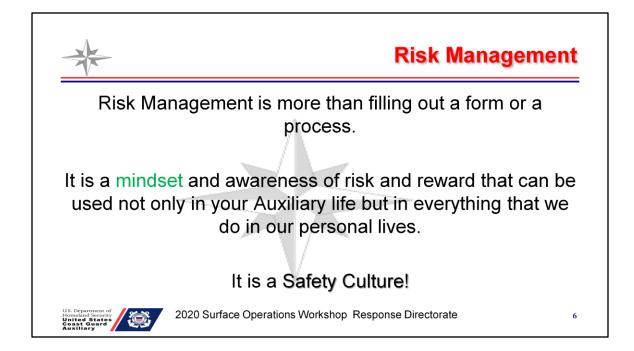
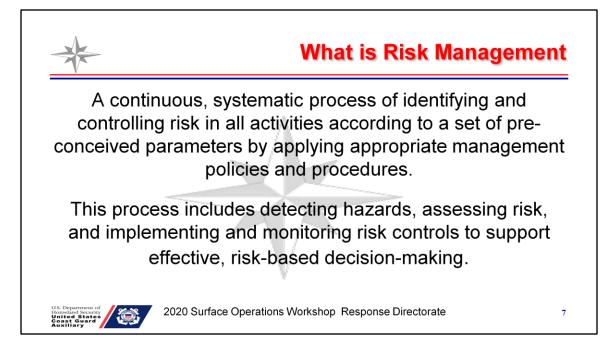


Risk must always be evaluated against the mission objectives. No Mission is so important that it supersedes any risk associated with accomplishing the mission.

Do not hesitate to cancel the mission or adjust mission objectives if the risk level grows to high. This (Risk assessment) is your responsibility to the mission just as much as accomplishing the mission itself.

Note to Instructor. On the "Marijuana is not legal for use under federal law" bullet there will be NO additional discussion or clarification

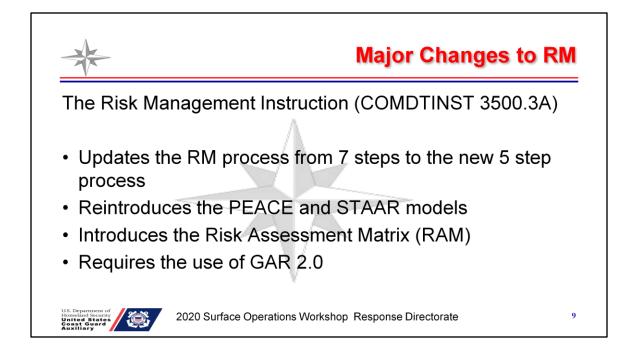




Risk Management is an ongoing, dynamic process. All members have responsibility to look out for one another and constantly evaluate risk vs benefit in all operations.

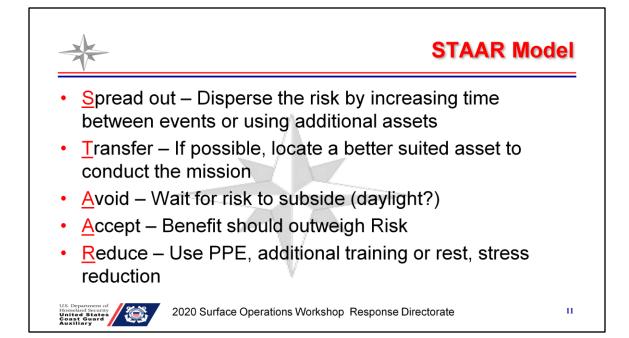


You can never eliminate all risk, but you can always take stops to reduce risk.



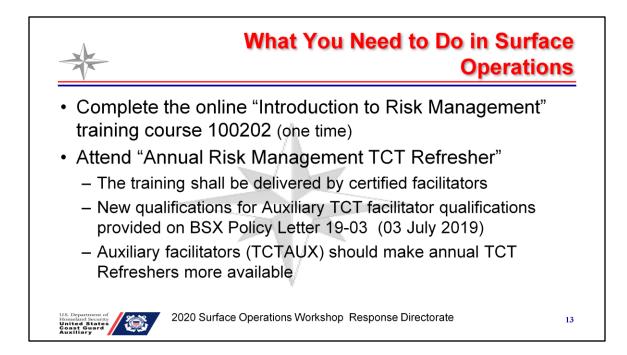


No more numbers.



