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



**District Eleven, Northern Region
2012 Surface Operations
Workshop**

Please Silence Cells & Radios



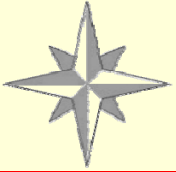
D11N & NATIONAL EFFORT

- Part of this presentation is from National and we have added slides that apply to D11N
- This workshop is mandatory for our Surface Operational members in D11N



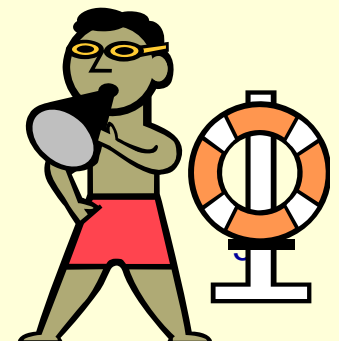
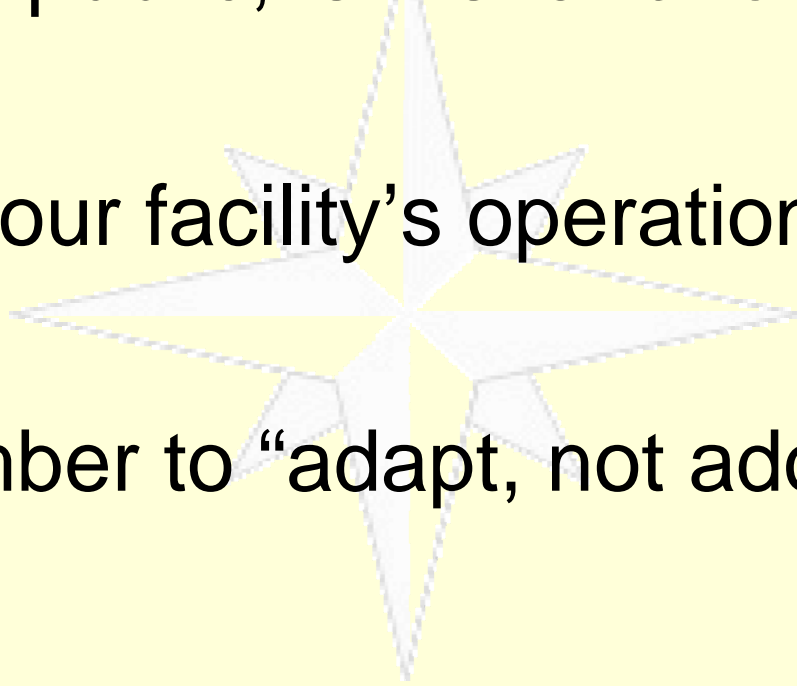
Welcome

- This workshop has been developed as a review of basic Surface Operations processes and procedures to better promote safety and efficiency for patrols
- It is **not** a replacement for the required annual TCT Refresher for all Auxiliarists in Surface Operations and we have tried not to duplicate information



Remember

- Safety of all personnel, Auxiliary members and the public, is first and foremost
- Know your facility's operational limits
- Remember to “adapt, not adopt”





POMS

- It has been stated by National that POMS will be going WEB-based soon.
- Currently we do not have further information as to how POMS users will be effected



Remember Requirements for Currency Maintenance

- You must log 12 hours underway annually
 - Crew, Coxswains & PWO– requal every 3 yrs
 - Coxswains can log their 12 hours as crew, coxswain or both
- Attend mandatory 1-hour TCT refresher and D11N OPS Workshop
 - Must be completed by 31 December
 - If 5-year 8-hour TCT is completed, the 1-hour TCT need not be done that year



PWO and Coxswain Currency Maintenance - PWO

- **Qualified as Coxswain and PWO**
 - If 12 hours are completed underway as Coxswain (coxswain and crew hours both count), only 6 additional hours are needed on PWC, for a total of 18 hours
 - **Qualification**
 - PWO only
 - Coxswain+PWO
- | <u>Qualification</u> | <u>Annual Currency Requirement</u> |
|-----------------------------|--|
| – PWO only | 12 hrs on PWC |
| – Coxswain+PWO | 12 hrs on vessels + 6 hrs on PWC
(18 hrs total) |
- If less than 12 hrs U/W as Coxswain, then 12 hrs must be completed as PWO to remain current as PWO or both will go into REYR



Auxiliary Operational Surface Facilities

- An Auxiliary Facility is defined as an Operational Facility having a current accepted Offer Of Use (ANSC Form 7003, REV 06-11), whether under orders or not.
- Facility Inspection Forms are due to DIRAUX every year from the date of the last inspection.
- Must have current photo of Facility attached to Form 7003 and please enter photo into POMS.
- Either fill in (up to two names) authorized Coxswains on Form 7003, or if more than two, fill out **OPS-8 Form**.



