY"**
7. ALSO GIVE:
 - VESSEL NAME AND/OR DESCRIPTION
 - POSITION AND/OR LOCATION
 - NATURE OF EMERGENCY
 - NUMBER OF PEOPLE ON BOARD
8. RELEASE TRANSMIT BUTTON
9. WAIT FOR 30 SECONDS - IF NO RESPONSE REPEAT **"MAYDAY"** CALL

16

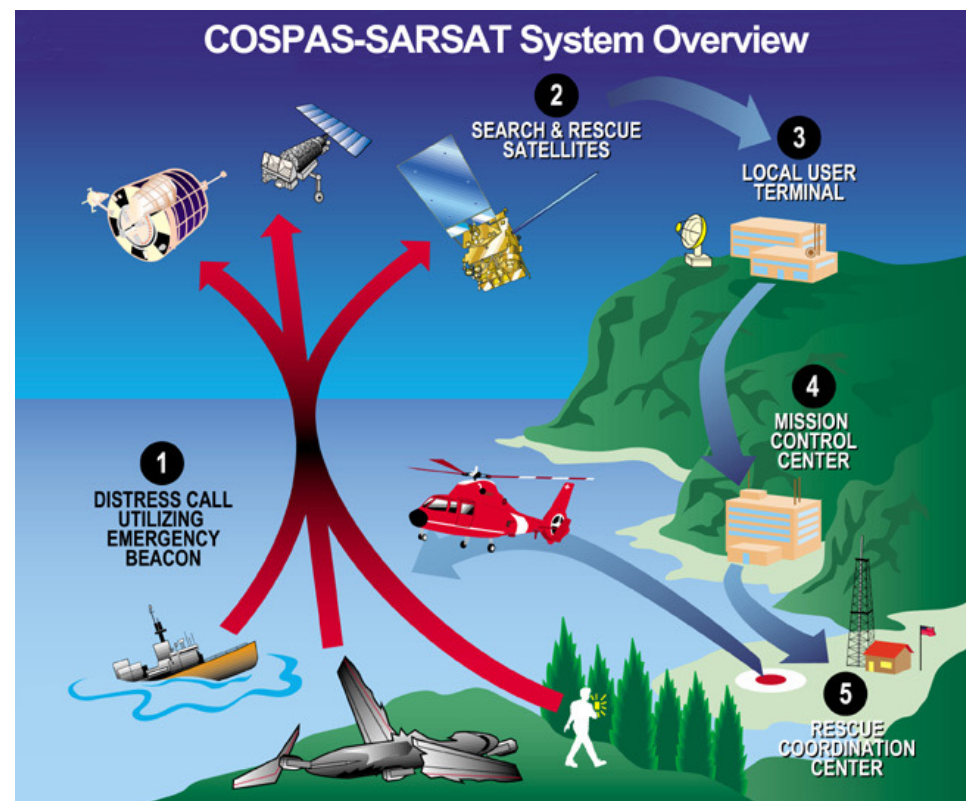
VHF-FM

HAVE ALL PERSONS PUT ON LIFE JACKETS



Comms Safety Equipment

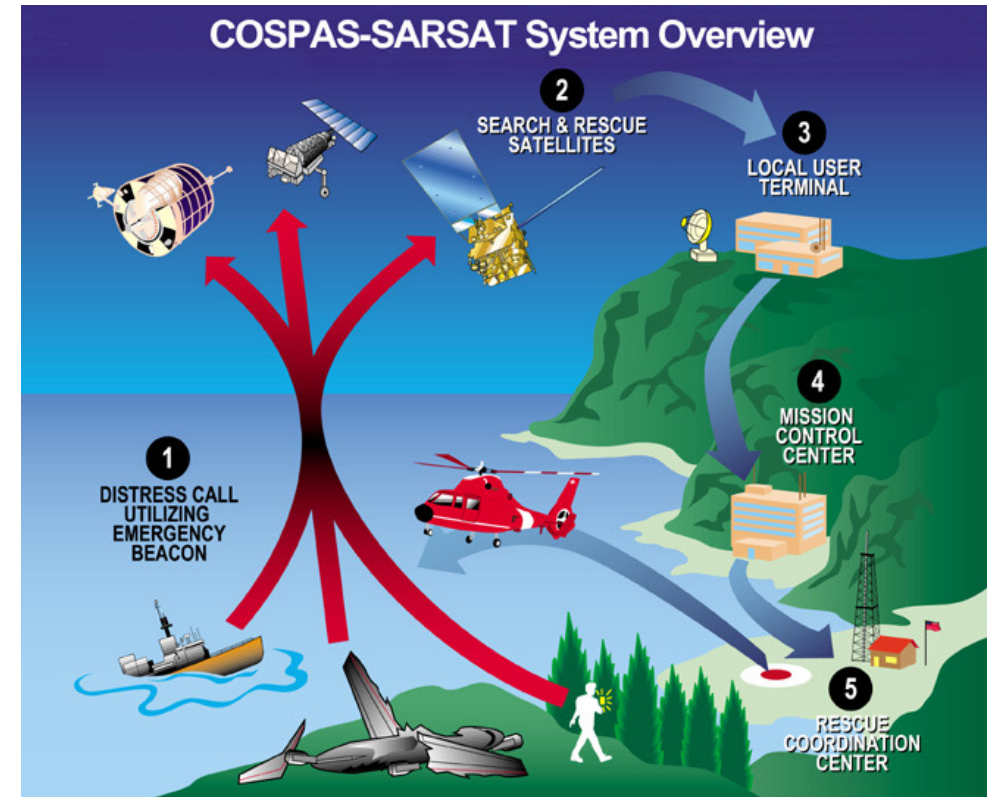
- EPIRB / PLB
 - Emergency Position Indicating Radio Beacon / Personal Locator Beacon
 - 406 MHz Satellite Emergency Transponder
 - **Register your beacon UUID with NOAA:**
<https://beaconregistration.noaa.gov>



