

THE RESPONDER

NEWSLETTER OF THE NATIONAL RESPONSE DEPARTMENT

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What's in a Name

By: Bruce Pugh DVC-RE

Well the nominations are in and the votes tabulated on the naming contest for *UpTop in Operations*. We had almost two-dozen possible names to select from, all very good candidates. We looked for something that would represent all four major divisions of the department, Air, Incident Management, Surface Operations, and Telecommunications. It was a close call but the winner is **The Responder** submitted by Al Hupp of Flotilla 30-1 in D8WR. The runners up were *UpTop in Operations* (no change), *Response Operations*, and *At The Ready*.

Now it is also time for a new logo for the top banner of the publication. Phoenix Ximenez of Flotilla 10-13 in D1SR submitted the Logo on this edition. Are there any more graphic artists out there? Send your ideas to Bruce Pugh at DVC_OE@yahoo.com. The prizes are doubled for this contest, not only do you get your name recognized for winning the contest and a free life time subscription to the publication, you get a free life time subscription for a friend.



Report from Guam's Flotilla 2-24, District 14

By: Robert Sajnovsky, FSO-OP 2-24

From January to June of 2010, members of Flotilla 2-24 logged 295 man hours on 19 underway patrols under orders. Of those hours, 213 were logged by qualified crew and 82 by trainees.

Flotilla 2-24 had one person qualify as crew during this time period, and one person re-qualify as crew. Flotilla 2-24 also had two persons qualify as coxswain on the Coast Guard owned boat (a 21' AUX UTL RHIB, 216005) and two persons qualify as crew on the Coast Guard owned boat.

Among the patrols we performed was a patrol with Station Apra Harbor boats, acting as a "valuable asset" to be guarded as the Station boats escorted us and others tried to penetrate the safety zone.



Queen Mary 2010 E: Jeremy Chatterton (L) and Jose Torres (R) are aboard OPFAC Riba, a 20' Bayliner Trophy owned and operated by Coxswain Robert Sajnovsky who took the picture. We were performing a 100 yd. safety zone patrol around the cruise liner Queen Mary 2 in port on Guam for the day. Feb. 22, 2010.

We patrolled as part of the safety zone around the liner "Queen Mary 2" on her visit to Guam. We also did three 7-hour patrols as part of the safety zone rotation around two cruise

liners visiting Guam, the “Pacific Princess” and the “Nippon Maru”.

We patrolled a safety zone for the Navy’s EOD team “Detonation Exercise” in the offshore waters of Agat Bay, Guam, serving as a warning to local mariners that the Navy EOD team was exploding ordinance in the area.



Bob and the Queen is a bit of photo shopping demonstrating the strength of Auxiliary assistance to the U.S. Coast Guard. Robert Sajnovsky doing the hoisting (but, to be fair, the passengers were all off the ship making her at least 500,000 pounds lighter) and Jose Torres giving encouragement. Photo by Jeremy Chatterton. February 22 2010.

Another patrol included playing the role of “bad guys” in Guam’s participation in the US Fleet Force’s security exercise, Solid Curtain/Citadel Shield.



RHIB Training April 11, 2010 shows L to R, BM2 Michael Mitchell, BM1 Kain Foglesong, Auxiliarists Jose Torres, Robert Sajnovsky, and Daniel Berman, aboard the 21' AUX UTL; and back to camera, Terence Bell aboard OPFAC Riba undergoing training in attaching a skiff hook to Riba’s bow eye fitting. Photo by J. Chatterton.

We provided a regatta patrol for the annual Cocos Island Swim, an event in which over 200 participants swim the 2 mile distance between

Guam and Cocos Island. And we provided another 7 hour regatta patrol for outrigger canoe races held offshore in Agat Bay, Guam.



RHIB Training photo shows L to R (facing) Auxiliarists Benjamin Abrams, James Long, and Harmen Lyzenga, and back to camera, Michael Waterfield, Jose Torres and Robert Sajnovsky demonstrating Group H.E.L.P. position to avoid hypothermia (sea water temperature around Guam is a constant 84 degrees Fahrenheit). Photo by: BM1 Kain Foglesong.

(Editors note: In correspondence with the fellow Auxiliarists on Guam we found some mutual acquaintances on Saipan. It sure would be nice to be in the warm waters of the South Pacific as indicated in the picture immediately above. Thanks to all on Guam and especially Bob Sajnovsky for taking the time to get this information to us.)