T	GAR 2.0 MATRIX		
Risk vs. Gain	High Gain	Medium Gain	Low Gain
Low Risk	Accept the Mission. Monitor Risk Factors and re- evaluate if conditions or mission/activities change.	Accept the Mission. Monitor Risk Factors and re- evaluate if conditions or mission/activities change.	Accept the Mission. Monitor Risk Factors and re- evaluate if conditions or mission/activities change.
Medium Risk	Accept the Mission. Monitor Risk Factors and employ Controls when available. Re-evaluate if conditions or mission change.	Accept the Mission. Monitor Risk Factors and employ Controls when available. Re-evaluate if conditions or mission change.	Accept the Mission Only with Command Endorsement Communicate Risk vs. Gain to Chain of Command Implement Controls and continuously evaluate conditions and mission for change
High Risk	Accept the Mission Only with Command Endorsement. Communicate Risk vs. Gain to Chain of Command. Implement Controls and monitor Risk Factors. Continuously evaluate conditions and mission change.	Accept the Mission Only with Command Endorsement. Communicate Risk vs. Gain to Chain of Command. Implement Controls and monitor Risk Factors. Continuously evaluate conditions and mission change.	DO NOT Accept the Mission. Communicate to Chain of Command. Wait until Risk Factors change or Controls are available to warrant Risk exposure.

The Coast Guard has three main versions of the Risk Assessment (GAR) form; Aviation, Ashore, and Afloat. The "Afloat" version is for large cutters, the "Ashore" version is for shore based units including small boats. Our surface crews can use either the afloat or ashore versions (the wording is the same).

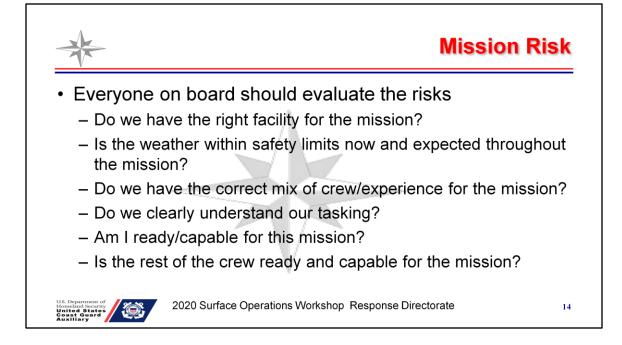


An Auxiliarist must be approved through the Auxiliary chain of leadership. The DIRAUX is the sole authority for certification of Auxiliary TCT Facilitators. Nominees will be selected based on proven performance, the ability to facilitate group discussions/foster open communications, and excellent grooming/uniform standards.

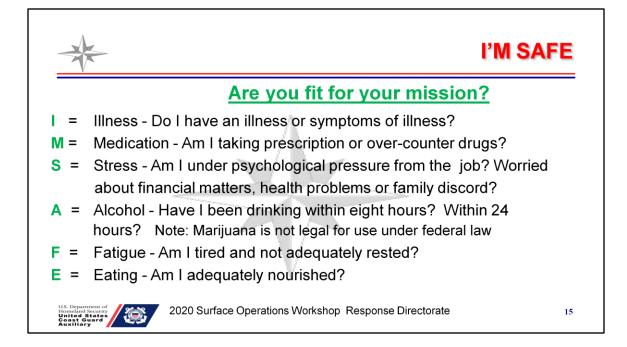
Nominees must also meet the following training requirements:

- (1) Complete the Introduction to Risk Management course (100202)
- (2) Complete the TCT Refresher as a student
- (3) Certify as an Instructor (IT)

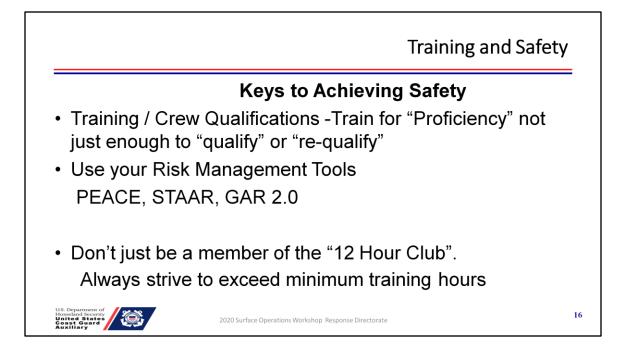
(4) Possess at least 3 years of relevant Auxiliary and/or professional experience. Examples of relevant experience are: Surface Operations, Aviation, and Marine Safety qualifications, licensed mariners, professional experience in emergency services, safety/risk management, professional education, or military service. Forward any questions regarding relevant experience to the DIRAUX for consideration.