EPIRB/PLB vs Garmin inReach/Spot



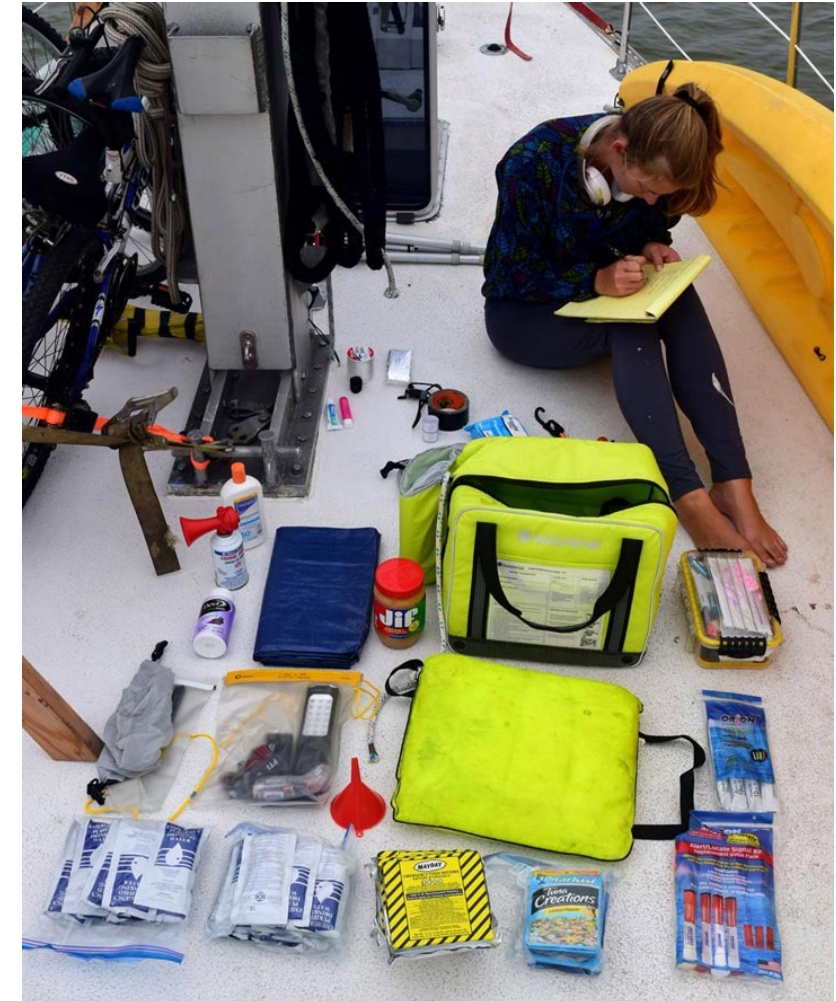
- EPIRB / PLB
 - Direct to CG
 - Enters into the SAR planning software
- Garmin inReach / Spot
 - Relayed information to Coast Guard
 - Tracking information doesn't automatically go into the Coast Guard SAR planning software





Additional Safety Equipment

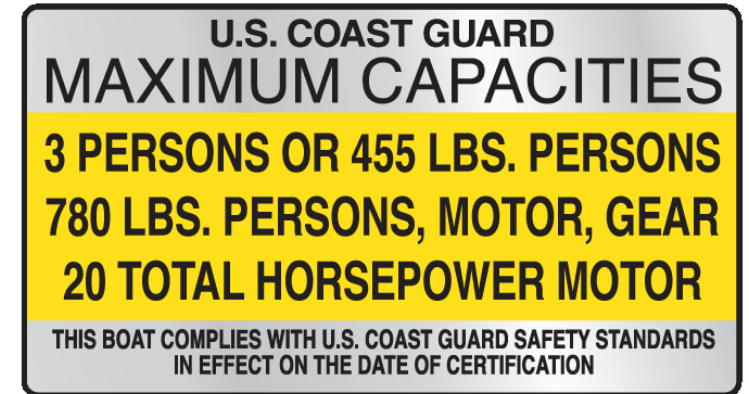
- Ditch Bag
 - Water, food
 - Whistle
 - First Aid Kit
 - Sunscreen
 - Flares
 - Batteries
 - Fishing hooks and line
 - Damage Control Kit
 - Tennis balls and foam footballs are very effective!
 - Life Rafts / Self-Inflating PFDs
 - Inspect the rafts!
- 
- 





Safe Boating Awareness

- Have a safety briefing before leaving the dock
 - Explain where the safety equipment is and emergency procedures
- Capacity Plate & Boat Balance
 - Boat handling issues
 - Increases chances of going overboard
- **File a Float Plan**
 - Similar concept to airplane flight plans
 - Boat information, passenger count, intended route and times
 - Description and pictures of boat, MMSI #, EPIRB UUID #, etc.
 - Provide to family or friend
 - Very useful in event a search is required
 - i.e. Overdue vessel
- Offshore Operations
 - **Check weather!**
 - Carry a ditch bag (emergency bag) and/or life raft



Coast Guard Search & Rescue (SAR)



- SAR system and policies
- Technology
- SAR Software and Planning
- Execution

Search & Rescue Optimal Planning System (SAROPS)

