

DISTRICT 11 NORTHERN REGION

2013 OPERATIONS WORKSHOP



WELCOME

- ▣ This Workshop should be interactive, not a lecture
 - Ask questions
 - Answer questions
 - Share experiences
 - Share insights
- ▣ Participate
- ▣ Participate
- ▣ Participate

Remember

- ▣ Safety of all personnel: Auxiliary members & the public is first and foremost
- ▣ Risk Management principles are to be applied in mission planning and execution
- ▣ Know your facility's operational limits
- ▣ Remember to “adapt, not adopt”. Local conditions will impact the execution of any mission!

Requirements for Currency Maintenance

- ▣ You must log 12 hours underway annually
 - Crew & Coxswains
 - Coxswains can log their 12 hours as crew or coxswain
- ▣ Attend a mandatory 1 hour TCT refresher and District OPS Workshop, if offered
 - Must be completed by 31 December
 - If 5 year 8 hour TCT is required, the 1 hour TCT need not be completed in that year

Nav Rules

- ❑ Initial closed book test can be taken on-line (with a proctor)
- ❑ Open book test can be taken on-line
- ❑ Test site: [//ntc.cgaux.org/](http://ntc.cgaux.org/)
- ❑ Open book test is due 5 years from the date of the last test (not 31 Dec of year 5)

U.S. Department
of Transportation
**United States
Coast Guard**



NAVIGATION RULES
INTERNATIONAL—INLAND

PWO & Coxswain or Crew Currency Maintenance - PWO

- ▣ Qualified as Cox'n or Crew and PWO
- ▣ Complete 12 hours underway as Cox'n/crew (for coxswain, crew hours also count)
- ▣ Only 6 hours needed for PWO, which must be completed on a PWC for a total of 18 hours

-Qualification

PWO only

Cox'n /Crw + PWO

Annual Currency Requirement

12 hrs on PWC

12 hrs on vessels + 6 hrs on PWC = 18

- ▣ If less than 12 hrs U/W as Cox'n or Crw, then 12 hrs must be completed as PWO to remain current as PWO or both will go into REYR

Reminder on PFDs

- ▣ Your PFD must be the appropriate color – International **Orange** or High Visibility **Yellow** ONLY
- ▣ Inflatable PFD wearers – DO NOT wear your SAR vest over the Inflatable. Carry all required survival equipment in a waist belt

Uniform Reminders

- ▣ Uniform sew-on devices will now display a black "A" for Auxiliary. The Red and Blue "A" designation has been discontinued for sew on devices
- ▣ Wearing of PPE inscribed with "USCG Auxiliary" or any version of this is NOT to be worn when not assigned to duty.

Uniform Reminders

- ▣ Auxiliary Ball cap must now have metal collar device or office insignia. Sew-on devices are no longer authorized.
- ▣ Only three sources for AUX Ball Caps are authorized. AUXCEN, UDC, and CGES
- ▣ CG Unit Ball Caps can only be worn at that Unit and not on patrol or otherwise

Uniform Reminders: **No Longer Authorized** as of 31 DEC 2012

- ▣ Working Blue
- ▣ Scrambled eggs on ball caps for DIV CDR and above
- ▣ Ball caps with mesh backs
- ▣ Garrison Cap is no longer authorized with Service Dress Uniform

Uniform Reminders: **No Longer Authorized** as of 31 DEC 2012

- ❑ AUX Ball Cap is no longer authorized for wear with the Tropical Blue uniform.
- ❑ The Cardigan Sweater, windbreaker, work jacket, trench coat and Wooly-Pully are no longer authorized as a uniform item with the ODU's.
- ❑ Refer Coat and Overcoat are no longer authorized

Uniform Reminders

- ▣ Only one sew-on qualification insignia (Cox, pilot, PWO, RBS, Trident, etc.) is authorized for the ODU
- ▣ Sew-on AuxOP is authorized in addition to qualification device
- ▣ Past Officer device now applies to both elected and appointed officers who have served at least $\frac{1}{2}$ of their scheduled term of office

