



THE RESPONDER

Newsletter of the National Response Directorate

Volume 2

February 2015

Suddenly in Command Submitted by COMO Gary Taylor



The captain becomes incapacitated or falls overboard; you purchase a new boat and step aboard for the first time. You are Suddenly in Command.

No, this is not about the PE course of the same name but the title seems appropriate for this article of the Responder.

Why Suddenly in Command you might ask? No, Bob Shafer did not fall overboard nor did he suddenly become incapacitated. He was

appointed as ANACO-RP beginning 1 NOV by COMO Simoni and I was humbled to be asked to step up from my position as Response Deputy Director to be the new Response Director. I was suddenly in command!

I joined the Auxiliary in 1980 in D17 (yep – that’s Alaska) and held various elected positions including DCO from 2003-04 and many appointed positions (mainly DSO-OPS and ASC-Anchorage) during my tenure in D17. After 36 years there, I came to the conclusion that winters are long and cold (the summers are very nice, but short). Pam and I retired from our jobs in SEP 2011 and retired to a warmer climate in Prescott Valley, AZ (my home state). In 2005, after my term as commodore was over, I was asked to come on the national staff as Division Chief, Surface Operations by Mark Simoni, our current National Commodore, and by Linda

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Nelson, the Department Chief of the Operations Department, as we were known then.

During NACON 2009, while I was hard at work in

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Suddenly in Command (cont.)

Anchorage, I received a phone call from Bob Shafer, then Deputy Director who had two questions: first, who would I select to replace myself as Surface DVC and second, (which explained the 1st), would I accept appointment as Deputy Director of Response? My first question was what was going on? He explained the big organizational changes that had taken place during the general meeting at NACON regarding national staff positions. He was taking over as the Director and David Elliot was moving up to what is now the ANACO position. When I asked how long I had to think about his questions, he said 5 minutes for the Deputy position, as he had to let the NEXCOM know that day. Talk about making a quick GAR assessment, accepting the offer and becoming suddenly 2nd in command.

As deputy, I worked more closely with the Surface, Telecommunications and Education Divisions and had some exposure with Aviation Division. Bob was an Aviator and I was a Surface guy, so Aviation was usually kind of above my head, no pun intended. Now, I am suddenly working closely with all four divisions, although coming up to speed with the Aviation Division is somewhat akin to drinking from a fire hose.

The next course of action was to select a new Deputy Director. Jack Slattery readily accepted and moved up from his DVC Telecommunications position.

Fortunately, we have very talented experts on staff that help me out and keep me in line. Elsewhere in this edition of the Responder, there are bios of each of our division chiefs as well as Jack's. The current DVCs are: Wilson Riggan, Aviation; Bruce Pugh, Education; Jim McCarty,

Surface; and Gary Young, Telecommunications, who moved up replacing Jack Slattery.

Your new Response Staff has



been busy since 1 November. The 2015 Operations Workshop and 2015 TCT Refresher were published on 1 January. A long awaited revised Aviation Maintenance Policy was just released (see page 8). A night operations best practices document was posted by Surface, and Telecomm finalized arrangements and procedures to obtain surplus CG HF equipment. And that's what's going on in the field. Your Surface and Aviation Standardization Teams are

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Suddenly in Command (cont.)

busy on their projects and the three operational divisions are holding periodic teleconferences with their staff and DSO counterparts. And of course, the Education folks have produced another version of the Responder.

And now you know why: Suddenly in Command.



Thoughts and Tips on Completing AOM Properly

Submitted by: **COMO Gary Taylor**

Meals: Subsistence (meals) must now be checked manually for each member who was furnished and consumed one or more meals while underway. Meal periods are currently defined as: 0400–0800, Breakfast; 1000–1400, Lunch; 1600–2000, Dinner; and 2200–2359, Midnight Rations. Are you really entitled to claim a meal just because the

underway time touches the shoulder of one or more meal periods?