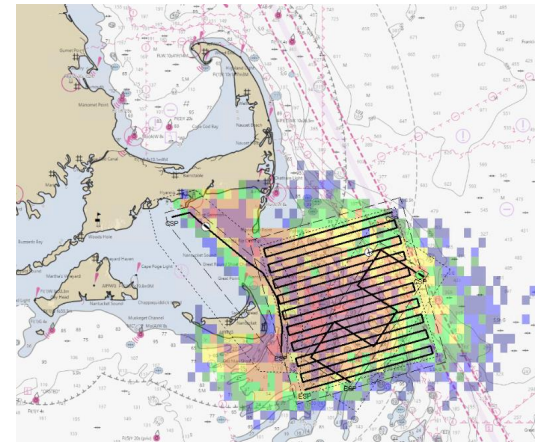


U.S. Department of
Homeland Security
United States
Coast Guard



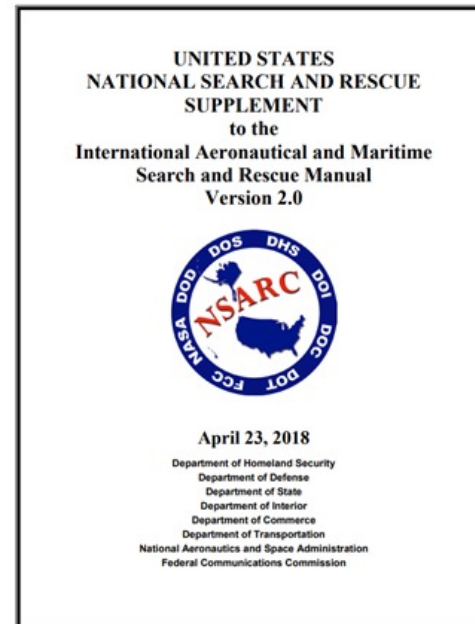
U. S. COAST GUARD ADDENDUM

TO THE
UNITED STATES
NATIONAL SEARCH AND RESCUE SUPPLEMENT (NSS)
To The
International Aeronautical and Maritime Search and Rescue Manual
(IAMSAR)



COMDTINST 16130.2G
October 2022

- International SAR System – IMSAR
- US SAR – US NSAR Supplement
 - Inland – Air Force
 - Marine – Coast Guard
- Maritime SAR – **US Coast Guard Addendum**
“SAR Addendum”





SAR Case Execution

- “Big 5” – in precedence order
 1. Position
 2. # of Persons
 3. Distress Nature
 4. Vessel Description
 5. PFDs

- 6. Medical Concerns
- 7. Anchor

SAR		Watchstander:		CIC ☐ Time:	
☐ Radio Call	Frequency:	RFF:		DF Bearing:	
Type of Comms:		☐ Original ☐ Relay ☐ Other _____			
Time:	Date:	UCN:		Initials:	
-- Initial SAR Check Sheet --					
1. Position		Type of Position: ☐ Lat/Long			
How determined?		☐ Geographic Reference			
2. Number of Persons On Board		Adults:	Children:	Total:	
3. Nature of Distress (if PIW complete additional PIW box below)					
4. Description of Vessel		Name:	Length:	Type:	
		Make:	Color:		
5. Is there an adequate number of Personal Floatation Devices (PFDs) available for all persons onboard the vessel? Y / N Have all persons on board the vessel put on PFDs? Y / N					
Determine Initial Severity / Emergency Phase					
☐ Distress ☐ Dispatch Resources / Activate SAR Alarm ☐ Advise reporting source of Coast Guard's Actions ☐ Issue Urgent Marine Information Broadcast (UMIB) ☐ Brief Sector / District ☐ Provide emergency instructions to vessel in distress ☐ Complete additional check-sheets as situation dictates			☐ Alert ☐ Uncertainty		

-- Supplemental SAR Check Sheet --		
COMPLETE INITIAL SEARCH AND RESCUE QRC		
Amplifying Vessel Information		
Reg/DOC#:		Homeport:
Flag:	LPOC:	NPOC:
Prominent Features:		Hull Material:
EPIRB: (Class/Type)		PFDs have reflective tape: Y / N
HEXIDECIMAL ID:		Type of PFD:
Communications Equipment	Navigation Equipment	Survival equipment
☐ VHF-FM ☐ HF ☐ DSC ☐ Other _____	☐ GPS ☐ AIS ☐ RADAR ☐ Depth finder ☐ Other _____	☐ VDS/Flares ☐ Flashlight ☐ Raft/Lifeboat ☐ Dinghy/Skiff ☐ Food/Water ☐ Foul Wx Gear ☐ Other _____



SAR Case Execution

- Case Specific Information
 - Person In Water
 - Taking on Water
 - Grounding
 - Capsized Vessel
 - Many more

TAKING ON WATER, FIRE, ICE		Date/Time
Case Title:	MISLE	
Watchstander:	PIW	Date/Time:
INITIAL INFORMATION	Case Title:	MISLE:
	Watchstander:	CIC ☐ Time:
FLOODING	Date/Time:	
Rate of flooding:	Date/Time:	
Source of flooding:	Date/Time:	
Dewatering pump:	Date/Time:	
Keeping up with:	Date/Time:	
How many pump:	Date/Time:	
Type:	Date/Time:	
Commercial vessel:	Date/Time:	
If YES, fill out MA:	Date/Time:	
ICING	Date/Time:	
Icing conditions:	Date/Time:	
VESEL STATUS	Date/Time:	
VSL capable of m:	Date/Time:	

PIW		Date/Time:
Case Title:	MISLE:	
Watchstander:	CIC ☐ Time:	

CAPSIZED VESSEL		Date/Time:
Case Title:	MISLE:	
Watchstander:	CIC ☐ Time:	
INITIAL INFORMATION COLLECTION	Date/Time:	
COMPLETE THE INITIAL SEARCH AND RESCUE QRC		
TAKING ON WATER		
Taking on water:	Y / N	What part of vessel:
		How fast: GPM
SAFETY		
Injuries or PIW:	Y / N	Type of material:
If YES, treat as SAR		Quantity:
POLLUTION / POLLUTION POTENTIAL		
Pollution as a result of grounding: Y / N		
If YES, fill out POLLUTION QRC		
TYPE OF BOTTOM		
Mud: ☐	Sand: ☐	Fuel type:
Rock: ☐	Other: ☐	Fuel Quantity:
MATERIAL ON BOARD		
Cargo type:		
Cargo Quantity:		
VESSEL INVOLVED		
Homeport:	Type:	
Reg/DOC#:	Length:	Draft:
Color (Hull/SS/Trim):	Make:	
Propulsion:	Anchored: Y / N	Rudder/Wheel Movement: Y / N
LPOC:	NPOC:	

PERSONNEL ACCOUNTABILITY	
Total number of crew:	