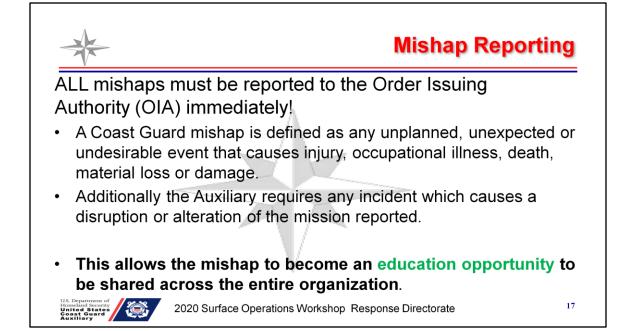
Remind everyone that **anyone** on the crew (or passengers) can cancel the mission at any time if they determine the risk outweighs the gain. It is not a group decision/majority rules situation. Everyone on board must continually assess their own physical condition as well and that of their fellow crew members.



Everyone on the mission should go through this I'm Safe list and answer these questions honestly.



Consider every mission a training mission and learn from it. The 12 hour club is when a member only does the minimum required hours. This will not make for a proficient member of the crew. Instructors are to STRONGLY encourage "Proficiency"



Per COMDTINST\_M5100.47.pdf - a Mishap is "An unplanned, unexpected, or undesirable event or series of events resulting in death, injury, occupational illness, or damage to or loss of materiel. "

Need to define MISHAP. Anything causing an unplanned stop besides a comfort stop is potentially reportable. Certainly any mechanical or maintenance issue, but people should <u>use</u> <u>common sense</u> in what they report. Anything that you expect to be reimbursed for should definitely be reported. That being said, it is better to over report than under report. Nobody will be criticized for reporting too much. When in doubt report it.

Operations Policy Manual requires those with firsthand

knowledge of a mishap to report it. Let's talk about that.

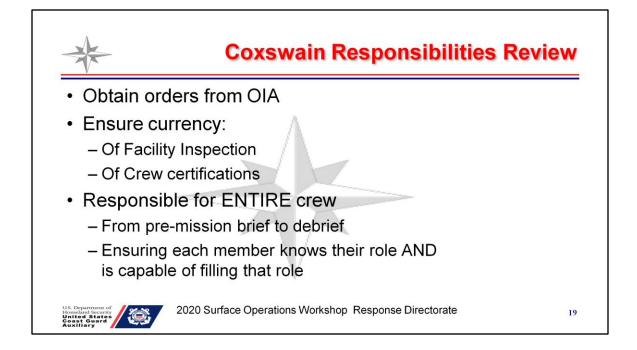
If you are confident that the principle parties are reporting to the organization, redundant reporting is not needed unless requested.

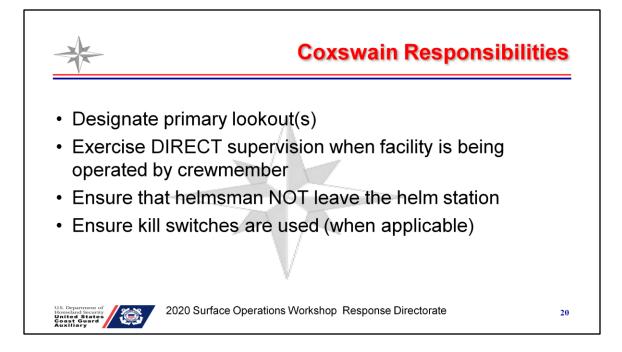
Why are they requesting that all mishaps; with or without injuries and even if there is no damage be reported?

