



THE RESPONDER

Newsletter of the National Response Directorate

Volume 2

September 2016

From the Bridge

Submitted by: COMO Gary Taylor DIR-R

How time flies! It is three-quarters the way through 2016 and marking the end of the recreational boating season in the northern latitudes.

June 1 marked the date that all the provisions of the most recent Rescue and Survival Systems manual went into total affect for all surface qualified members. Remember, these new policies also apply to the active duty and reserve. They are not designed to make life more difficult but to make sure we are all safe, as far as our PPE goes. Please ensure your flotilla has a Rescue and Survival officer to perform the semi-annual inspections and keep the records. For those fortunate enough to be co-located with a small boat station, the station R&S petty officer will probably be glad to help out. Just ask your station OIC.

In Telecommunications on 21 March, BSX promulgated the Auxiliary Communications

Standard Operations Procedures whose purpose is to establish Standard Operating Procedures (SOP) and guidelines to manage and conduct Auxiliary Communications Mission activities. The SOP includes 6 documents:

1. Auxiliary Communication Concept of Operations;
2. Augmentation Communications (AUGCOM) Mission;
3. Auxiliary Monitoring Station Program;
4. Augmentation Communications Mission Tactics, Techniques and Procedures;
5. Coast Guard Auxiliary VHF Telecommunications Program Policies and Procedures;
6. VHF Repeater Program Planning Steps and Approval Process.

This SOP in conjunction with the existing Coast Guard Auxiliary HF Telecommunications Program Policies and Procedures and HF Repeater Policy brings together standardized guidance for all members participating in tele-communications activities.

These documents can be found on the Response Directorate, Telecommunications Division website. There are some great programs and opportunities for members to participate in the Telecommunications side of the Auxiliary. Check it out.

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From the Bridge (cont.)

On the aviation side, it has been over a year since the Aviation Maintenance Requirements were revised and promulgated. The facility maintenance tracking spreadsheet has been developed, tested and is working relatively well. That being said, help is still needed from the DSO-AV (or whomever is responsible for this in your district) and the facility owners to keep this up to date. It should be updated and forwarded to the BS-RAM at least monthly. This will keep the information as current as possible. The facility owner is ultimately responsible for the reporting up your chain as only the owner knows when the annual inspections, oil analysis and Auxiliary inspections have been done. Don't forget the AUX 17 and 18 C-Schools. The AUX 17 (Auxiliary Crew Resource Management/ORM) schools are now being presented in the field by certified Auxiliary ORM instructors. It is now also open to qualified Air Observers. Contact your DSO-AV to find the locations in your area and plan to attend.

Over in the Education Division, behind the scenes work is going on as they prepare to work on the three annual workshops, the annual required TCT Refresher and are looking to produce a new "Sea Story" for the 4-hour TCT course as well as putting out this Responder.

Until next time, please be SAFE in all you do.

safety, consumer product safety and similar issues.

However, some Auxiliary members in the Auxiliary Surface Operations Program question why they must change the way they have

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Why Standards?

Submitted by: Andrew Anderson, BC-RSQ

A "standard" is an agreed level of achievement that is used to make judgments about the attainment of that desired level of achievement by others. Every day our lives are affected by a wide variety of standards that we accept with little thought. We accept that we must demonstrate a certain standard of competence to drive a car or fly a plane. We also expect government authorities to establish and enforce public interest standards addressing such things as food purity, airline



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Why Standards? (cont.)

been doing things for many years and learn to do things the standard “Coast Guard way.” After all, they think to themselves, I have been driving a boat for umpteen years with no problems so why do I now have to learn to do things a different way?

The purpose of this article is to answer that question.

Implicit in the definition of a “standard” is the identification of the need to establish an agreed level of desired performance that is used as a measurement tool to ensure that others have also achieved that same standard of desired performance. In other words, the agreed standard of achievement becomes a standardized measure of performance. Step one, therefore, is to develop and define the agreed level of desired performance achievement which can also be referred to as a qualification. Once the performance standard is developed and approved, a training program is then developed to assist

members in achieving the desired qualification. The group achievement of the desired performance standard, requires standardized training

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and the standardized measurement of the achievement of the desired qualifications.

In the Coast Guard Auxiliary, the group tasked with “step one” for surface operations is the Auxiliary Surface Operations Standardization Team. The mission of the Surface Operations Standardization Team (Surface OPs STAN TEAM) is to promote safety, standardization and “Best Practices” for all aspects of Auxiliary Surface Operations. The members of the Surface Operations STANTEAM include the Director Response Directorate (DIR-R), Division Chief – Surface (DVC-RS), Branch Chief – Surface, Qualifications (BC-RSQ) (Chair), one Operational Training Officer (OTO), an Auxiliary “member at large” and a representative of the

Office of the Chief Director, (CG-BSX-12) Surface Operations. They, in turn, work closely with other elements of the Coast Guard such as the Office of Boat Forces (CG-731) and Safety Program Management (CG-1132) to ensure that the performance standards, policies, training and qualifications established for Auxiliary Surface Operations are those the Coast Guard needs for the support of Coast Guard operational missions.



