

From the Bridge-Last and Final

Submitted by: COMO Gary
Taylor, IPDir-R



This will be my last Responder article as the Director of Response.

After eleven years on the National Response Staff, four as DVC for Surface Ops, five as Deputy Director and the last two as Director, I decided last spring to take a break and spend more time at the local level, so I did not request re-appointment for another term.

I am extremely pleased Jack Slattery, my capable Deputy, has been selected to succeed

me. A better choice could not have been made. I was very fortunate to have Jack as Deputy and I know I am leaving Response in his capable hands.

The Response staff has been extremely busy during this term of office. An overview some of our major accomplishments follows:

Wilson Riggan, DVC-RA, headed up the Aviation and with his staff we have seen major improvements to the Aviation Maintenance program, the development of the National Maintenance Tracking Spreadsheet, and the revised Aviation Test A. The Aviation Test B is currently under revision and they are working with the "C" Directorate, to automate the maintenance tracking into real time reporting.

Bruce Pugh, DVC-RE, leads our Educational Division and with his staff, we saw the addition of the Aviation and

A vertical graphic representing the cover of the November 2016 issue of THE RESPONDER. It features the U.S. Coast Guard Auxiliary logo at the top, followed by the title 'THE RESPONDER' in large, bold, white letters on a blue background, and 'DIRECTORATE' in white letters on a red background below it. The date 'November 2016' is written in blue text. Below the date, the text 'Inside this issue' is followed by three blue dots. A list of four articles is shown, each preceded by a blue star icon and underlined text: 'From the Bridge-Last and Final', 'From the new Director', 'Standing the Watch', and 'SAR Incidents: Lives Saved or Lives Assisted'.

Telecommunications workshops for 2016 in addition to the already existing Surface Ops workshop and the annual 1-hour TCT Fresher. This division also takes care of our directorate web site, a never-ending job. Also in the works is a new scenario for the 4-hour TCT Workshop.

Jim McCarty, DVC-RS, heads up the Surface Division which also
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From the Bridge (cont.)

includes the Surface Standardization Team. With his staff, the revised Boat Crew Training Manual is making its way through final approval at headquarters as well as revisions to the Vessel and PWC Inspection and Offer for Use forms.

Several Best Practices articles have also been produced and placed on our web site. Surface is also working on developing a comprehensive National Surface Safety Program.

Gary Young, DVC-RT heads up the Telecommunications Division where, earlier this year, we saw the promulgation of a Standard Operating Procedure (SOP). This SOP brings all of our Telecommunications programs under one umbrella and adds a new Coast Guard Augmentation mission (AUGCOM).

Bravo Zulu to the Response staff who have completed

these important projects that, over time, will improve our member's safety and proficiency.

I would be remiss to not also thank all those staff officers at the District, Division and Flotilla levels as well those qualified in the aviation, surface and telecommunications programs for carrying out our Response

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missions in support of the Coast Guard.

It has been a great ride and I thank COMO Simoni for his confidence in me to lead this great directorate during his term as NACO.

I wish you all "Fair Winds and Following Seas".



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**Please submit articles for Publication, via the chain of leadership and management, to the editor:
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From Our New Directorate Director

Submitted by John J Slattery, Director of Response (DIR-R)



I originally joined the Auxiliary in Huntington NY, back in the mid-sixties, after returning from Army service in Europe and Africa. Yes, those were the days of khaki uniforms for both Army and Coast Guard. After thirty years as a corporate gypsy, I retired and we became snow birds. It was then that I rejoined the Auxiliary, in Florida. At that time, my only experience with radios and communications was as a pilot, so I wound up on the National Staff as a Branch Chief in Communications. (Makes no sense) I was clearly out of my

league and faced with a rather steep learning curve. My salvation has always been assured by surrounding myself with smart people. This was the case in the comms job and is clearly the current situation where I have been mentored by some our best and supported by a team of 34 talented Response staff members.