Whenever a mishap occurs, even with no real damage or injury, is reported this information can be used to aid other members of potential risks and how this risk can be avoided.

This information you provided can be used as a learning or teaching event that can help all of us to become safer.

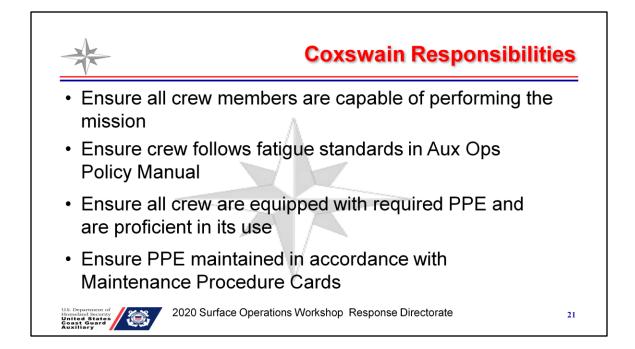






Crew fatigue is critical to the GAR score and cause to shorten or cancel the patrol entirely. The Coxswain should always endeavor to stay at or near the helm in order to be alert and in good position to respond to issues unless relieved by a competent crew member. Common sense applies when it is advisable for the Coxswain to change his/her position (e.g. head calls).

Maintaining a proper lookout is not only required for safe operations it is the law per the Navigation Rules. Do not just ASSUME everyone will pay attention and lookout for dangers





## **Quote from Ops Policy Manual ...**

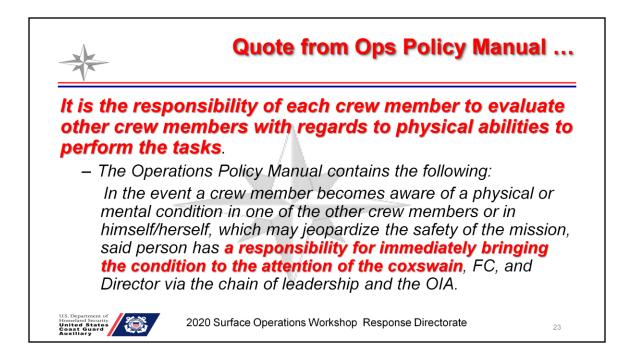
Each Auxiliarist is charged with an ongoing responsibility to use good judgment and common sense when evaluating their continuing ability to carry out their assignments. Each individual's responsibility to exercise sound judgment requires each operator or crewmember, prior to departing on an ordered mission, to **evaluate their own physical status** and decline orders when unable to perform the required duties ... It is incumbent upon the member to self-enforce; however, this does not always occur. It is critically important that **the coxswain evaluate each crew member's physical abilities prior to getting underway** and this too does not always occur.



2020 Surface Operations Workshop Response Directorate

It's important to note that in the operations policy manual we already have statements saying it is

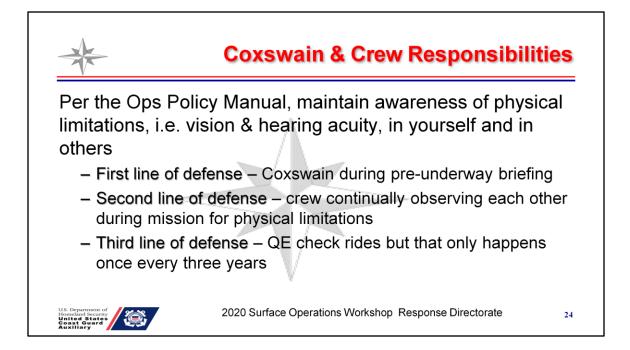
EVERY crew person's responsibility to evaluate their own physical condition. Additionally the Coxswain is responsibility evaluate the condition of the crew before (and During) the start of the mission.