Thus, the Active Duty identifies a set of tasks that the Coast Guard needs for Auxiliary boat crew (coxswain, crew member or personal watercraft Operator (PWO)) to be able to perform in a manner at a specific level of competence (e.g., stern tow or search pattern execution) in order to be able to support Coast Guard

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Why Standards? (cont.)

surface operations missions. When an Auxiliary member demonstrates the ability to properly perform that set of tasks, they are said to be “qualified” as a coxswain, crewmember or PWO.

Each task is then broken down into a set of “performance objectives” which when taken together form the skill set necessary to perform the identified task. The performance objectives are broken down further into a series of requirements for the trainee to demonstrate specific knowledge and skills, known as “enabling objectives,” which have been identified as the core knowledge and skills required to achieve the performance objective.

When taken together, the enabling objectives, performance objectives and tasks constitute the framework of the training program for the qualification. Once the qualification is achieved, the tasks are repeated on a regular basis; the skill sets for the tasks can be maintained, kept

current and proficiency can be improved upon.

But why does the Coast Guard Auxiliary Surface Operations program need the tasks to be performed in a standardized manner in the first place? Why can't Auxiliary boat crews just perform the tasks in whatever manner they decide gets the job done?

First, Coast Guard operational commanders and order issuing authorities (OIA) must be able to rely on the credibility of the qualifications that are presented to them by Auxiliary boat crews. The performance objectives and tasks involved in achieving a qualification are not limited to successfully towing a vessel from Point A to Point B but also include a wide variety of topics such as safety, risk evaluation, policies and procedures. Only through a system of standardized training, standardized evaluation and standardized task performance can operational commanders have any assurance that the Auxiliary boat crews within their area of responsibility do, in fact, have the ability to carry out the

support missions to which they may be assigned in a competent and proper manner.

Second, the Coast Guard places great emphasis on standardization as the foundation of inter-operability. For example, a Chief Boatswains Mate from a cutter in Boston and a Third Class Boatswains Mate from a cutter in San Francisco reporting together aboard a cutter in Miami about to sail on patrol can fit seamlessly into the line handling evolution getting underway without any need to be re-trained to learn how things are done on the Miami based cutter. The training, procedures, commands, nomenclature and the communications are the same because they are standardized, published and must be followed. Perhaps the greatest demonstration of the benefits of such standardization was the manner in which Coast Guard Aviation was able to quickly and efficiently meld together airframes, pilots and aircrews from all over the country in their historic

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Why Standards? (cont.)

response in the aftermath of Hurricane Katrina.



Auxiliary boat crew members also must also have the same ability to mix and match both with other Auxiliary boat crews from other units and the active duty Coast Guard whether responding to regional flooding, a hurricane or the aftermath of a national disaster. Accordingly, not only must the performance tasks which form Auxiliary boat crew qualifications be standardized within the Auxiliary to the maximum extent possible, they must be standardized with the performance tasks adopted by the active duty Coast Guard.

So why standards and standardization? Because only by initially establishing high standards of mission performance achieved through ongoing standardized training and evaluation can the Auxiliary be assured that they will always be “Semper

Paratus” to support the Coast Guard.

NOTE: Although this article is directed toward the Surface Operations, the same theory and principal applies to both Aviation and Telecommunications members as well as all members.

prevent MISHAPS and to identify materials that should not be loaded onto Auxiliary aircraft. Everyone must be vigilant; don’t assume someone else will catch it, speak up if there is any doubt! The information contained below is for your information and knowledge so you can better identify threats to the crew and aircraft.

The U.S. Coast Guard Auxiliary will not, in any way, accept for carriage any Dangerous Goods or Hazardous Material for transportation on any of our aircraft. The only exceptions are listed in Title 49 CFR 175.10.

The term Dangerous Goods (DG), or Hazardous materials (HM or HAZMAT), are synonymous and may be used interchangeably. Dangerous Goods and Hazardous Materials are sometimes referred to as “regulated materials”, “restricted articles”, or simply called HAZMAT. All these items refer to the same definition: Articles or substances that are capable of posing a significant risk to

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AUX HAZMAT

Submitted by: Byron Moe, BC-RAS and Chuck Bigelow, BA-RAS

This article provides basic training for USCG Auxiliary Aviators and crewmembers with an introduction to Hazardous Materials / Dangerous Goods, and provides a framework for evaluating items to be transported. The basic rule of thumb still applies: if there is any doubt as to the safety of the operation, or the contents of any item to be carried on the aircraft, do NOT conduct the operation. Safety is the responsibility of all Auxiliarists, and more specifically all crewmembers operating on an Auxiliary aircraft. We rely on your vigilance as a firewall to



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AUX HAZMAT (cont.)

health, safety, or property when transported.