There should be underway time on both sides of any claimed meals or at least substantial time underway prior to or after the meal, before claiming the meal. While it is possible to claim breakfast if you get underway at 0800, was that meal actually prior to getting underway at a restaurant or even at home? Same for a patrol ending at 1600, was the meal consumed during the patrol or afterwards? How about a patrol starting at 0800 and ending at 1000, is claiming any meal appropriate?

For members doing radio guard or watch standing from their home based fixed land station, is it appropriate to claim meals while in the confines of your home?

The whole subsistence issue is being reviewed by both FINCEN and the CG. There may

be other changes coming in the future.

Other Expenses such as Water, Drinks, Snacks and Food:

While the CG will pay for ice on patrols, water, drinks, snacks and food are reimbursed by the subsistence allowance, thus are not otherwise allowable expenses and should not be entered in the “Other” block. OIAs have been instructed to watch for these charges and reject the orders so the charges can be removed by the owner or operator.

Trailing on Non-Patrol Days:

If you trailer to or from a patrol area but do not get underway the same day due to long travel distances or bad weather, you must submit a separate patrol order for each day you trailer only. Until AOM is re-programmed to allow for mileage reimbursement when trailing only, you need to show a minimum underway time on those orders. The approved workaround at this

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Thoughts and Tips on Completing AOM Properly (cont.)

time is to show 1 to 6 minutes underway on those days when you trailer only.

Remember, trailering time counts toward your fatigue time. Do not try to circumvent the fatigue time standards by submitting orders for trailering only days and then trailering on the same day(s) as you patrol. This would be considered falsifying government records.

Multiple Patrol Days: If you are going on patrol for several consecutive days, you must have separate orders for each patrol day. Do not try to put multiple days on one patrol order.

Offer for Use Status: If your offer for use is about to expire, you must get the facility inspected and submitted to your DIRAUX office in a timely manner. Expiration date

notices are generated and sent by AUXDATA to the owner(s) and FC at least 30 days in advance of the one year expiration date. There is also a 45 day grace period after the expiration date before the facility is automatically placed in inactive status by AUXDATA.

If you patrol before that expiration date and then do not submit the orders until after the offer of use expires, AOM will not allow the orders to be processed, as the facility is no longer an approved facility. You will have to get the Offer for Use in to your DIRAUX for approval before the orders can be submitted.

If you have orders which were approved prior to the expiration date and then patrol after that date without a new offer for use on file, your orders are no longer approved for the patrol as the facility is no longer approved for use. Conducting a patrol in an unapproved (expired) facility is a serious violation of policy, and exposes the member to

liability, should there be a mishap. You will have to resolve this issue with your OIA and DIRAUX.

Facilities which have been placed in "Inactive Status" by AUXDATA will no longer show up in the facility drop down list until the facility is placed back in active status.



Members in REYR: Once an operator is placed in REYR or Admin Hold status, they will no longer be able to get orders as operator on the facility or be part of the minimum qualified crew until the REYR or Admin Hold is removed. The same is true for crew members.

The subject above about "Offer for Use Status" also holds true for members who are not currently qualified.





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What's Changed in AOM?

Submitted by: COMO Gary Taylor

There have been several updates released in AOM in the past several months that you may not know about. Here is a recap of those changes which you may encounter:

Meals: Meals are no longer automatically checked by AOM. If a meal is supplied and consumed during a patrol, the coxswain or owner needs to manually check the boxes under the appropriate meals. AOM will activate the boxes available to be checked based on the patrol underway start and end times.

Passwords: All passwords now expire every 90 days. You will be notified when logging in that your password will expire in XX days and allow you to change it. You must follow the password criteria when creating your new password.

When asked for your last password, this is the password you logged onto AOM with.

If you allow your password to expire, forget your password or do not log into AOM for 45 days, you will have to request a temporary password at the "New Account or Forgotten Password" link on the AOM landing page. When you first log in with the temporary password, you will be prompted to change your password. AOM will ask for your last password which will be the temporary password you just logged in with.

If you do not log into AOM for 365 days, your account will be deactivated.

Facility Owners: To accommodate for multiple ownership of a facility you now have to select an owner from the drop down list for that facility. There is no default owner listed.