OPS 8 FORMS

- If you are a Coxswain operating a Facility other than your own, you have to be either listed on the 7003 Facility Inspection form or have an OPS 8 form on file. The OPS 8 has to be signed by the owner of the Facility.



Nav Rules

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



Important Reminders

- **Forms – Use the most current forms**
 - SAR Incident Report – Current form dated 01 APR 10
 - Offer of Use Forms
 - 7003 (Vessel Offer For Use) – Current form dated 06/11
 - 7008 (PWC Offer for Use) - Current form dated 06/11
- **Cell Phone/Texting – Per ALCOAST 382/10**

The use of cell phones/texting devices and phone applications aboard operational vessels, when under orders, is NOT authorized without permission of the Coxswain. At no time shall the Facility operator (helmsman) or lookout use a cell phone or texting device.

Slide 12

GAT1

I would reference the ALCOAST Number and only put the action line as a bullet - it will be easier to read.

Gary Taylor, 9/6/2010



Patrol Reminders

- Maritime Domain Awareness on all patrols (we are the eyes and ears of the CG)
- Correct signage must be displayed on ALL surface Operational Vessels under orders – US Ensign, Auxiliary Patrol Ensign (with the red stripe, NOT the “Blue Ensign”), Patrol Banners and Operational Decal



Review of “Happen Upon Policy”

From the National SAR Manual M16130.2E Paragraph 4.1.6.4
(http://www.uscg.mil/directives/cim/16000-16999/CIM_16130_2E.pdf)

- If you discover a vessel during routine patrol that requests assistance and that vessel has not been in contact with the Coast Guard or a commercial salver, then...



Review of “Happen Upon Policy”

- You may render assistance, including a tow if capable
- **You must notify the Operational Commander and provide the identity and location of the vessel and where you will be towing it**
- If the vessel is in danger and you are unable to tow safely, you may try to remove persons from the vessel until additional help can arrive on scene



Review of “Happen Upon Policy”

From the National SAR Manual M16130.2E Paragraph 4.1.6.4
(http://www.uscg.mil/directives/cim/16000-16999/CIM_16130_2E.pdf)

- Note:
 - You make the call on whether you can safely assist
 - You inform CG SMC (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

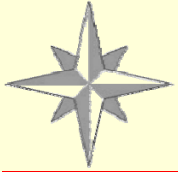
From the National SAR Manual M16130.2E Paragraph 4.1.5.8
(http://www.uscg.mil/directives/cim/16000-16999/CIM_16130_2E.pdf)

- 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 (ANSC Form 7003, rev 06-11), whether under orders or not
- It is NOT just any boat owned by an Auxiliary member



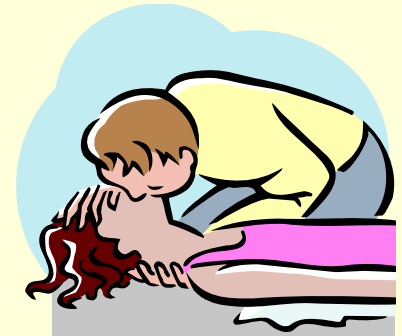
Provide SAR Response

- Do only what you and your facility are capable and qualified for
Safety of the Crew comes First
- Operate at safe speed for the sea conditions and local environment
- Observe all legal *NO WAKE* zones



In Rendering Assistance

- Keep your crew informed as to what you plan to do
- If towing, communicate your intentions to the disabled vessel's Master/Operator
- **Maintain a tow watch for any problems**
- Leave medical cases for qualified EMT's or seek help from the local ambulance squad





Safety is Priority 1

- Remember safety of the crew, the public, and the vessel are more important than the mission
- **PEPIRB** – 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
- **HAZMAT**
 - Remember to steer well clear of ANY HAZMAT situation



Promote Safety

- Set a good example for the rest of the crew and the general public as well
- Don't ride on the gunwale
- Keep speed to a minimum in close quarter situations
- Be professional at all times
- Equip your Facility, you, and your crew properly