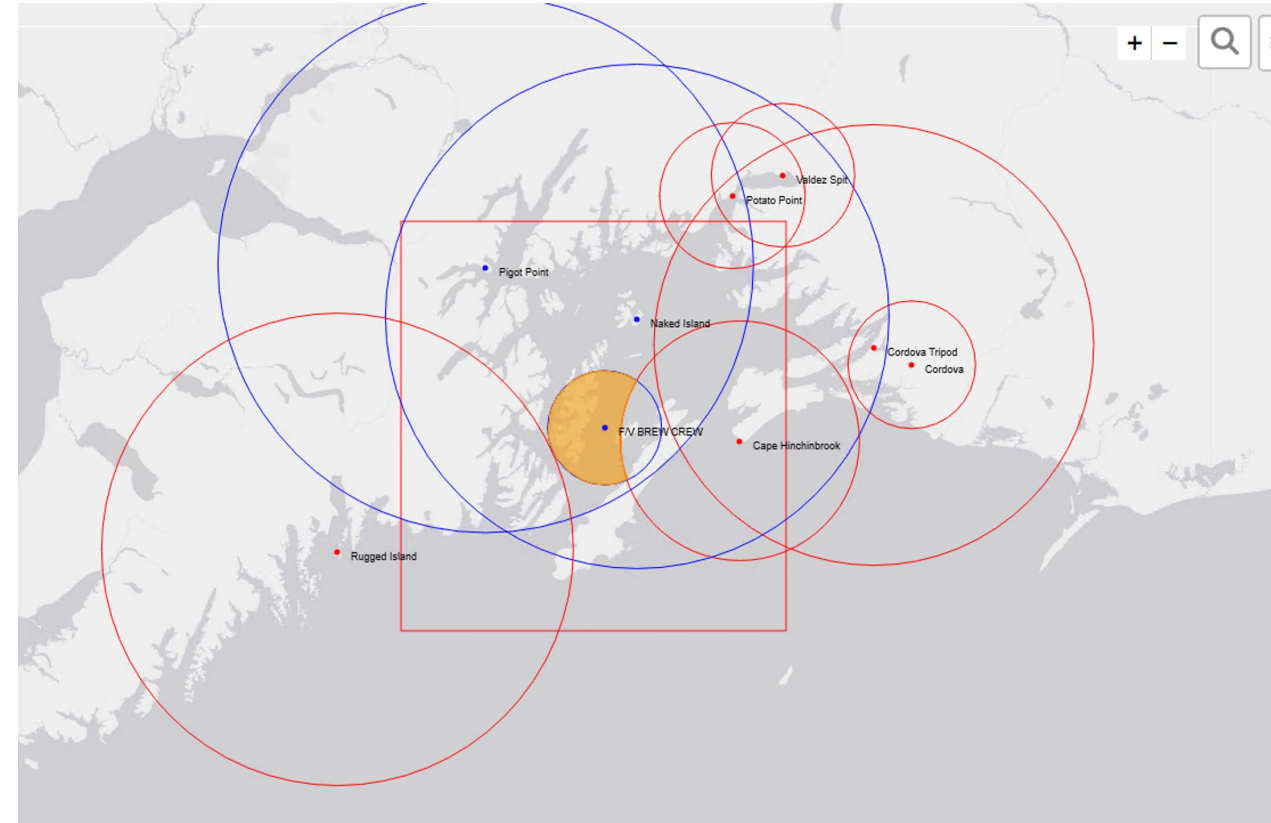
PERSONNEL INSIDE HULL	
Possible for survivors trapped in hull:	
If YES, coordinate interagency support:	

INITIAL INFORMATION COLLECTION	
Description:	
What was the:	
Was PIW seen:	
Resurface:	
PIW ORIGINAL	
Name of bridge:	
Depth of water:	Bottom type:



SAR Case Execution

- Uncorrelated Distress
 - Types:
 - We hear information, but no fix
 - VHF "Mayday", Lost comms
 - EPIRB with no GPS
 - Next steps
 - Generate a "reasonable" search area
 - VHF callouts – commercial and general callouts
 - VHF range ring analysis





SAR Case Execution

- Remember the "Big 5"
- Will focus on:
 - Identifying location
 - Identifying the nature of distress
 - Minimizing time to respond

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HAVE ALL PERSONS PUT ON LIFE JACKETS

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VHF-FM

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VHF-FM

The Ten Factor



Determine DEGREE of DANGER

The "Ten Factor"

1. Nature of Situation
2. Reported Conditions on vessel (medical, food, etc.)
3. Position accuracy (or lack thereof)
4. Visibility (including Daylight)
5. Tide and current conditions
6. Present and forecasted weather
7. Special considerations (age, health, etc.)
8. Reliable communications
9. Degree of Apprehension of POB
10. Potential for situation to WORSEN



Technology: Rescue 21

- Capabilities
 - Continuous coverage through US and Great Lakes, Hawaii, Guam, Puerto Rico
 - Reach ~20NM offshore
 - 258 radio towers
 - Some inland river systems connecting navigable waters (CG jurisdiction)
 - Will correlate radio traffic to determine exact origination location



Technology: Alternatives to VHF



- Cell Phones
 - Cell phone forensics
 - i911 App – GPS via text message

Technology: Search & Rescue Optimal Planning System (SAROPS)



- Software used to plan SAR cases
 - 2 phases:
 - Identify object locations – drifts
 - Optimize search layout
 - Drifts
 - Theoretical and empirical analysis on different objects (people, boats, debris, etc.)
 - Search Analysis
 - Study on probability of detection and optimal space between search legs
 - Refer too SAR Addendum

Search & Rescue Optimal Planning System (SAROPS)



- Software used to plan SAR cases

- Drift phase
- Scenarios:
 - Last Known Position
 - Area
 - Flare
 - Voyage
 - Sail Voyage

COLACO_SHG_TRNG_JUL2026-2:ALPHA

Search Objects

PIW Deceased

- > Life Raft [not selectable]
- > Standard Survival Craft [not selectable]
- > Non-Standard Survival Craft [not selectable]
- > Vessels [not selectable]
- > Debris [not selectable]
- User-Defined Search Object
- SLDMB

Add ↓ ↑ Remove ?