I am honored to lead the Response Directorate and will continue to focus on supporting the program needs of our Auxiliary membership and the US Coast Guard. The directorate serves the US Coast Guard by ensuring that volunteer members are well trained, qualified, and equipped to support all authorized activities and missions. Our ultimate responsibility is to deliver that program support while providing for the safety and occupational health of Auxiliary personnel. We will continue to focus on the Auxiliary Strategic Plan and work with and through district

leadership to provide program guidance to members who participate in our Surface, Air, Communications, and Education programs.

We will be fully staffed and ready to do business when our term starts on 01 NOV 2016.



Standing the Watch

Submitted by: Gary Young, DVC-RT and Jack Slattery DIR-R



The latest iteration of the Auxiliary Strategic Plan highlights the increasing need for qualified Watchstanders at various Coast Guard and Auxiliary units. Watchstanders are needed at Boat Stations, Sectors, Air Stations and Marine Safety Units. In addition, the Coast Guard

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Standing the Watch (cont.)

Communications Command (COMMCOM) is interested in attracting qualified members who are willing to conduct monitoring missions from their home locations. Gary Young (DVC-RT), and his comms staff are working hard to bring you the stories of Auxiliarists who are "Standing the Watch."

John J Slattery, Director of Response (DIR-R)

This is the first in a series of interviews about Auxiliarists who are Standing the Watch:

Will Hopwood, working as a private Energy Consultant, serves on the Colby-College, Board of Trustees, and has spent the last ten years as an Auxiliary member. Living in Elkins, NH, he is a member of the Penobscot Bay, Maine, Flotilla where he serves as IPVFC and FSO-CM. Along the way, he completed the CG Station Watchstander PQS and will take that skill with him as he prepares to transfer to the

Portsmouth Harbor, ME, Flotilla, which is closer to home. Will has been a Watchstander for eight years at the Rockland, Maine Small Boat Station. He really isn't sure what motivated him to become a Watchstander but said he enjoys the service he provides and feels good about being a part of the active duty Coast Guard unit. He would most definitely do it all over again. In fact, he hopes to break in as Watchstander at CG Station Portsmouth Harbor. He has a personal objective of putting in 100 hours per year. In addition, he has an HF radio facility and can be found participating in the Auxiliary HF radio nets as well as volunteering for AUGCOM missions whenever storms threaten Atlantic shipping.

Will recalled several of his more exciting days as a Watchstander. First and foremost, was the day he passed the Boards. What a sense of accomplishment! His second memorable event was

his first watch alone, at Station Rockland. Finally, the most recent was when he was handling two cases at the same time on the radio, and on the phone with a Good Samaritan who was passing information regarding one of the cases. At that time, Sector Northern New England came over the intercom with a question. Laughingly, the BM1 took over the intercom and said, "Will cannot respond as he is a bit busy". He exclaimed he "thought that was a good one."

Will lets other Auxiliarists know that Watchstanding is one way to get to know what goes on at a Station while others are underway. It is a good learning experience for those who serve as coxswain or boat-crew as most are surprised when exposed to workings of the watch room. In Will's opinion, boat-crew members, make good Watchstanders.

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Standing the Watch (cont.)

Why not visit your nearest Coast Guard Station, Marine Safety Unit, Sector, or Air Station and volunteer to become a Watchstander?



SAR Incidents: Lives Saved or Lives Assisted

Submitted by: James McCarty

We all agree that the Coast Guard Auxiliary's mission is to save lives through various programs such as vessel safety exams, telecommunications systems, public education and outreach, air operations, and of course through direct surface operations. These SAR cases must be documented so that our leaders understand the effectiveness of our programs, including operational strengths and weaknesses. When we say we save lives, can that claim be

accurately supported by the data? Are we saving or assisting more lives in the current year, or are our operational limitations reducing our ability to complete that lifesaving mission? Let's take a look at how the Coast Guard

wants us to document lives saved and lives assisted.

The Marine Information for Safety and Law Enforcement (MISLE) system is used to document Search and Rescue

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WHAT YOU NEED TO KNOW ABOUT CELL PHONES ON PATROL

Submitted by: John Slattery, DIR-R

Several of our readers have raised similar questions regarding cell phones and the requirement for two-way communications for surface facilities underway, while on orders.