9 ER Promotes Changes to Boat Crew and Coxswain Training.

By: CWO3 Kevin Clark and COMO Lew Wargo, Sr.

At NACON, the Ninth Eastern Region presented an overview of a proposed Standardized Auxiliary Boat Operations Training course. SABOT is a 9ER Best Practice and is not a Commandant mandate. This course is based on “Best Practices” from the Boat Crew Seamanship Manual and was presented by CWO3 Kevin Clark, OTO, 9ER and COMO Lew Wargo, Sr., DSO-OP for 9ER. The course is titled “Standardized Auxiliary Boat Operations Training” (SABOT).

The intent of the proposed course is to improve Auxiliary boat crew safety and proficiency through standardized training,

mentorship, and evaluations. It consists of both classroom and on-the-water training. The classroom sessions utilize power point presentations and demonstrations using a magnetic board. The program seeks to promote readiness and professionalism in surface operations and strengthen Auxiliary and active duty interoperability.

SABOT has five standardized training units consisting of:

- ❖ Boat Handling
- ❖ Long and alongside towing
- ❖ Piloting and Navigation
- ❖ Search and Rescue
 - Search Plotting
 - Search Execution
- ❖ MOB/PIW Recovery

The course follows and utilizes the 9ER Auxiliary Boat Job Aid. This Job Aid walks the member in detail through the following 10 evolutions:

1. Pre-underway check of the facility and crew
2. Getting underway
3. Respond to a Man Overboard
4. Anchoring and weighing anchor
5. Navigation
6. Locking procedures
7. Plotting and running Search Patterns
8. Towing
9. Marlinspike
10. Paperwork

SABOT establishes standards for the member to follow by aligning with the same standards used by the active duty. For example: In an Auxiliary MOB Recovery on the Initial and Currency Check Ride there is no time limit. In SABOT the goal is to recover the MOB/PIW in under 3 minutes, the same standard used by the active duty crews. Another example in SABOT is for Auxiliary Boat Crews to be able to plot a course to a CSP in under 30 minutes. Again this is the same standard used by the active duty.

There is a lot of emphasis placed on boat handling in each of the five SABOT sections. Expert boat handling is key to all

that an operational member will do as boat crew. The member is taught to position their facility in the optimum position and to stay out of the danger zones. The member is also taught how to station keep in this position for extended periods. Special emphasis is given to the dangers encountered during connecting a tow and mooring.

SABOT helps to foster mutual understanding and interoperability with the Auxiliary's active duty counterparts. It attempts to build self-confidence on the part of the Auxiliarist. It also helps to establish confidence in the Auxiliary's operational ability with the Coast Guard's active duty station personnel. SABOT helps to improve safety through standardized practices. It also becomes a planning tool for operational member training. All five segments, together or independently, can be used as an outline for one day/afternoon training evolutions or a weekend Ready for Operations Exercise.

The 9ER Job Aid is utilized in SABOT and is modeled after the Active Duty Ready for Operations (RFO) Standardized Check Sheets. The Job Aid is based on the Auxiliary Coxswain Qualification and Currency Maintenance check sheets with the addition of current CG Active Duty Standards. The Job Aid places an emphasis on heavy weather boat handling and boat crew skill sets. The belief is if you can do it in heavy weather then you can do it in calm weather. (Of course, heavy weather conditions vary by the size and type of facility.) The Job Aid is an easy to use reference for Trainees, Mentors, QEs and those on a SAR Response.

The purpose of the Job Aid is as follows:

- ❖ Make better decisions about when and how to train.
- ❖ Reduce formal training time by organizing the material.
- ❖ Provide boat crews with a user-friendly guide to performance of infrequently utilized tasks/skill sets.

- ❖ Reduce job stress by eliminating confusing procedures and job standards during complex or stressful situations.
- ❖ Eliminate unnecessary or unproductive training by establishing a standard.
- ❖ Makes training and mission execution more effective and efficient.
- ❖ Help trainers to be better mentors/trainers.
- ❖ Assist QEs in doing evaluations and establish standards by which to evaluate members.

The Job Aid has ten tasks that it addresses while SABOT targets five core skill sets and performance objectives. The Job Aid is the blueprint for a properly executed evolution while SABOT addresses training method best practices. The Job Aid supports the Auxiliary Boat Crew Training Manual currency maintenance process while SABOT provides guidance on how to conduct training for each unit through Terminal Performance Objectives and Enabling Objectives. The Job Aid also supports the Coxswain and Crew Qualification Guides.