Selected Search Objects

Name	Detection	Leeway
PIW w/o PFD	✓	✓
Sitting PFD type I	✓	✓
Vertical, PFD type II or III	✓	✓
PIW Survival Suit	✓	✓

Characteristics

Previous [Icons]

Scenarios

COLACO_SHG_TRNG_JUL2026

LKP Scenario ?

Name: LKP Spread Comments: LKP Spread

*** Distress Incident Times**

Earliest Incident Time: 020559R JUL 26 [Refresh] [?] OR Most Likely: 020652R JUL 26 [Use the which it]

Latest Incident Time: 020744R JUL 26 [Refresh] [?] Uncertainty (+/-): 0.88 HR [Refresh] [?]

Shape

☐ Circle ☒ Ellipse

Position

27-52.449N 093-49.080W [Reset] [Zoom] [?]

SemiMajor (AOU 1): 0.95 NM **SemiMinor (AOU 2)**: 0.50 NM

Orientation

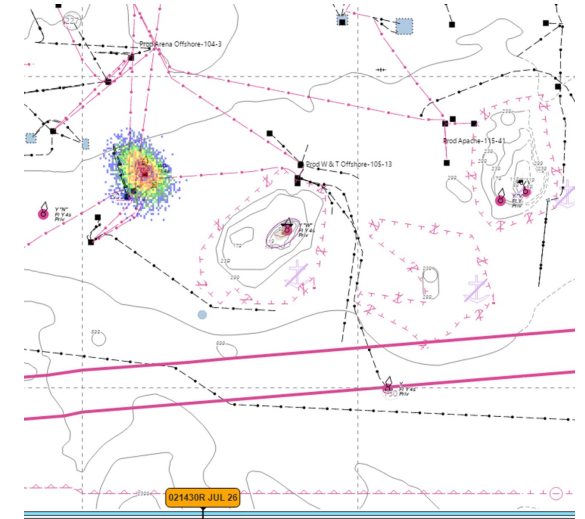
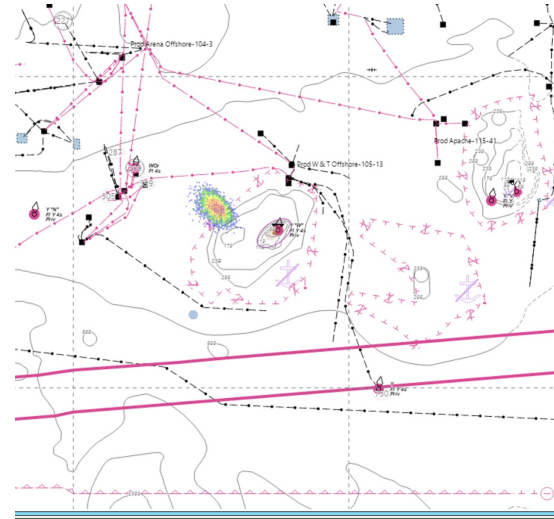
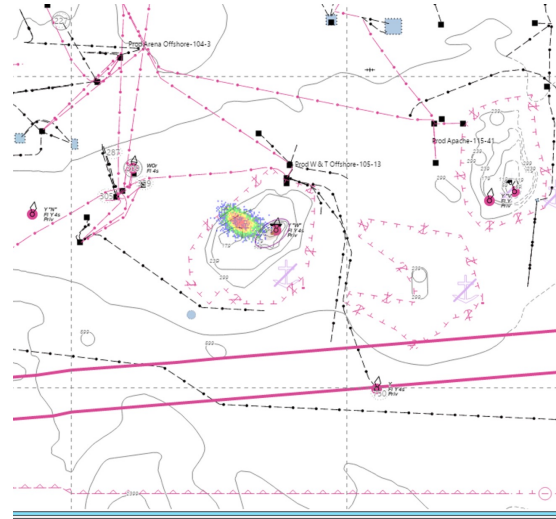
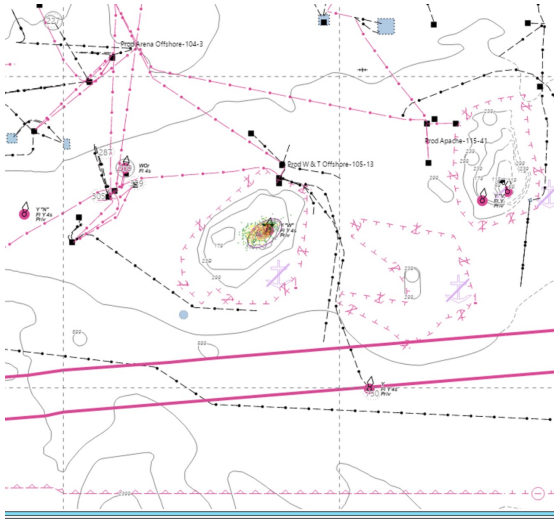
☐ True ☐ Magnetic

Close

Search & Rescue Optimal Planning System (SAROPS)