Responsibilities of Facility Owners



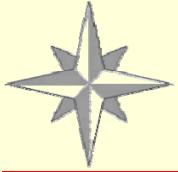
- Conduct a thorough facility mechanical inspection before each use
- Maintain the facility in good working order
- Notify the DIRAUX of any significant changes (engines, equipment)
- **Abort** the mission when any situation pertaining to the mission may adversely affect the safety of the crew or facility



Responsibilities of Coxswains



- Minimum number of qualified crew
- Proper and same uniform worn (you and your crew)
- Proper PPE (personal protective equipment) as defined in the Rescue and Survival Systems Manual (you and your crew)
- Facility properly equipped/maintained
- Crew/Facility capable of performing the mission
- Safety of the crew priority 1, then the mission
- Risk management is vital through out the mission
 - Remember your GAR model and TCT



Responsibilities of Crew



- Be in good physical condition, inform Coxswain of any limitations – physical, mental (fatigue, sea sickness, etc.)
- Use good judgment and common sense when performing duties (repeat all commands from Coxswain, remember your TCT training)
- Know your limitations and abilities
- Safety, TCT, safety, TCT, safety, TCT,



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 (BUT, 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, all available electronics
- Increased lookout responsibilities
- Reduce speed
- Ops/Position reporting requirements (different from daylight ops?) Verify with your Operational Control (OPCON)



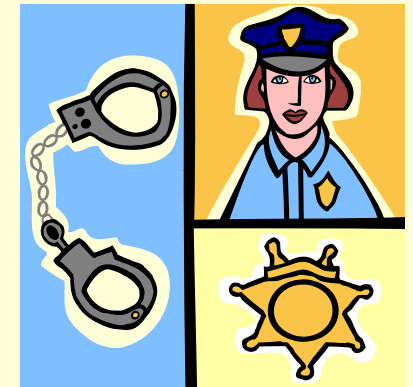
Liability

- 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 Auxiliary duties
 - Or else coverage may be denied by the Coast Guard

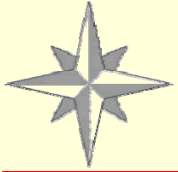


Operational Guidelines

- 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

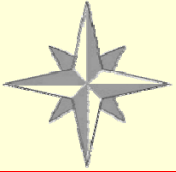


We are not law enforcement!



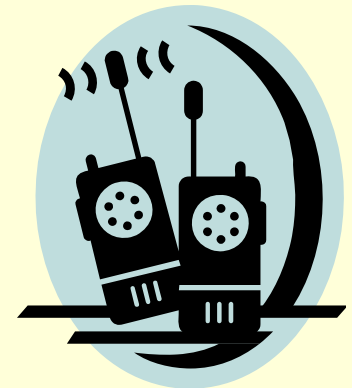
Radio Communications

- In all radio communications, we are to act as professionals. Do not use offensive language.
- At no time shall we make reference to ethnicity, race, gender, sexual orientation or religious affiliations in radio transmissions.
- This is a zero tolerance policy and will be strictly adhered to. Reference: <http://hdept.cgaux.org/diversity.html>



Operational Parameters - Communications

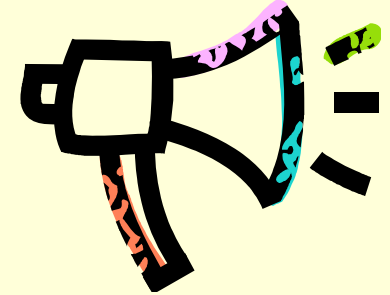
- External:
 - VHF Radio is ALWAYS primary, cell phone secondary (Cell Phone MUST NOT be used by the helmsman or lookout)
 - Must have 2-way communications at **all** times; if not, return to base
 - Maintain a radio guard
 - If communications are lost, orders may be voided





Operational Parameters - Communications cont'd

- Internal:
 - Be aware of challenges in communicating with engine noise and wind
 - 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 so Coxn knows you heard them properly





Towing

- Requires a high degree of awareness
- Many potential hazards
- Know limitations of facility and towing components
- How the vessels are loaded will affect maneuverability
- Brief your crew and the **disabled vessel's operator**
- Plan an escape route in case things go wrong



Mishap Reporting

- Report all information immediately via radio or cell to your OPCON (Coast Guard or other Agency you are working with)
- Call your DIRAUX/OTO no later than next business day
- Download the Claim Form from the Coast Guard website
- CG will investigate
- Do not repair the facility unless authorized to do so



Mishap Reporting

- Maintain **bound** LOG BOOK of **all** facility activities
- Maintain **bound** maintenance log
- Any damage must be linked to identifiable patrol cause



