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**THE USCG AUXILIARY AND CONTINUITY OF COMMUNITY**

*By Steve Pegram BC -IMS*

Are you interested in building partnerships and working collaboratively to make your community vigilant, prepared and resilient to disaster or Incidents of National Significance? Are you interested in seeing how your ICS training relates to not only the USCG and the Auxiliary, but to your local Community? How about an opportunity to connect the Auxiliary with local leaders and thereby increase our knowledge base, relationships and recruiting?

If you answered yes to any of the above, you may want to consider hosting one of the DHS grant funded (there is no cost to the host organization) seminars taught by the

Western Community Policing Institute. WCPI teaches a 2-day community outreach version entitled "Creating Vigilant, Prepared and Resilient Communities for Homeland Security" and a 1-day version of the course called "The Leader's Role in Creating Vigilant, Prepared and Resilient Communities for Homeland Security".

WCPI offered the 1-day version of the course recently in Lafayette LA. I attended this very informative training along with the Flotilla Commander and FSO-PA of Lafayette's Flotilla 44. There were also representatives from the Lafayette Parish Sheriff's Office, the Lafayette Police, Fire, and Public works, Emergency Management, Homeland Security, American Red Cross, United Way and a number of private sector representatives from various local companies. The experience level of the 37 attending ranged from "recently completed ICS 100" to senior leaders in both the private and public sectors.

WCPI provided a well thought out program that kept the students engaged throughout the day. The instructors, Roy Kindrick and Rich Hendricks, both retired Police Chiefs, did an outstanding job of presenting

the material and keeping the class on track.

The class is designed to help forge public-private partnerships in the community to ensure continuity of community using an all hazards approach. The training focuses on gap analysis and forging all-important partnerships with community stakeholders prior to an event.

The class requires active participation and problem solving. In addition to sharing strategies and successes, we participated in a table top exercise involving a terrorist bombing of a train containing hazardous materials in downtown Lafayette. The railroad actually does run through downtown Lafayette, so the consequences of an event were made all too real. This exercise was a real eye opener for some of the less experienced at our table. We also identified preparedness gaps and identified community partners to help close those gaps.

Was the training worthwhile? Absolutely! We began critical first steps toward significant community involvement encompassing both private and public sector leaders.

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COMMUNITY**

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Participants are discussing dates to bring WCPI back to host the 2-day seminar in the near future. I made a short presentation about the Auxiliary stressing our readiness to work closely with stakeholders on continuity of community issues and inviting anyone interesting in learning more about the Auxiliary to chat with us at the reception afterwards.

Was this a good opportunity for the Auxiliary? Yes, very much so. We were able to tell our story to senior community leaders and the press, as well as show our willingness to bring real skills to the table to help with continuity of community issues. And, we recruited three new members for Flotilla 44! Not a bad day's work in the Auxiliary.

If you are looking for an opportunity to tell our story to local community leaders and learn how to partner with community stakeholders, consider hosting a seminar in your area. WCPI provides a great learning experience and

the time you spend working with local leadership will lay the groundwork for enhanced cooperation between agencies in your locality.

For more information or to schedule a course in your AOR, contact Roy Kindrick at [kindricr@wou.edu](mailto:kindricr@wou.edu) or visit their website at [www.westernrcpi.com](http://www.westernrcpi.com)

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**MARITIME DOMAIN  
AWARENESS  
PART 3**

*Thomas C. Mosca III  
BC-OSM*

*This is part three of four parts of this very complex activity we call MDA.*

Observations of the port or harbor such as aids to navigation and depths will help describe the location when a report is made. Look for cranes, tugs, cargo types being handled, and lighting of the facility. The visibility at the time of the observations, and environmental conditions such as wind and sea state should be noted.

Many times roadside vantage points overlook

military installations; be careful to not become a frequent fixture at such sites, as it may be noticed by security personnel and questions may arise. However, if something of possible importance is noticed, more detailed observations may be prudent. Recognize suspicious people and activities. Be alert for suspicious activity, including any suspicious boat, person, aircraft or vehicle in the vicinity of an HVA. Key factors to be alert for include anybody loitering for extended periods of time in the vicinity of an HVA, or who may appear to be conducting surveillance. If someone is observed taking notes, making phone calls, sending e-mails, using a map or chart, using binoculars, or taking photographs in the vicinity, particularly if there is nothing of special interest to justify such attention, consider the activity suspicious.