Order Completion: Completed orders must now have the operator signature to submit.

Reimburse Block: Reimburse default is now "Select from list" instead of "Owner".

Receipt Confirmation: Added a "Confirming Receipts to be Deleted" message to avoid accidental deletion.

The complete list of all AOM revisions can be found on the AOM landing page at the "Release Notes" tab on the tool bar.

If you have problems or questions about AOM, please submit a help desk ticket from within AOM. Local district help desks will probably not be able to help you.

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What's Changed in AOM? (cont.)

You can find AOM FAQs on the National Help Desk and Knowledge Base page [at this link](#), or the Response Directorate's web page [at this link](#).



Aviation Training Update: Spatial Disorientation and Crew Resource Management

Submitted by Wilson Riggan

Two elements of required training in Auxiliary Aviation have recently undergone significant changes. Those elements are Spatial Disorientation (SD) and Crew Resource Management (CRM). The first change, in Aux-18, Spatial Disorientation, began last year with the move from NAS Pensacola to the FAA's Civil Aerospace Medical Institute (CAMI). The new

training uses general aviation simulators of airplanes and helicopters and thus provides an extremely realistic experience, under the guidance of experts who specialize in this field. The reviews from the first few classes have been highly complementary and we are excited about this year's classes coming up.

This year the FAA folks are adding in modules regarding emergency landings and egress (water and land), as well as post-landing survival considerations. This training will focus on leadership aspects for our pilots in addition to just the survival elements. Please check with your DSO-AV or [click on this link to go to our web page](#) with the class schedule for 2015. Now that this course has been separated from Aux-17 (CRM), Aux-18 is required only for pilots - and remember that there is only a 1-year window

after certification in which to accomplish this training.



Crew Resource Management (CRM) has regained its original separate identity as Aux-17. Rather than being lumped in with Aux-18, as it has been in recent years, we are now presenting it separately and bringing it to our aviators in the field. It is still required for pilots and air crew within the first year of certification. But... (here is the big change) it is now not only available to observers as well, but we strongly urge all observers to attend. Our observers are an integral part of our team and deserve to receive this vital training.

Because of this new delivery

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Aviation Training Update: Spatial Disorientation and Crew Resource Management (cont.)

method, we can finally accomplish the Coast Guard's intent for Crew Resource Management – which it is for all flight crew members who serve aboard a Coast Guard aircraft during flight under orders. Ask your DSO-AV when this training is coming to your District / Region / Air Station and make plans to attend.

employ a death grip on the helm, and bring about a loss of confidence for the most seasoned crewmember? The answer just might be navigating safely at night or under conditions of limited visibility.

Based on a request from the surface fleet, the Surface Operations Division has recently developed and released an optional “Night Operations Guide” to all District Staff Officers for dissemination to their Division and Flotilla staff officers and crews. The PowerPoint presentation has also been placed on the National Response Directorate web site in the [“What’s New”](#) and [“Surface Best Practices”](#) links. This guide is designed to offer best practices and insights to our surface crews when they are operating during conditions covered by Rule 19 of the International-Inland Navigation Rules. It is also designed to be brief and

flexible enough to enable staff officers and unit commanders to deliver the training within a 30-35 minute time frame as either a stand-alone module, or as an adjunct to the National or local Operations Workshop, or the 1 or 4 hour Team Coordination Training modules.

The guide covers many topics that include the strongly suggested use of RADAR and GPS (to be operated by competent crew members), the need for a separate watch stander to monitor the RADAR /GPS for the helmsman, extra lookouts, and the effects of white cabin lights, etc. on our night vision. It reviews some physiological impediments that cause us to lose our situational awareness such that we become disoriented and at risk of becoming a victim of a mishap. The guide also makes several suggestions including: the need for a thorough pre-underway briefing specific to

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Night Operations Guide Submitted by James McCarty

Ask any mariner, regardless of qualifications or experience, what conditions cause him or her the most anxiety and nervousness while underway? What circumstance is most likely to cause him or her to



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Night Operations Guide (cont.)

navigation problems that may be encountered under difficult environmental conditions, rotating watches to maximize crew situational awareness, and the imposition of speed restrictions, to name just a few.