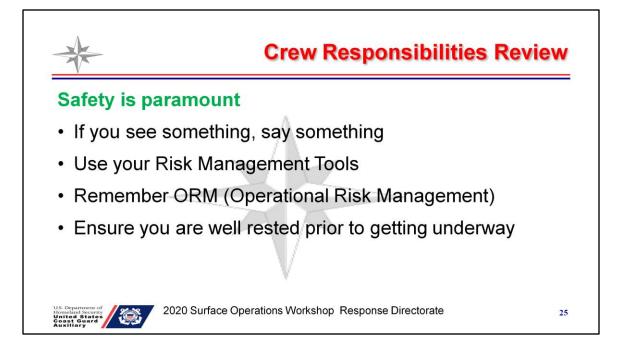
It goes on to state EVERY crew member should be aware of the condition of fellow crew members

In reality isn't this a tenet of our TCT program

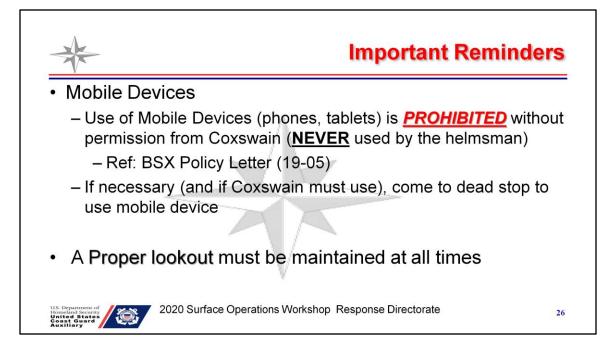
We need to do everything we can ensure this happens



Capable of performing the mission includes physical capabilities including vision and hearing acuity. Make the point that we are all to watch out for one another! The key is he crew, not the mission.

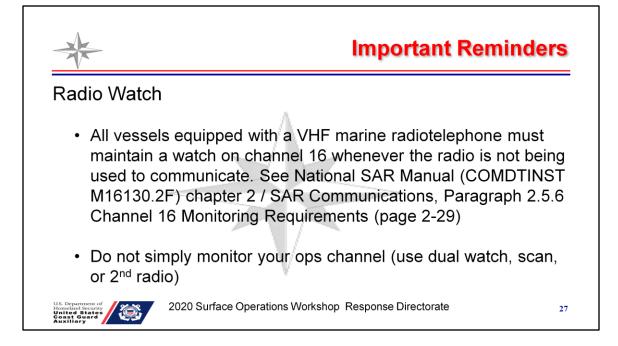


ORM is all about a continuous review of changing conditions that may influence the "Risk" of a mission.



If a facility is manned by a Coxswain and one crew, the facility must come to a full stop before the use of a cell phone or mobile device.

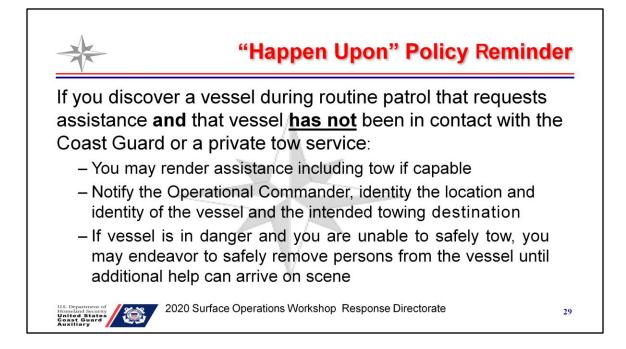
Important - cell phones can **neve**r be used by the person at the helm even if at dead stop because they need to be able to immediately react. The Cox'n can never use a device while the vessel is moving as they need to maintain full situational awareness.



NAVRULES require all vessels to maintain a listening watch on VHF 16 (unless under positive VTS control) whenever they are not using (meaning "transmitting") the radio. We recommend all facilities have two installed VHF radios with one kept on VHF 16 at all times and the other used for operational control. If you only have one then use Dual-Watch or scan when not actively talking on it.



Note: physical descriptions (race, gender, etc.) ARE acceptable in transmitting if you are working a SAR case and that information is pertinent to prosecuting the case and finding or assisting the boater.



You may tow if the vessel is in peril, or there are medical concerns.