Important Reminders

- ▣ **Forms – Use the most current forms**

- ▣ **SAR Incident Report - # CG4612AUX Apr 10**

- ▣ **Offer for Use Forms**
 - 7003 - Vessel Facility – June 2011
 - 7004 – Radio Facility – October 2008
 - 7005 – Aircraft Facility – August 2010
 - 7008 - PWC Offer for Use – June 2011
 - 7065 – Vehicle Offer of Use – January 2007

Important Reminders

▣ Cell Phone Texting – Per ALCOAST 382/10

- The use of cell phones/texting/email devices and other phone applications aboard operational vessels is NOT authorized without permission of the Coxswain.
- At no time will the operator (helmsman) of the vessel use a cell phone or texting device.

Patrol Reminders

- ▣ Practice Maritime Domain Awareness (MDA) on all patrols (we are the eyes and ears of the Coast Guard)
- ▣ Correct signage must be displayed on all OPFACS under orders – US Ensign, AUX Patrol Ensign (with red stripe, NOT “Blue Ensign”), Patrol banners and operational decal



Review of “Happen Upon Policy”

From the National SAR Manual M16130.2E
Paragraph 4.1.6.4

▣Notes:

- You make the call on whether you can safely assist
- You inform CG SAR Mission Coordinator of your intentions, not “ask for permission to tow”
- The CG SMC will override your decision only if there is a specific reason to do so, e.g. they need you on another higher priority mission

Assistance to Auxiliary Facilities

From the National SAR Manual M16130.2E

Paragraph 4.1.5.8

- ▣ Coast Guard resources or Auxiliary facilities may be used to help Auxiliary facilities in need of assistance at any time
- ▣ An Auxiliary Facility is defined as an Operational Facility having a current accepted offer of use whether under orders or not
- ▣ It is NOT just any boat owned by an Auxiliary member

Safety is Priority # 1

- ▣ Remember safety of the crew, the public, and the vessel are more important than the mission

- ▣ **Personal Locating (PLB)** – Key piece of safety equipment
 - Have it on board and on your person when underway
 - Check the battery expiration date
 - Keep it registered with NOAA

Safety is Priority #1

▣ HAZMAT

- Remember to steer well clear of ANY HAZMAT situation unless you have a certified HAZMAT responder in your crew

PROMOTE SAFETY

- Set a good example for the rest of the crew and especially the general public
- Do not ride on the gunwale

Promote Safety

- ▣ Keep speed to a minimum in close quarter situations
- ▣ Be professional at all times
- ▣ Be properly equipped both personally and for the facility

Provide SAR Response

- ▣ Do only what you & your facility are capable of

SAFETY OF CREW COMES FIRST

- ▣ Operate at safe speed for the sea conditions and local environment
- ▣ Observe all NO WAKE zones

In Rendering Assistance

- ▣ Do only what you are trained to do
- ▣ Keep your crew informed as to what you plan to do
- ▣ Communicate your intentions to the disabled vessel's Master

In Rendering Assistance

- ▣ Maintain a tow watch for any problems
- ▣ Leave medical cases for qualified EMT's or seek help from the local ambulance squad

Responsibilities of Facility Owners

- ▣ Conduct a thorough facility mechanical inspection at least annually
- ▣ Maintain the facility in good working order
- ▣ Submit annual Offer for Use and current photo

Responsibilities of Facility Owners

- ▣ Notify the DIRAUX of any significant changes
- ▣ ABORT the mission when any situation pertaining to the mission may adversely affect the safety of the crew or facility

Responsibilities of Coxswains

- ▣ Minimum number of qualified crew
- ▣ Proper and same uniform (You and your crew)
- ▣ **Proper PPE** as defined in the Rescue and Survival Systems Manual (You and your crew)
- ▣ Facility properly equipped/maintained

Responsibilities of Coxswains

- ▣ Crew & Facility capable of performing the mission
- ▣ Safety of the crew & facility priority 1, then the mission (sortie) #2
- ▣ Risk management is vital throughout the mission
 - Remember your GAR Model and TCT