Safety must be our primary concern as crew members, coxswains, staff officers and unit commanders. Team Coordination Training emphasizes the 7 elements of TCT that, if respected and applied, will improve decision making and reduce accidents and mishaps. If we take Mission Analysis seriously, such as planning for navigational and seamanship problems at night, and apply all 7 TCT elements when completing the all important GAR, then we have taken a giant step towards ensuring that our crews remain safe and our mission will be

accomplished, even under difficult conditions such as night operations. We strongly urge all personnel who are engaged in surface operations to attend this training on a yearly basis. The presentation may be delivered by anyone who is qualified in the boat crew program, preferably a coxswain or QE, who is a qualified instructor.

The Surface Operations Division is committed to being responsive to the needs of our crews throughout the fleet. If any member or crew identifies a problem, concern or training need that affects their surface operational safety, I urge you to contact me at the address below for follow-up and review.

[\[james.mccarty@cgauxnet.us\]](mailto:james.mccarty@cgauxnet.us)

So, What's New in Aviation?

To improve the safety of the program, the legacy policy that required strict adherence to manufacturer's recommended

time-between-overhauls (TBO) for engines and propellers has been replaced by a new policy that requires specific periodic inspections and condition monitoring for all AUXAIR aircraft. For all of the details see our [web site at this link](#).

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Please submit articles for Publication, via the chain of leadership and management, to the editor:

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Meet the National Response

Directorate Staff

John J Slattery: Deputy Director

Submitted by John J Slattery
DIR-Rd



John Slattery has twice been a member of the Coast Guard Auxiliary. He first served as FSO-CM during the late 1960s and then re-joined the Auxiliary in 1999. During both periods, he served as a watchstander for Coast Guard units in New York and Florida. Since 1999, he has been involved with Auxiliary

Telecommunications where he has served as Branch and Division Chief. He was also a member of the team that drafted the TCO/PQS.

John completed his undergraduate studies at New York University and went on to serve with the U.S. Army and the Army Reserve as a fixed wing pilot. During thirty years with Xerox Corporation, John completed the corporate sponsored management studies program at the Harvard Business School. At Xerox, his career included assignments as Manager of Global Account Operations, National Sales Manager, and Group Vice President & General Manager.

John and his wife Maureen live on the Eastern end of Long Island, overlooking Peconic Bay. In addition to the

Auxiliary, John is a member of the local Police Advisory Committee and is an active recreational boater and model rail roader.

Wilson Riggan: Division Chief - Aviation

Submitted by Wilson Riggan
DVC-RA



Wilson Riggan, Division Chief – Aviation for the US Coast Guard Auxiliary, is a current airline captain of 29 years, flying B757/767's in

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Wilson Riggan (cont.)

international operations. A pilot who has maintained active currency since initial certification in 1971, Mr. Riggan has been an active flight and ground instructor since 1975. His 20,000 hours of accident-free flight time includes over 4,500 hours of time in light general aviation aircraft in addition to his airline time. Mr. Riggan is also an internationally recognized consultant in air traffic control operations and procedures and in Crew Resource Management and Human Factors, and is a trained and experienced accident investigator. During his 10-year service on the National Safety Committee for his pilots' union, Mr. Riggan served on several FAA and RTCA committees, and for 4 years chaired the FAA Air Traffic Control Procedures Advisory Committee. Mr. Riggan has also served as an instructor and FAA-designated check airman in major airline,

commuter airline, and large charter service (Part 135) operations. He has owned and operated an aviation consulting service, the Riggan Group LLC, for 6 years. Mr. Riggan has a bachelor's degree in professional aeronautics from Embry-Riddle Aeronautical University.

In his 13 years in the Coast Guard Auxiliary, in addition to his aviation activities, Mr. Riggan has held numerous staff positions at the local through district levels, and elected positions up through Division Commander. Mr. Riggan's certifications include AUXOP, Coxswain, Watch Stander, Marine Dealer Visitor, Vessel Examiner, and Instructor, in addition to Aircraft Commander, Instructor Pilot and Flight Examiner.