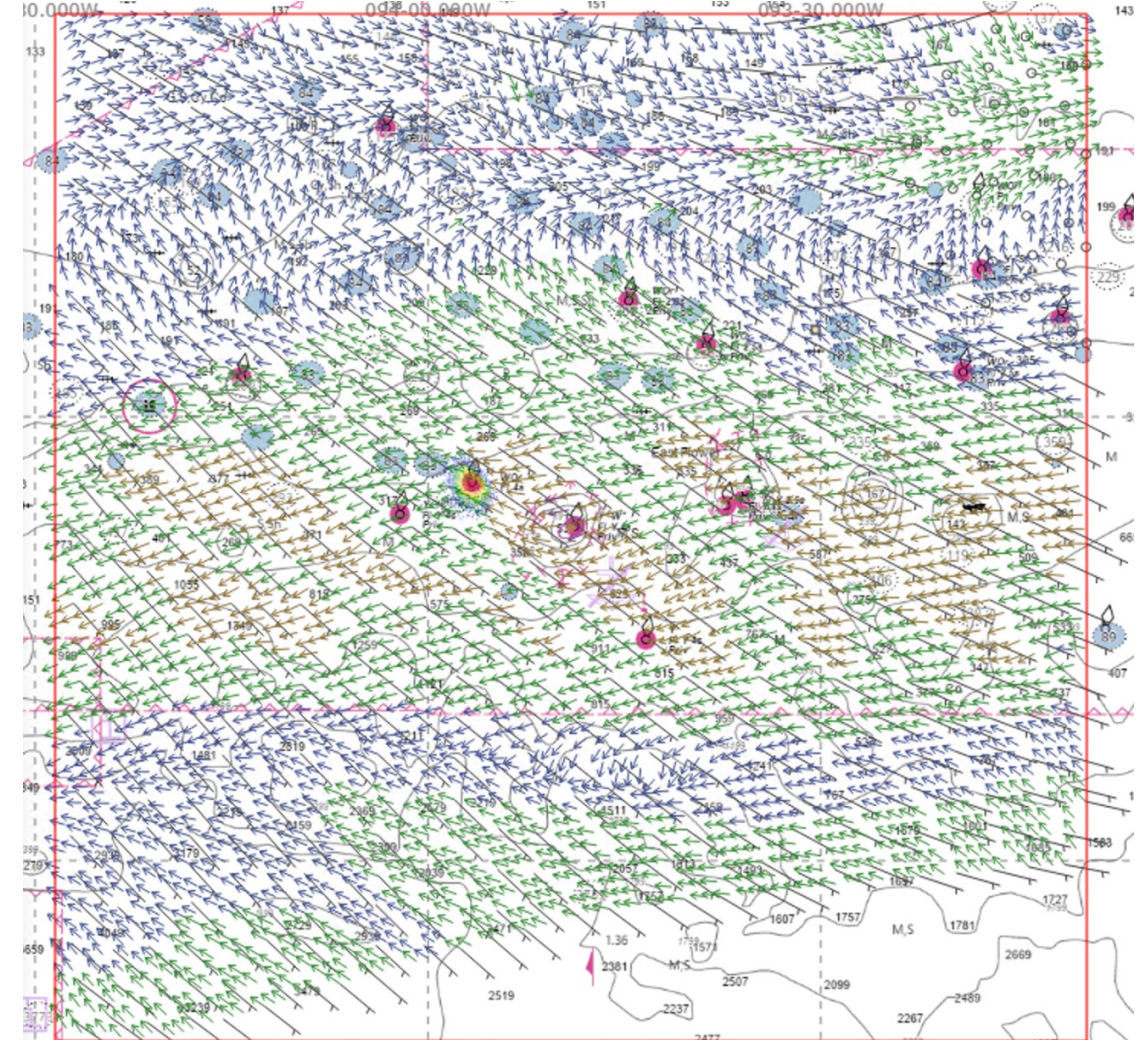
- Software used to plan SAR cases
 - Drifts



Search & Rescue Optimal Planning System (SAROPS)



- Software used to plan SAR cases
 - Drift impacts
 - Surface currents
 - Wind
 - Environmental Data



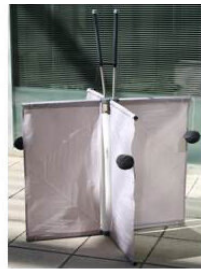
Search & Rescue Optimal Planning System (SAROPS)



- Software used to plan SAR cases
 - Verify Environmental Data
 - Self Locating Datum Marker Buoy (SLDMB)
 - Old Days DMB – used radio frequency and had to track using Radio Direction Finder (DF)



(a)



(b)



(c)



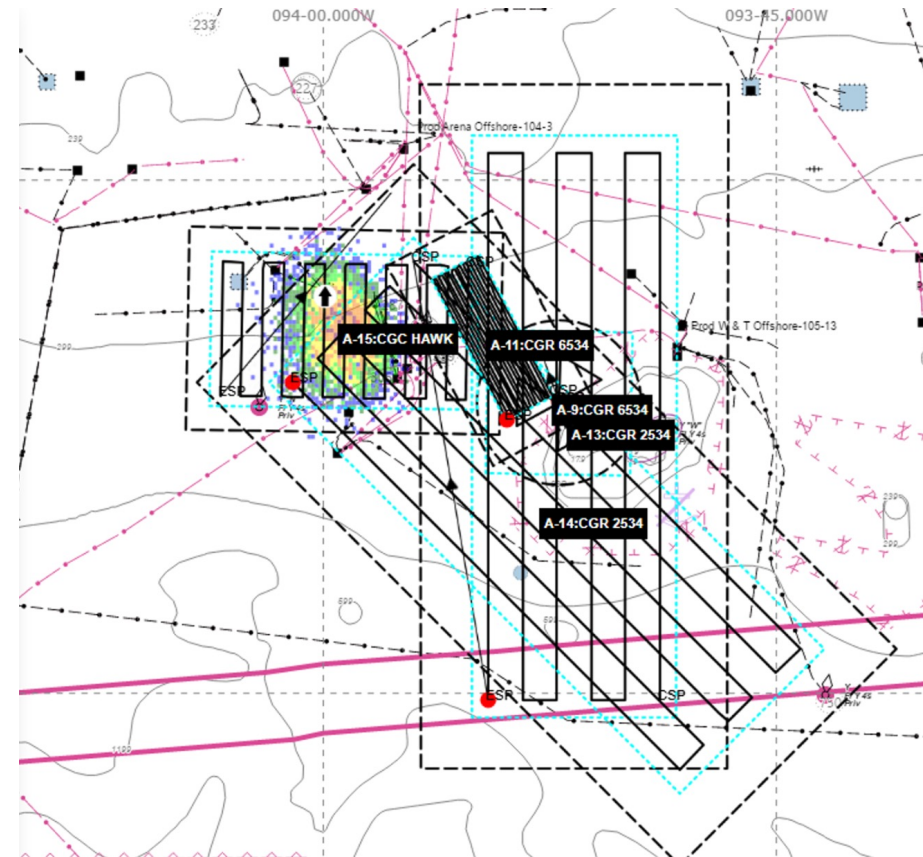
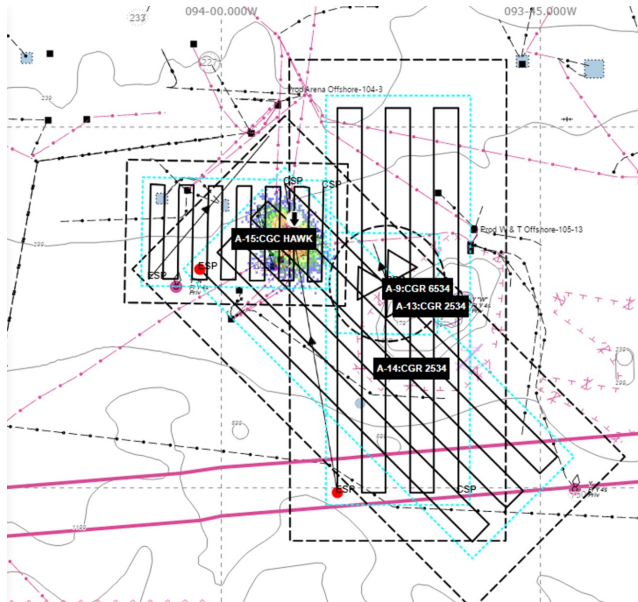
(d)