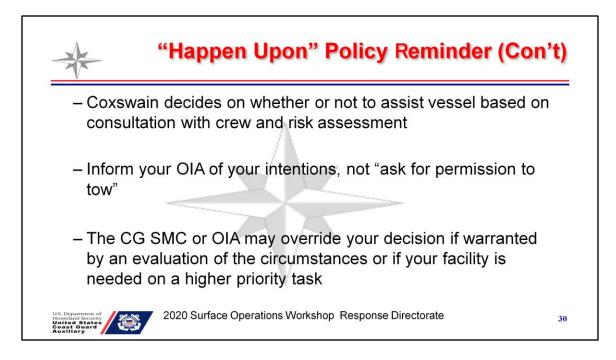
You may not tow if a private salvor or towing company has been notified and is available in a reasonable timeframe in this case stand by until the salvor arrives. "reasonable" time has not been clearly defined so check with your OIA. Anything less than an hour would be considered "reasonable"

It must need assistance AND not have already contacted CG or a private tow service. You should not try to pick up the tow to "save them money" and take away business from a commercial tower.

You may pick up the tow to pull them to a safer location while they await the towing service.

You notify your Operational Commander of your intent to tow. If they need you on a higher priority task they will tell you that (see notes on next slide)

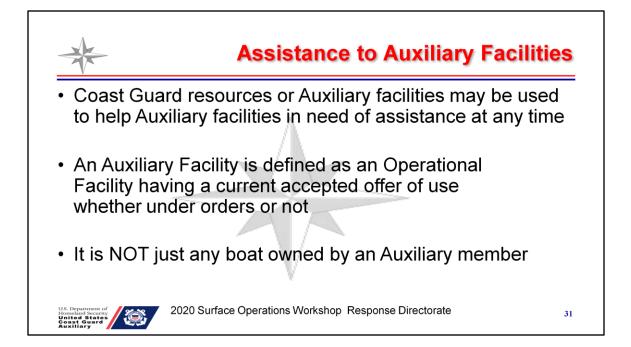
You do not need to ASK permission to tow.

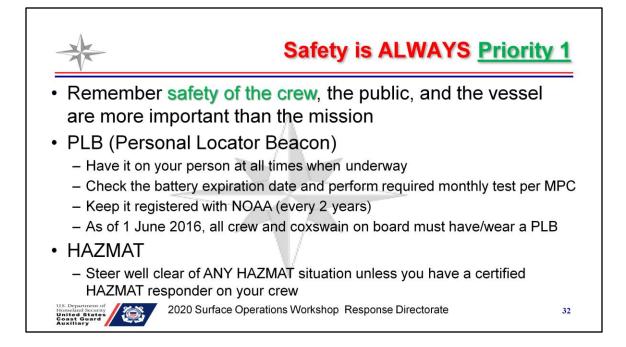


If the boater called for help you may also pickup a tow in some instances if a commercial tower is not available in a "Reasonable" amount of time. From the CG Addendum 4.1.6.3.f

When specific alternate assistance is not requested or available, mariners will be informed that a broadcast can be made to determine if someone in the area can come to their assistance.

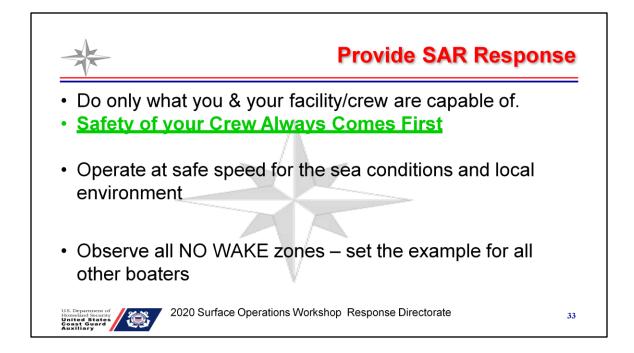
Coast Guard resources or Auxiliary vessels may also be directed to respond if no alternate responder can do so within a reasonable period of elapsed time. Factors governing the elapse of a reasonable period of time for assistance to arrive on scene are discussed below, but such a period should not normally exceed one hour from first awareness of the case.