Lauren Pugh, Editor
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Gary G. Young: Division Chief - Telecommunications

Submitted by Gary Young
DVC-RT

Dr. Gary Young is a Professor Emeritus at Worcester State University. Previously he served as a Visiting Professor of Marketing at the University of Massachusetts-Dartmouth, was the Coordinator and professor in the Marketing Communications Graduate Program at Emerson College, and also served nearly 10 years as Chair of the Marketing Department at the University of Massachusetts-Boston. He was a board member for over 20 years and Treasurer of the Lynn Community Health

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Gary G. Young (cont.)

Center, Inc. in Lynn, MA. He is an active consultant in the field of marketing strategies and an authority in the use of trade shows. He has served on various other boards and is a lifetime member of the Engineering Society of Buffalo. He holds a PhD. in Marketing, an MBA and BS from State University of New York at Buffalo, as well as a MS and Certificate in Advanced Graduate Studies in Educational Administration from Niagara University.

Dr. Young joined the Auxiliary in 1991, became AUXOP qualified, and Flotilla Commander of the Marblehead Flotilla. He is a qualified instructor, vessel examiner, coxswain, and TCO. He has also attended COM-L School in Yorktown and serves as SO-CM and DSO-CM in addition to his DVC-RT role.

For enjoyment he is as active on the ham radio frequencies

as K2AJY, and is “Top of the DX Honor Roll” having worked all available entities. He is also on the “Islands on the Air” Honor Roll, having contacts with 593 individual islands worldwide. He has been president of two amateur radio clubs, and Chairman of the 1961 NYS ARRL Amateur Radio Convention. He is presently a member of the North Shore Radio Club in Salem MA, the Yankee Clipper Contest Club, and the ARRL.

Bruce C. Pugh: Division Chief - Education

Submitted by Bruce Pugh DVC-RE



Bruce Pugh has been a member of the Coast Guard

Auxiliary for 28 years. He has held numerous staff positions at the Flotilla and District level and is currently serving his second term as Flotilla Commander of the 71-member Flotilla 10-13 in D1SR as well as his role as Division Chief – Operations Projects and Educational Outreach in the Response Directorate. He has held this role since 2006. He is a graduate of Villanova University. Bruce spent 20 years in IT management at ADP and has 35+ total years in IT Software Development and Senior Management roles, most recently as an IT/Expert Management Consultant for the CITS Group, Inc. delivering seminars and leading discussion groups on IT Best Practice topics to companies in Beijing, China.

His Division/Flotilla AOR covers Greenwood Lake, Northern NJ, Hudson River and NY harbor. Bruce and his wife Brooke live in Northern NJ and he is an avid sailor.



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James M. McCarty: Division Chief - Surface Operations

Submitted by James McCarty
DVC-RS



Jim McCarty has been a member of the Coast Guard Auxiliary for 11 years, and has previously served as FSO- PA, FSO-PB, and as a Vice and Flotilla Commander. He currently holds Coxswain, PE, VE, and CFVE, TCT-AUX

qualifications and serves as FSO-OPS. His operational AOR covers Sector Delaware Bay, 5th Northern, including the Cape May coastline, the ICW and most of the Delaware Bay. He served as BC-OEI (Education & Instruction) within the National Response Directorate for 9 years, and has held his current position as Chief, Surface Operations since June of 2013. He completed his undergraduate degree at Temple University and his Masters degree from the University of Pennsylvania. He served with the Philadelphia Police Department as a detective, Patrol commander, and Commanding Officer of the Intelligence Division

Counter Terrorism Unit. He subsequently served as a District Commander and retired at the rank of Captain. He joined the faculty at the University of Phoenix-Philadelphia Campus, became Department Chair for Undergraduate Business and Management, and later accepted a position as Asst. Dean of the School of Arts and Sciences at Thomas Edison State College of New Jersey. He currently continues his relationship with Thomas Edison State College as faculty and Curriculum Committee Member and consultant. He is also a freelance writer and journalist for the Cape May County Herald.

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