Local Hazards

- Are there particularly tricky or dangerous hazards in your local AOR? (Area of Responsibility)
- What are they, and have you communicated them to your crew?
- Highlight hazards on your charts for new crew to easily see



Additional Reminders

- Any other special requirements from your local DIRAUX?
- Is your “Ready Bag/SAR Bag” packed, checked, and updated from last year?
- What’s a “Ready Bag”? - see article in the September 2009 issue of “Up Top In Operations” at:

<http://www.cgaux.org/response/documents/uptopinoperations/2009/UpTop%20September%202009.pdf>



Reminder on PFDs

- Your PFD must be the appropriate color – International **Orange** or High Visibility **Yellow** ONLY.
- Inflatable PFD wearers – if you wear a SAR vest be sure it is under the inflatable.



ODUs / PPE Uniform Reminders

- ODU sew-on collar devices should now display a black “A” for Auxiliary. The Red and Blue “A” designation has been discontinued
- Wearing PPE (personal protective equipment, e.g., PFD) displaying “USCG Auxiliary” or any similar identification is NOT authorized unless you are assigned to duty



Uniform Reminders

- Auxiliary Ball Caps should have metal collar devices, not sew-on. Sew-on devices are authorized through 31 DEC 2012.
- Working Blue will no longer be authorized after 31 DEC 2012.
- ‘Scrambled eggs’ on Ball Caps will no longer be authorized as of 31 DEC 2012



Uniform Reminders

- The cardigan sweater, windbreaker, work jacket, trench coat, and wooly-pully will no longer be authorized for wear with ODUs after 31 Dec 2012
- The reefer coat and overcoat will not be authorized for wear at all after 31 Dec 2012



Uniform Reminders

- Past Officer devices are worn by both elected and appointed officers who have served at least one-half of their scheduled term of office
- The device must be worn if you no longer hold the office reflected by your insignia



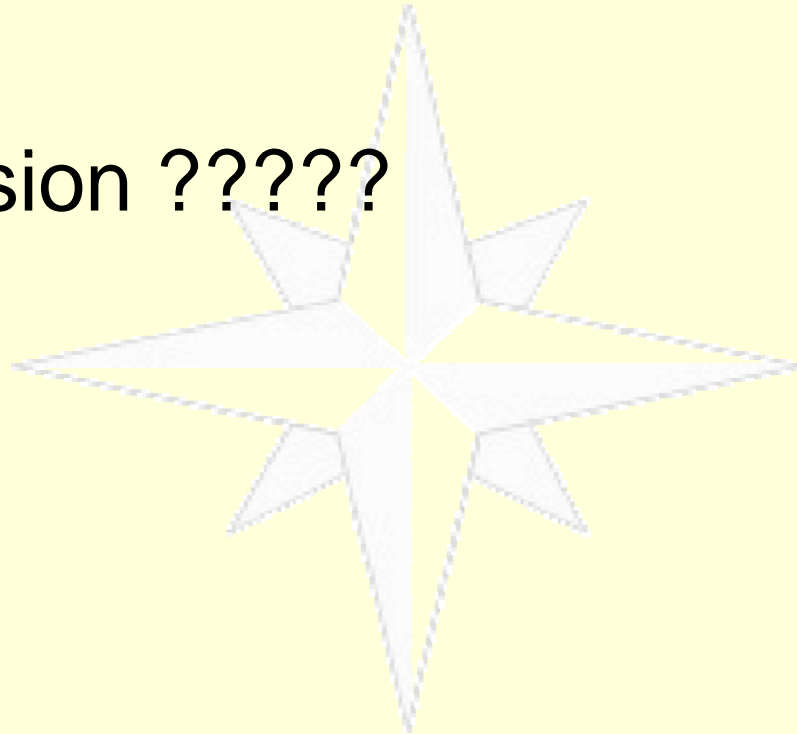
Uniform Reminders

- Only one sew-on qualification device (coxswain, PWO, RBS, Trident, etc.) is authorized for the ODU, your choice
- However, a sew-on \ device is authorized in addition to a qualification device



Questions?????

- Discussion ??????





Bravo Zulu!

Great Job!

It's been a rough week but
I made it - how about you?



Thank you for your participation in
the 2012 Operations Workshop.
Please share your thoughts about
this training, the format, and/or
content

Send your comments to:

Gail Ramsey

DSO-OP

Gail.L.Ramsey@uscg.mil