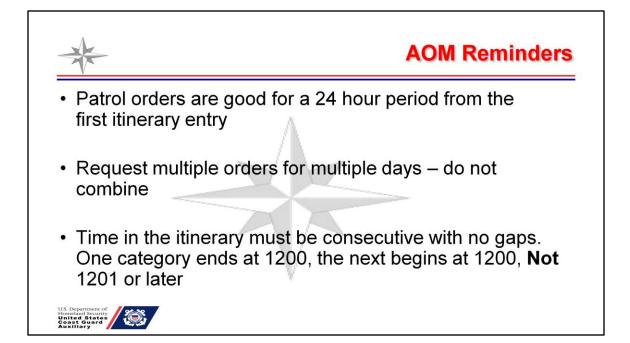


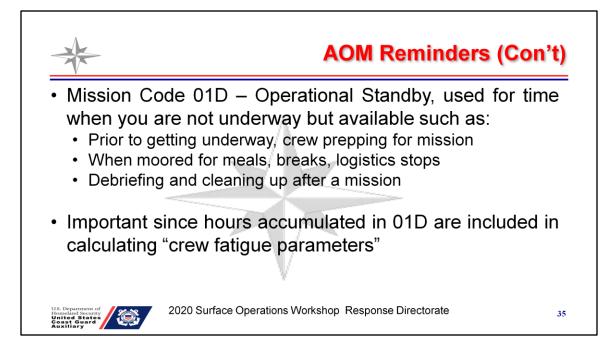


Please emphasize that safety is the top priority, and if the environment or other factors increase the risk...the GAR must be reviewed to determine what should be done to reduce the risk to an appropriate level. This includes aborting the mission if necessary.

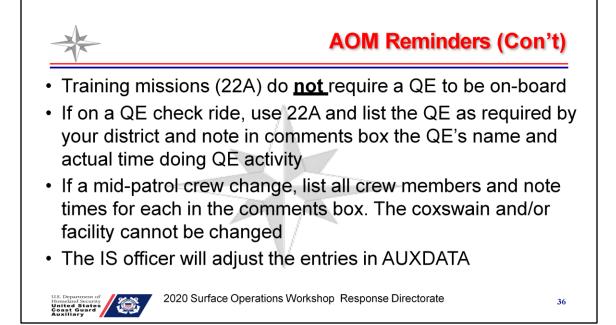
\*\*\* All on board must be trained, equipped, and certified to handle Hazmat situations before you respond to this type of incident.

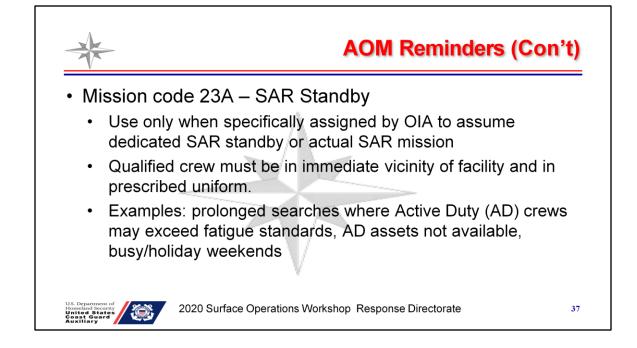




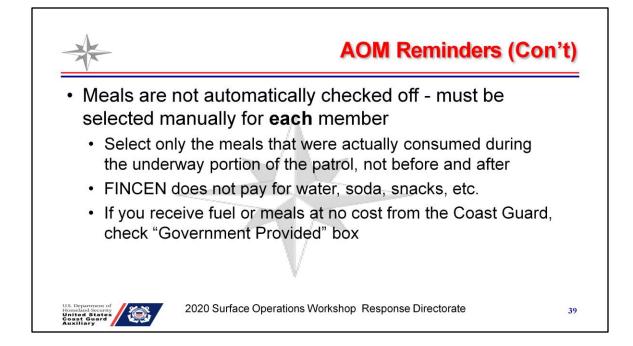


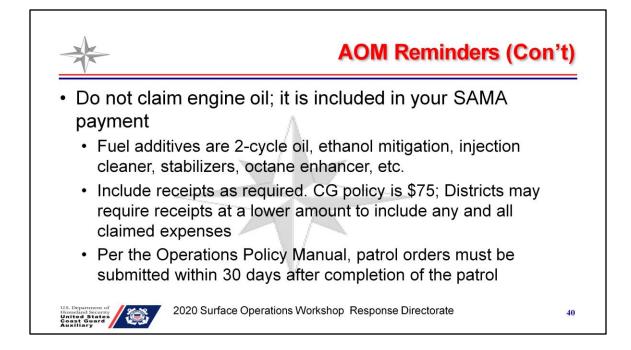
Discuss the dangers of "crew fatigue".