Search & Rescue Optimal Planning System (SAROPS)



- Software used to plan SAR cases
 - Optimize search layout
 - Resource & time management
 - Search object
 - Conditions
 - **"Art of SAR"**



Coast Guard Sector Command Center



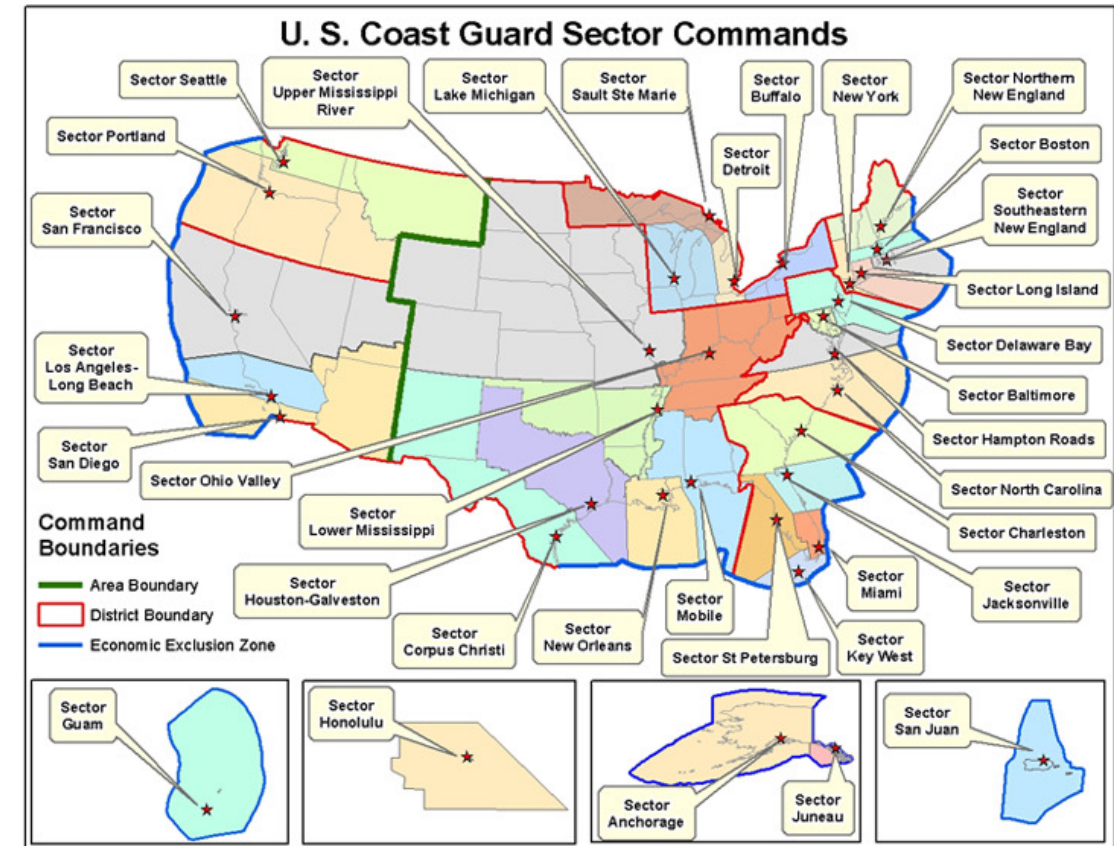
- Staffed 24/7/365
- “Eye in the Sky” for ALL operations and activities
- Runs all SAR cases
- Coordinates & communicates with:
 - Sub-Units - Small Boat Stations, Air Stations
 - Other Agencies: Law Enforcement, Governmental Agencies
 - External Agencies: Volunteer & Commercial Agencies
 - Public



Coast Guard Geographic Boundaries



- Navigable waters + 200 NM offshore
- Sector Houston-Galveston
 - **Ends at east bank of Colorado River**
 - Galveston, Freeport, Sargent, East Matagorda Bay
 - **SECTOR HOUSTON-GALVESTON COMMAND CENTER**
866-539-8114
- Sector Corpus Christi
 - **Colorado River and south**
 - Port O'Conner, Port Aransas
 - **SECTOR CORPUS CHRISTI COMMAND CENTER**
800-874-2143