While cell phones can be a useful back up while on patrol, VHF-FM is the required means to maintain a communications guard for Auxiliary Facilities while on patrol. This guard is normally kept with the nearest Coast Guard Station, Auxiliary SARDET/AUXSTA, or by SDB Command Center but may also, when authorized, be kept by qualified Auxiliary Telecommunications Operators (TCO) using approved Auxiliary Radio Facilities. The Facilities may be Fixed Land, Land Mobile, or Transportable. Shore side portable, or hand held radios, are not considered adequate for guard purposes. In those situations, where a qualified TCO is operating an approved Auxiliary Radio Facility while holding guard, the TCO shall have access to a phone in order to make notification to local authorities and their Order Issuing Authority (OIA).

In those geographical situations where VHF-FM is not possible and an alternative non-standard modality (i.e., cell phone) is employed for guard purposes, such utilization requires a written waiver from the Coast Guard OIA.



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SAR Incidents (cont.)

cases. As Auxiliarists, we are responsible to accurately classify and document SAR cases according to the Coast Guard SAR Manual (COMDTINST M16130.2F).

DEPARTMENT OF
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According to the SAR Manual Section B.2.10.1 “When the Auxiliary is the only resource employed, an entire report (notification, incident management, case and sortie sections) will be completed for that case by the Coast Guard unit exercising operational control over the Auxiliarists.” Section “B.2.10.2 states: “When the Auxiliary is just one of several resources employed, the sortie section needs to be completed by the OPCON unit.”

When an Auxiliary asset becomes the lead OPFAC involved in a SAR case, the coxswain will complete the

SAR Incident Report (CG 4612). The purpose of this report is to properly and accurately report the circumstances of the incident; we will concentrate on the “Lives Saved” vs. “Lives Assisted” elements of that report found in section IX.

Lives saved

According to the SAR Manual cited above, lives saved “are those lives that would have been lost had the rescue action not been taken”. This includes actually pulling a person from a position of distress or removing them from a situation that would likely have resulted in their death had the action not been taken.” How do we apply this language to the real world? Some examples are easy. These include instances where a person is literally pulled from the water, or a burning vessel, or a critical medical issue like a grave injury or heart attack is successfully resolved. However, sometimes the circumstances are not so clear.

Sometimes we respond to, or come upon circumstances where the danger is not so imminent. Sometimes the excited boater will call a “mayday” when the vessel suffers a minor casualty or runs out of fuel that does not place his or her life in imminent danger. Medical emergencies afloat are also clearly within the intent of a lifesaving incident, but sound judgment must be used to accurately assess and report the nature of that medical incident to properly classify this incident as either a saved life or an assisted life based on the injury or illness itself. Let’s take a look at what the manual says about “lives Assisted”. According to the SAR Manual: “Lives assisted are those persons who are provided assistance that did not meet the criteria for lives saved, but did receive some assistance.”

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SAR Incidents (cont.)

Lives assisted

An entry for type of assistance provided is required for every life entered under this category. "Persons merely onboard a vessel that is provided assistance directed at the vessel (repairs, fuel, etc.) are not necessarily assisted." This category documents our service to the boater that does not reach the level of the "lives saved" category. We may provide towing, or minor first aid, or advice regarding hazards, but even though one might argue that if the vessel

had not been towed, some harm might have come to the occupants in certain situations, the intent of this category of



assistance is to document services rendered that do not reach the "lives saved" threshold.

In Summary, be sure to complete the SAR Incident Report carefully to ensure that your lives saved or assisted decision is based on the actual facts and circumstances of the

incident, and not on the boater's level of alarm that may reflect an emotional response.

Accurate information is the key to better decision making. Common sense is of course a guiding principle that when combined with a knowledge of Coast Guard policy, will ensure that we have the best information available on the good work done by the Auxiliary on our nation's waterways.



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