SABOT assumes that the coxswain and crew are certified and allows and supports break-in coxswain and crew participation. The course expects the coxswain and crew to function as a team at the minimum level for qualification. Coxswains are encouraged to pick the best crew available. They are also encouraged to include trainees or less skilled members.

In Unit–1 of SABOT (Boat Handling) the “Enabling Objectives” are:

- ❖ Station Keeping
- ❖ Opening and closing maneuvers
- ❖ Crew Communications
- ❖ Docking and Maneuvering

The above is ongoing throughout SABOT, (especially in towing.)

In Unit–2 SABOT (Towing) the “Enabling Objectives” are:

- ❖ Disabled Vessel Set and Drift.

- ❖ The Danger Zone.
- ❖ Proper Approach (crossing the “T” with regard to the prevailing force)
- ❖ Maneuvering Zone (Open and close)
- ❖ Optimum Position
- ❖ Transition to tow from station keeping
- ❖ In Unit–3 of SABOT (Piloting/Navigation) the “Enabling Objectives” are:
 - Students are presented with a SAROPS print out for their AOR calling for a TSN (Track line, Single unit, No return) search pattern.
 - Students plot the TSN as a piloting exercise with at least 2 or 3 waypoints (WPTS).
 - The last WPT represents the Commence Search Point (CSP) for a sector and/or expanding square search pattern.
 - The students are expected to do this in 15 minutes.
 - The student is expected to be within 50 yards of each WPT and within 100 yards of the CSP.

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In Unit-4 of SABOT (Search Execution) the Enabling Objectives are:

- ❖ SAROPS coordinates are entered into the GPS for the TSN within 15 minutes
- ❖ Facility is piloted to the CSP and arrives within 100 yards of CSP and all turns are within 50 yards of plotted turn point
- ❖ Coxswain is taught to utilize Search Pattern Plotter for VS and SS search patterns
- ❖ Boat Crew executes search pattern and searches

In Unit-5 of SABOT (MOB/PIW) the Enabling Objectives are:

- ❖ Setting the standard for demonstrating proficiency with a three minute time

limit during MOB/PIW recovery (Brain starts to die after 3 minutes without oxygen!) That should be the standard time for recovery (Note: The Coxswain Qualification Guide gives 5 minutes, and the check ride for initial and currency doesn't have a time limit)

The current Auxiliary Boat Crew Check Ride sheets for a MOB/PIW recovery simply state: "Respond to a Man-overboard drill, and safely recover a simulated PIW (A life ring, a life like dummy, or other floating object can be used as a PIW)." There is no mention of recovery within 3 minutes or for using a floating object that would simulate the drift of a human body! The Job Aid used in conjunction with the SABOT has 21 steps that must be covered!

The references for SABOT are the Boat Crew Seamanship Manual (COMDTINST M16114.5C and the Auxiliary Boat Crew Qualification Guide: volumes I and II. In addition, the 9ER Boat Crew Job Aid is the main building block for this training program.

All are encouraged to watch for additional information as the SABOT Program unfolds in 9ER in the coming months. Any questions or comments may be directed to CWO3 Kevin R. Clark, Sector Buffalo OTO at Kevin.R.Clark@uscg.mil or to COMO Lew Wargo, Sr., DSO-OP (9ER) lew.wargo@gmail.com.

Are You Ready For Your 2011 Patrols COMO L. J. Wargo, Sr., DVC-RO

This is a good time of the year to review operations policies and equipment. In particular we should do an annual review of the Operations Policy Manual and the Navigation Rules. We need to also lay out all of the various tools and equipment on our boat facilities and check them closely for any concerns. Our task is to repair, replace and properly stow for the coming patrols. On the inspection list do not forget your life vest materials. Is the battery up to date and the NOAA registration current on your EPIRB? Does the knife need sharpening? Is the mirror

polished and protected? What is in the life jacket pockets that does not belong there? While on patrol, representing the Coast Guard and Coast Guard Auxiliary, it is important that our mission can be completed with as few "hiccups" as possible. The condition of our facilities, equipment and the way we conduct ourselves and operate our boats is important.

We have no special privileges even when responding to a SAR case. If anything we should be even more careful because the public is always watching how we operate.

When in congested areas and when near moored boats keep your speed and wake down. Sometime we don't realize just how big our wake is. Some vessels, even at a relatively low speed, throw a fair size wake. We are responsible for any damage or injury that our wake may cause. None of us want to be embarrassed by such an incident, especially while operating under orders.

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