For example, an Auxiliary patrol near a coal-fired electric power generation plant makes note of a large number of boats fishing. The coxswain is aware that the area is a popular spot for flounder, a much-prized species. The usual technique is to drift on the tide while fishing the bottom, every so often moving

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## UP TOP IN OPERATIONS

### MARITIME DOMAIN AWARENESS PART 3

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so as to drift over the area again. One fisherman catches a nice flounder, and is seen posing for a photograph. An alert and vigilant crewmember spots another fisherman taking photographs, but nothing of special interest can be seen. The one is more suspicious than the other.

#### ***Safety***

The safety of your crew and vessel are the top priority. If the distance is sufficient and safety is assured, then consider gathering and reporting information. If the events under observation are possibly critical, a tactical report may be vital. If possible, use a cell phone to make your report. If you are observing someone actually up to no good, he may be monitoring marine VHF radio. Don't bring any unwanted attention to yourself. If the observed behavior or events are of a nature such that an immediate response is not needed, then a routine report may suffice. A routine report may be made at the time of a normal "Ops and position" report, or may even be made

at the termination of the patrol.

Considerations of the safety for your crew and vessel may make an immediate withdrawal prudent. This should always be considered an appropriate response to any dangerous situation.

Reports of any information gathered while on an Auxiliary patrol should be made to the command at the time of the patrol. Report suspicious activity to the Coast Guard station for which you are working. The watchstanders and OOD at the station are trained to handle these reports, and have at hand contact information for additional resources. If the OOD decides further investigation is justified, he may dispatch a Coast Guard facility, or call in another agency to assist. The OOD needs to know your status and position, and should be advised of your actions or response to the situation.

If a suspicious vessel is observed it is important to describe the vessel so that it may be identified by whoever is called in to investigate. The name, registration, color scheme, length, beam, etc, should be included in your report. If the number and type (inboard or outboard) of

engines can be determined, the information should be included. If possible, give the vessel route, and the estimated destination. Describe any unusual characteristics of the vessel, including physical and performance characteristics. The number of people observed on board is important.

Describe any attempts to increase the "stealthy" nature of the vessel. If the vessel appears to be fast or slow, has a high observation point such as a tuna tower (particularly if an observer is stationed there), or has made contact with another vessel, these are all important. Describe any transfer of personnel or materials from one suspicious vessel to another. Be especially alert for any contact between certain types of vessels, such as a rendezvous between a coastal freighter and a "go-fast" boat, or an airdrop to a surface vessel. Make note if anything was recovered from the water, including but not limited to objects pulled from below the surface and attached to any type of buoy, or removed from a pier or the hull of a ship.

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## UP TOP IN OPERATIONS

### MARITIME DOMAIN AWARENESS PART 3

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If an airdrop occurred, give a description of the package, including size, color, material, and apparent weight (estimate from the size of the splash), and the aircraft. The number of engines, N-number, color and paint scheme, high wing or low, are all things to observe. In some ports people are smuggled. Be alert to the number of people aboard, and suspicious if there seem to be too many for the vessel. Any other evidence of smuggling should be reported, and should be considered probable evidence that danger exists; don't approach.

#### ***Electronic Capability***

While it may not be possible to ascertain all or even most of the electronic capability of a vessel from a safe distance, some information can be gathered and may be important to describe the identity of the vessel, the capability of the vessel, and the nature of the possible threat.

Radar arrays are usually easy to spot, and give some information on the ability of the vessel to observe its target

and the ease with which our facilities may approach unnoticed. The presence and location of one or more VHF antennas may help identify the vessel. Satellite telephone antennas are significant, and can often be identified from a distance. While large ocean-going yachts will normally have them, it is less common to see them on smaller vessels. RDF antenna arrays are another uncommon type that should be noted.

### 2007 SURFACE OPERATIONS REVIEW

*By Gary Taylor DVC-OS*

2007 was an action packed year in Surface Operations, with major revisions of most manuals and guides.

#### ***Revised Manuals:***

- ♥ Boat Crew Training Manual COMDTINST M16794.51A
- ♥ Crew member Qualification Guide. COMDTINST M16794.52A
- ♥ Coxswain Qualification Guide COMDTINST M16794.53A
- ♥ PWC Qualification guide COMDTINST M16794.54A
- ♥ On line OPS Policy Manual and Maritime Assistance policy and test for new Coxswains and PWC Operators.

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- ♥ Currency Maintenance Requirements
- ♥ 2007 marked the first annually required TCT Refresher Training program.