Responsibilities of Crew

- ▣ Be able to demonstrate the ability to successfully accomplish each qualifying task for Boat Crew, inform Coxswains of any limitations – physical or mental (fatigue, sea sickness, etc.)
- ▣ Use good judgment & common sense when performing duties (repeat all commands from Coxswain, remember your TCT)
- ▣ Use common sense, know your limitations and abilities....always **STAY SAFE !!!**

Operational Risk Management Gar Model

- ▣ Smart Phone Applications:
 - GAR apps are available, including eGAR, and IGAR
 - These apps have NOT been approved for AUX use
 - All GAR tools used, paper or electronic, must use the same scoring as the GAR form posted on the Response Directorate website or approved by your Order Issuing Authority (OIA)

Operational Risk Management (ORM)

- ▣ Accept No Unnecessary Risk
- ▣ Accept Necessary Risk When Benefits Outweigh Costs
- ▣ Make Risk Decisions at the Appropriate Level
- ▣ ORM is Just as Critical in Executing as in Planning all Activities

Operating in Reduced Visibility

- ▣ Remember procedures for reduced visibility
 - Maintain a lookout as far forward on the vessel as possible (remember safety first)
 - Reduce speed
 - Proper Horn Signals
 - Nav Lights on
 - Radar on **and** monitored if you have it on your vessel
 - Know any District or OIA special requirements

Night OPS

- ▣ Nav lights on
- ▣ Increased lookout responsibilities
- ▣ Reduce Speed
- ▣ Radar use, OPS/Position reporting requirements (different from daylight OPS per your OIA)?

Liability

- ▣ Orders do not guarantee liability coverage
- ▣ Legal process bases coverage on a review of the circumstances and facts involved
- ▣ Your actions-
 - Must be within your qualifications and training
 - May not exceed the facility capabilities
 - Must not go beyond the scope of the AUX duties
 - Or else coverage may be denied by the Coast Guard

Operational Guidelines

- ▣ Remember, we are prohibited from:
 - Boardings for law enforcement purposes
 - Investigating complaints of negligent operation
 - Violating any navigational rules
 - Creating any situation that would place any vessel in navigational extremes

Radio Communications

- ▣ In all radio communications, we are to act as professionals and refrain from describing those we serve in our radio transmissions
- ▣ At no time shall we make reference to ethnicity, race, gender, sexual orientation or religious affiliations in radio transmissions
- ▣ This is zero tolerance policy and will be strictly adhered to
- ▣ See DSO-OPS reports for links

Operational Parameters- Communications

▣ External:

- VHF Radio is ALWAYS primary, cell phone secondary and not to be used by helmsman
- Must have 2 way communications at all times, if not return to base
- Maintain radio guard as required by your OIA
- If communications are lost, the patrol is over and orders may be voided

Operational Parameters- Communications

▣ Internal:

- Be aware of challenges in communicating with engine and wind noise
- Communications may be distorted
- Verbalize the response to the Coxswains orders
- Coming up, coming down, hard turn, etc.
- Crew – repeat/acknowledge these commands or informational messages

Towing

- ▣ Requires a high degree of awareness
- ▣ Many potential hazards
- ▣ Know limitations of facility and towing components – rule of thumb, similar length

Towing

- ▣ How the vessels are loaded will affect maneuverability
- ▣ Brief your crew and the disabled vessels owner
- ▣ Plan an escape route in case things go wrong

Mishap Reporting

- ▣ Report all information immediately via radio or cell to your OIA
- ▣ Call DIRAUX/OTO no later than next business day
- ▣ Download the Claim form from the Coast Guard website
- ▣ CG will investigate

Mishap Reporting

- ❑ Do not repair the facility unless authorized to do so
- ❑ Maintain LOG BOOK of all facility activities
- ❑ Damage must be linked to identifiable patrol cause

Local Hazards

- ▣ Are there particularly tricky or dangerous hazards in your local AOR?



MARPOL placards

- ▣ Annex V of the International Convention for the Prevention of Pollution from SHIPS (marpol)
DEALS WITH PREVENTION OF POLLUTION
BY GARBAGE FROM SHIPS

End of Presentation

- ▣ Thank you for your attendance
- ▣ Stay tuned as we remain

SEMPER GUMBY!