Challenges

- Unregistered VHF and EPIRB/PLB
- Cell phone crash detection alerts





Survival Techniques

- Persons In Water:
 - **Always Wear Life Jackets**
 - Regularly inspect self inflating PFDs
 - Stay with larger objects
 - Stay huddled together
 - Dye markers
 - Cold weather – get on top of capsized vessel, less body heat dissipation
- Damage Control Kits – reduce flooding rate = “buying time”
 - Allows for on-board pumps to keep up, or buys time for big CG pumps to be brought aboard
 - Sailboats – engine shaft & seal, large hole in boat
 - Heavy weather may rip out propeller shafts leaving large hole in transom. Have it inspected.
- Provide a Float Plan to a known source
 - Give instructions on when to call the Coast Guard (i.e. Overdue Vessel)
 - Have vessel description and photos
 - Emergency contact information
- Consider scheduling a (free) vessel safety check

CG Auxiliary – Vessel Safety Checks



- Courtesy, no penalty safety checks
 - Recreational boats up to 65'
 - Similar to CG-4100 Boarding Officer Form
 - Decal awarded when inspection passes
 - Indicates vessel meets Federal & State safety standards
 - Inspection discrepancies are correctable

		VESSEL SAFETY CHECK (VSC) To be completed by a U.S. Coast Guard approved Vessel examiner. See the back of this form for a brief explanation of required items. A Federal Requirements pamphlet is also available.	Date of VSC: 																																																																											
		Owner/Operator Name: _____	Decal Awarded: Yes ☐ No ☐																																																																											
Owner/Operator has attended Safe Boating Class: Yes ☐ No ☐		VESEL INFORMATION:																																																																												
Location of VSC – County: _____ State: _____		Registration or Documentation Number: _____																																																																												
Replaced decal was: Last Year ☐ Outdated ☐ First Time ☐		HIN: _____																																																																												
		Length: <16 ☐ 16-25 ☐ 26-39 ☐ 40-65 ☐																																																																												
		Powered by: Gas ☐ Diesel ☐ Sail ☐ Other ☐																																																																												
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I certify that I have personally examined this vessel and find it meets the above requirements at the time of the Vessel Safety Check. I am a qualified Vessel Examiner of the: CGAUX ☐ , USPS ☐ , State of _____ ☐ , or _____ ☐																																																																														
Printed Name of the Examiner _____		Examiner Number _____																																																																												
Examiner Signature _____		Telephone/Mobile Number _____																																																																												
Additional Comments: This is not an official boarding for law enforcement purposes. It is recommended that you correct any deficiencies noted. This checklist is furnished for your information. There is no assumption of liability of any kind for advice given or opinions expressed in connection to this examination. By accepting the Vessel Safety Check decal, you are pledging to maintain your boat and equipment to the standard of safety exhibited during this examination. Please remove the Vessel Safety Check decal if the boat is sold or no longer meets the requirements. I am consenting to this Vessel Safety Check of my watercraft with full knowledge that it is provided to me as a public service on a volunteer basis without cost, and I understand and agree that my receipt of a Vessel Safety Check shall not constitute or be construed as a warranty or guarantee as to either the qualification, knowledge, or skills of the operator; the seaworthiness of the vessel; or the serviceability or adequacy of any equipment on board.																																																																														
Owner/Operator Signature: _____		Date: _____																																																																												

CG Auxiliary – Vessel Safety Checks



- Courtesy, no penalty safety checks
 - Recreational boats up to 65'
 - Decal awarded when inspection passes
 - Indicates vessel meets Federal & State safety standards
 - Inspection discrepancies are correctable
- Request VSC exam:
VSC@cgaux-div6.org
- Different than Uninspected Passenger Vessel (UPV) exams
 - Operators of UPVs (OUPV), i.e. 6 or 12-pax license holders / charter captains
 - Regulated by Coast Guard
 - Very similar to recreational VSC, but covers additional requirements
- Request UPV exam:
UPV.Exam-Request@cgaux-div6.org



UNINSPECTED PASSENGER VESSEL (MAXIMUM SIX PASSENGERS)											
EXAMINATION											
 										EXPIRES	
										2011	☐
										2012	☐
										2013	☐
										2014	☐
										2015	☐
THIS VESSEL MEETS ALL USCG REQUIREMENTS FOR UNINSPECTED PASSENGER VESSELS											
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
United States Coast Guard Department of Homeland Security											



Coast Guard rescues 5 from capsized vessel near Freeport, Texas

PRESS RELEASE | July 9, 2025

Coast Guard rescues 5 from capsized vessel near Freeport, Texas

Coast Guard PADET Texas - Office: (281) 464-4810 / After Hours: (832) 293-1293

HOUSTON — The Coast Guard rescued five people from a capsized vessel near Freeport, Texas, Wednesday.

Coast Guard Sector Houston-Galveston command center watchstanders received a report at 9:30 p.m. of an overdue 22-foot pleasure craft with five people aboard.

Watchstanders issued an urgent marine information broadcast, directed the launch of a Coast Guard Air Station Corpus Christi HC-144 Ocean Sentry aircrew, and a Coast Guard Station Freeport 45-foot Response Boat–Medium crew.

After entering the search area, the RB–M crew sighted a flare and was vectored into the position of the capsized vessel by the HC-144 aircrew.

Once on scene, the boat crew sighted the people in the water near the capsized vessel, all wearing life jackets. They approached, embarked the boaters, and safely transferred them to awaiting EMS at the Bridge Bait Marina near Freeport.

No injuries were reported.

"This case highlights the excellent coordination and communication between multiple Coast Guard units, which led the detection of the overturned vessel and the safe recovery of all five distressed mariners," said Lt. Cmd. Matthew Spado, the search and rescue mission coordinator. "It also should serve as a reminder of the importance of wearing your life jacket, having proper emergency distress equipment onboard at all times and making sure a friend or family member knows your float plan."

For more information follow us on [Facebook](#), [X](#), and [Instagram](#).

- USCG -

Learn More About CG Auxiliary



**Volunteer to
Make a Difference!**

Join Us!

As a Coast Guard Auxiliarist, you will
help improve recreational boating safety



All quotations are from U.S. Coast Guard
Auxiliary members who have responded to a
National Member Survey

To receive a free prospective membership booklet
and information visit our website at:

www.cgaux.org



<https://join.cgaux.org/>