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### DVC QUESTION

*By Dennis Thaute QE 17*

1. Under the U. S. Aids to Navigation System, a yellow buoy is a \_\_\_\_\_.
  - A. Special purpose mark
  - B. Cardinal mark
  - C. Junction buoy
  - D. Safe water mark
2. If lighted, a yellow buoy may exhibit which light rhythm?
  - A. Flashing
  - B. Isophase (Equal Interval)
  - C. Occulting
  - D. All of the above

## UP TOP IN OPERATIONS

### 2007 SURFACE OPERATIONS REVIEW

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- ♥ On line Test for initial Navigation Rules test.
- ♥ Change of Nav Rule retest date to end of fifth calendar year Effective January 2008.

#### ***N-Train:***

N-Train 2007 DSO-OP's ordered in for training on the revised BCTM and Qualification Guides. This was the first N-Train session for DSO-OP's that had the majority of OTO's in attendance.

#### ***Standardization Team :***

The Surface STAN Team continues to meet monthly to review questions and/or problems that have arisen and look at issues that affect the Auxiliary Surface Operations program on a national basis. Welcome aboard to two new members of the team who replace two members who have moved to other assignments:

- ♥ CWO Ken Frost, D11NR, replaced CWO Mark Ferreira, who transferred out of the OTO position in D1SR, as the OTO representative.

- ♥ BMC Russ Woodill replaced BMC Jon Dingley as the CG-5241 (PCZ-2) representative BMC Dingley transferred to a new duty station this summer.
- ♥ Mr. Ferreira and BMC Dingley were both valuable contributors and will be missed. Thanks to both for their services.
- ♥ Mr. Frost and BMC Woodill stepped up to the plate and are actively contributing to the teams' mission.

Thanks to the other STAN team members: COMO Lew Wargo, D9ER, Chair, COMO Mark Simoni, D9CR, Member at large, and Linda Nelson, DCV-OS.

Many thanks to all surface OP's Branch chiefs, DSO, SO and FSO-OP's and OTO's.

An finally a big thank you to all the QE's, Coxswains, crew members and PWC operators who have worked throughout the year to make the transition to the new BCTM, Qualification Guides, and the new currency maintenance requirements come about without any big hitches and who relentlessly provide their time and facilities to the surface operation program.

***You are all a great team!***

### DVC ANSWERS

- ➡ yellow buoys are Special Purpose marks (A)
- ➡ A lighted yellow buoy may be (D) all of the above

Thanks to Dennis Thaute QE from the 17<sup>th</sup> District for this month's questions and answers.

### ARE WE AS PATROL READY AS WE THINK?

***By Jim Mc Carty BC-OEI***

How do we know when we are not at our best while on patrol? Do we always function at peak levels of "situational awareness"? We all know that we have good days and bad days, but what environmental factors tend to degrade our ability to "see" what is happening around us? Here are a few. If you think about it, there are certainly more.

***Weather-*** Extreme heat and cold can distract us from the external world and reduce our awareness of potential problems because the discomfort caused by heat or cold tends to focus us inward towards our personal comfort level.

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## UP TOP IN OPERATIONS

### ARE WE AS PATROL READY AS WE THINK?

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**Sea Conditions-** The constant pounding of waves on the facility will distract us from any awareness that extends beyond the next wave as it approaches. We focus so much on meeting that next wave at the best possible angle that we neglect other environmental or risk factors that may present themselves.

**Visibility-** Fog or darkness can also give us tunnel vision as we strain to see "forward" to where we are going...not 360 degrees around us. Its' only natural to be concerned with our forward progress in these conditions; the use of a spotlight at night can intensify that tunnel vision...we often strain to look where we can "see", not where we cannot see.

**Vibration-** The monotonous drone of the engine can lull us into a state of relaxation, or we become mesmerized by the constant sound & vibration.

As I indicated earlier, this list can go on and on...but how can we reduce the effects of a loss of situational awareness? Better still, how do we prevent the onset of this condition

amongst our crews? Clearly, good mission planning and analysis is the place to start. What is the nature of the mission? What are the environmental factors we face? What is the condition of the crew? These and other questions must be asked and answered during mission analysis. As we progress through this process, we have a tool kit of preventive measures that we can use whenever necessary, either before the patrol as we plan,

or during the patrol as conditions present themselves.

Dress appropriately for anticipated conditions; hydrate in hot weather, add additional layers in cold. Check with your Ops officer or Coast Guard OD for any advisories or limitations on patrol activities before you get underway.

In periods of restricted visibility, remind lookouts to constantly scan their entire zone of responsibility.

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