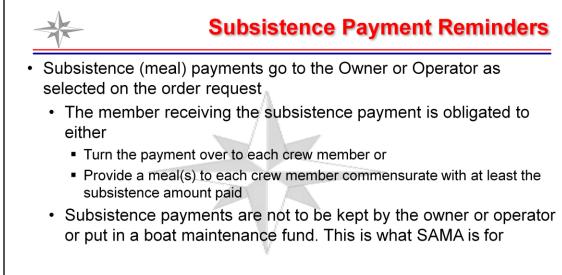






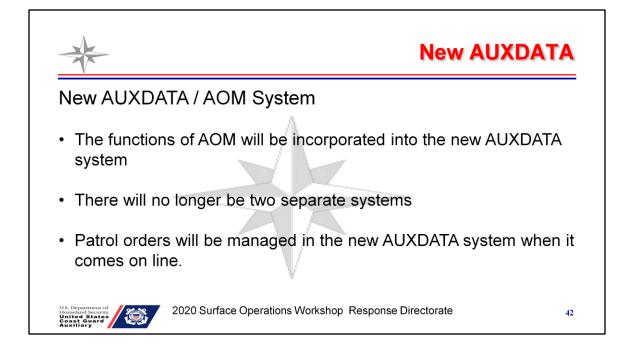


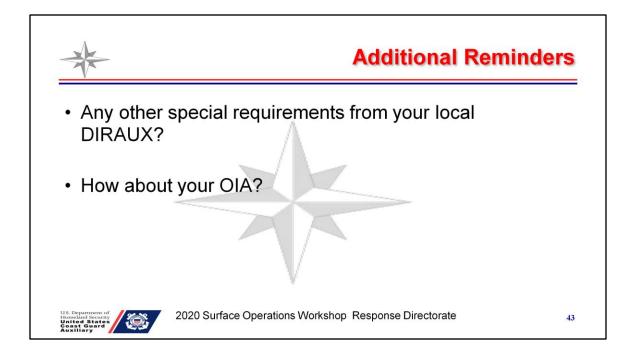


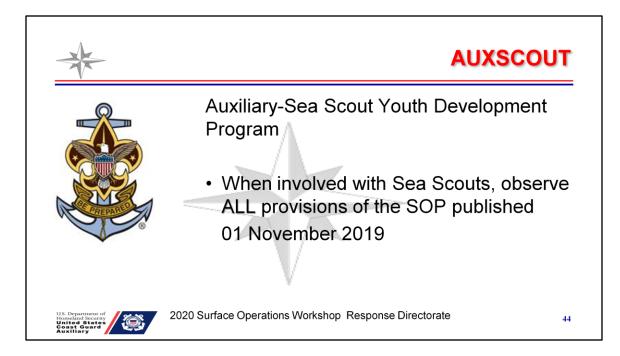




2020 Surface Operations Workshop Response Directorate





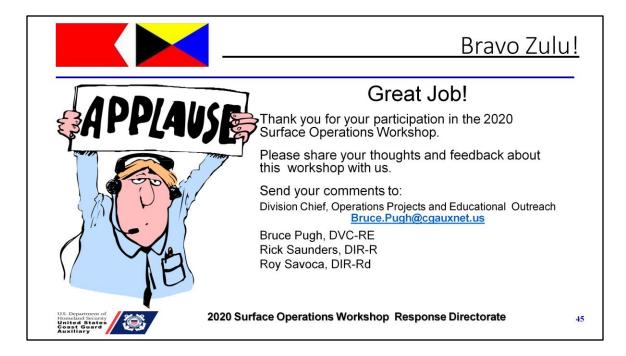


The Auxiliary and the Sea Scouts identified significantly beneficial prospects of enhancing their partnership including improved Sea Scout training opportunities, enriched Coast Guard and Auxiliary recruiting, and better overall promotion of recreational boating safety among our Nation's boating public.

There are specific requirements when working with Sea Scouts that need to be followed,

Consent Forms Required training specified training as defined in the SOP Limitations in participation in SAR activities Qualifications open to sea scouts

Refer to the SOP published 1 November 2019 for requirements and details



V2.1FinalO