

# USCG Auxiliary Operations Workshop 2010



## Facilitator Reference

The Operations Workshop for 2010 is published by the National Response Department, Operations Programs and Educational Outreach Division. It is an optional workshop and provides some guidance on Surface operations safety and procedures that can be used as a refresher at the Division or Flotilla level. Some Districts may make this a required course for their Coxswains and or Crew certified members at the local level. Check with your FSO-OP for guidance.

This workshop can be presented by any qualified Auxiliarist in the surface operations program. The instructor should coordinate with Flotilla FSOs and Division Logistics staff officers for any pertinent local information. Local procedures, known local hazards, etc. are types of things that should be added to this presentation at the local level.

The slides are fairly self explanatory, but here are some notes on some of them that you might find helpful.

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### Slide 4 – Remember

- ❖ The top 2 bullets are key – Safety is the watchword in all we do
- ❖ Risk assessment BEFORE and DURING every mission will help assure safety
- ❖ Remember the limitations of your facility include knowing the limitations of your self and your crew.

Slide 6 – Changes for 2009. Take note of the currency hours for PWO operators who are also Coxswain qualified

Slide 7 – Changes from 2008. These are important currency maintenance **REQUIREMENTS** or you will end up in REYR status. Note the dates especially on the NavRules for Coxswains/PWOs and the drop dead date for ICS 210

Slide 9 – Take note of the only two colors allowed for PFDs when on orders and the prohibition on wearing PPE with CG Auxiliary marking when not on orders

Slide 13 – Take note of ALL patrol requirements before you leave the dock, including those noted on this slide

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Slides 14, 15 & 16 – There has been some confusion regarding towing and rendering assistance. Review the info on these slides in detail.

- ❖ This information comes from the CG SAR Addendum to the National SAR Supplement located at:  
[http://www.uscg.mil/directives/cim/16000-16999/CIM\\_16130\\_2E.pdf](http://www.uscg.mil/directives/cim/16000-16999/CIM_16130_2E.pdf)
- ❖ Warning this is a large 638 page 8.5+meg document.

Slide 17 – More on Safety

- ❖ The Coxswain at a minimum must have his/her PEPIRB on their PFD WITH a non-expired battery.
- ❖ A current registration sticker from NOAA must be on the device
- ❖ You must update your registration whenever any key information changes, such as phone number or address.
- ❖ You must re-register every 2 years and obtain a new registration sticker from NOAA
- ❖ Registration can be done at <http://www.sarsat.noaa.gov/>
- ❖ No Auxiliarist should approach a suspected HAZMAT spill or situation unless you have onboard a certified HAZMAT responder. Report the sighting to your Order Issuing Authority (usually the local Coast Guard Station) and get out of the area.

Slide 18 – Promote Safety

- ❖ Bullet 1 says it all and if you follow that all the other bullets on this slide will fall in line.

Slide 19 – Provide SAR response

- ❖ The key for this slide is to not just jump on the boat and race to the rescue. Get as much information as possible about the SAR case as you can before you leave the dock or your current location.
- ❖ Use that information in your risk assessment; are you, your crew, and your facility able to accomplish this mission safely?
- ❖ While underway continue to gather information on the SAR case AND on local conditions and UPDATE your risk assessment regularly.

Slide 20 – Render Assistance

- ❖ The bullets on this page cannot be under estimated.
- ❖ They are all important to observe at all times.

Slide 21 – Responsibilities of the Facility Owner

- ❖ All of these bullets are important but make special note of the first and last.

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- ❖ The first refers to a detailed thorough review of the facility by the facility owner; this is NOT the facility inspection. The Facility owner knows his/her vessel the best and knows what can breakdown or wear out, that a routine Facility Inspection by a VE member might not catch.
- ❖ Have all the spare parts for the things that break or wear out (filters, belts, shear pins, oil, spark plugs, etc. etc.)
- ❖ The last one is back to the key watchword of SAFETY. Here again the Facility Owner knows best the strengths and limitations of his/her vessel and must always take that into account as mission conditions change. If it becomes unsafe, ABORT the mission.

## Slide 22 – Responsibility of Coxswains

- ❖ The Rescue and Survival Manual referenced on this slide can be found at [http://www.uscg.mil/directives/cim/10000-10999/CIM\\_10470\\_10F.pdf](http://www.uscg.mil/directives/cim/10000-10999/CIM_10470_10F.pdf) it is COMDTINST M10470.10F. This link is also in the slides if you are Internet connected when you are presenting. It is a 207 page document.
- ❖ Once again Safety is in this slide with the last bullet on Operational Risk Management, GAR, and TCT.
- ❖ GAR is Green/Amber/Red and is the primary risk management process required by your OIA (order issuing authority). Know what forms or risk management processes are required in your AOR (area of operation) and have samples of those forms to review and discuss in the presentation.

## Slides 23 – Responsibility of the crew

- ❖ Emphasize the point that the crew needs to inform the Coxswain of ANY limitations they have before AND during the mission
- ❖ As crew if you have concerns about your ability to perform any duties for this mission speak up
- ❖ Remember to repeat all orders from the coxswain to insure you understood what he/she instructed you to do.

## Slides 24-26 – Operational Risk Management

- ❖ Run the numbers on your GAR model before AND during the mission. Be honest about the capabilities and experience of the Coxswain and crew.
- ❖ Good idea to re-run your GAR numbers after a lunch or dinner break
- ❖ If your local OIA does not have a GAR model form use the one referenced on slide 26

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- ❖ The reference on slide 25 for a value of 5 being a red flag. That value is arbitrary. It means that ANY value that is higher than 'normal' should be a red flag that may cause the mission to be aborted even if the overall GAR score is in the green zone.

### Slide 27 – Operating in Reduced Visibility

- ❖ Remember the CG policy states visibility under 1 mile mandates that the facility return to port, unless you are given a waiver by your Order Issuing Authority.

### Slide 29 – Operational Guidelines

- ❖ These guidelines are NOT just suggestions.

### Slide 30 – Operational Parameters – Communications

- ❖ Know and discuss the radio guard intervals and contacts for your Area.
- ❖ If you work with more than one CG Unit for your Division/Flotilla be sure to explain any differences in their procedures for communications
- ❖ It is critical to maintain that radio guard with an Auxiliary station, CG unit, or a local law enforcement unit.

### Slide 33 – Mishap Reporting

- ❖ If a problem occurs proper AND timely reporting is critical
- ❖ Make sure you know of any special procedures requested from your Order Issuing Authority regarding mishaps and communicate that to the class
- ❖ Discuss the differences between Claims and Mishaps and the reporting required for each. See operations policy manual Chapter 2 section D for Mishap reporting info.

### Slide 34 – Local Hazards

- ❖ Expand on this slide for your area(s) of operation
- ❖ Maybe even include pictures of areas of potential concern

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