TRAINING

There are two types of Dangerous Goods labels used universally: Hazardous Class Labels and Handling Labels. The presence of these labels on an item indicate that DG/HM are inside. DG/HM are categorized into 9 classes. A number is assigned to each class, but is for convenience only and does not imply a degree of risk involved. Each class is simply a group of similar items making it easier



for you to identify. Within each class, items are organized into numbered divisions, which represent certain qualities of the DG/HM such as non-flammable or non-toxic. Below is a brief discussion of the 9 classes for your information and understanding.

CLASS 1 – EXPLOSIVES



An explosive is defined as any substance or article, including a

device, designed to function by explosion (i.e., an extremely rapid release of gas and heat) or by chemical reaction within itself.

CLASS 2 – GASES (Compressed, liquefied, or Dissolved under pressure)



- Flammable gas
- Non-flammable/non-poisonous compressed gas; including compressed gas, liquefied gas, pressurized cryogenic gas, compressed gas in solution, asphyxiation gas, and oxidizing gas.

- Gas poisonous by inhalation.

CLASS 3 – FLAMMABLE LIQUID

A liquid having a



flash point below 141 degrees F, or any material in a liquid phase with a flash point at or above 100 degrees F, that is intentionally heated and offered for transportation or transported at or above its flash point in a bulk package.

CLASS 4 – FLAMMABLE SOLIDS OR SUBSTANCES



self-reactive material, and readily combustible solids.

- Wetted explosives that when dry are Class 1 explosives,
- Spontaneously combustive material
- Dangerous when wet material

CLASS 5 OXIDIZING SUBSTANCES



An oxidizer is a chemical that readily yields oxygen in reactions, thereby causing or enhancing combustion.

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AUX HAZMAT (cont.)

CLASS 6 – POISONOUS OR INFECTIOUS SUBSTANCES



- Materials, other than gases, that are known to be toxic to humans as to afford a hazard to health during transportation, or which, in the absence of adequate data or human toxicity, is assumed to be harmful or irritating to humans.

- Diagnostic specimens, biological products, and regulated medical waste.

CLASS 7 – RADIOACTIVE SUBSTANCES



Radioactive materials are articles or substances that spontaneously, continuously emit ionizing radiation that can be harmful to health of humans and animals and can affect photographic or X-ray film.

CLASS 8 – CORROSIVES



Corrosive materials mean a liquid or solid that causes full thickness destruction of human skin at the site of contact within a specified period of time.

CLASS 9 – MISCELLANEOUS HAZARDOUS MATERIALS



A material that presents a hazard during transportation, but does not meet the definition of any other hazardous class.

EXEMPTIONS

With this in mind it is important to note that Title 49 CFR lists exemptions, or DG/HM that are permitted. These include the following:

- Aviation fuel, oil, and batteries onboard the aircraft to make it airworthy.
- Items required per operational regulations, such as O2 tanks.

- Serviceable aircraft tires (inflated to a pressure below the maximum rated tire pressure of the tire)
- Toiletries and cosmetics for personal use.
- Fuel cells for portable electronic devices within limitations.
- Humans and animals with implanted medical devices. (such as a pacemaker)
- Parachutes
- Dry ice with human organs or food and beverage coolant. Limited to 5.5 lbs.
- Personal smoking materials (when carried on their person):
 - Matches (one book of safety matches)
 - One disposable lighter
 - No "Strike anywhere" matches.
- Lithium batteries. Spare batteries may only be carried when the terminals are protected by either taping or enclosed in original packing or

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AUX HAZMAT (cont.)

plastic bag.

- Self-inflating life jacket fitted with no more than two small gas cartridges (containing no hazardous material other than a Div. 2.2 gas) for inflation purposes plus no more than 2 spare cartridges.
- Small compressed gas cylinders of Division 2.2 cartridges (containing no hazardous material other than a Div. 2.2 gas) worn by the passenger for the operation of mechanical limbs and, if carried along in baggage, to ensure an adequate supply for the duration of the flight.

Summary

With these items in mind please exercise good judgment and proper risk management when asked to carry cargo of any kind. Some mechanical parts may contain fuel or hydraulic fluid that is hazardous material. If you have any questions or concerns consult your DFSO, AUXLO, Air Station Operations Officer, BC-RAS or CG-1131 office.

U.S.C.G. Auxiliary Augmentation Communications Mission (AUGCOM)

Submitted By: Gary Young, DVC-RT

The Coast Guard Auxiliary Augmentation Communications Mission affords well-qualified members, an opportunity to become involved in a communications mission that directly supports the Coast Guard (CG). From time-to-time, the CG requires augmentation support to monitor GMDSS response system, especially during major storms, technical outages, and other events.

Working under orders and direction from the CG Communications Command (COMMCOM) or a CG Sector, qualified members will assume radio guard for assigned GMDSS HF radio frequencies. The AUGCOM mission is composed of monitor and report missions; as well as monitor and respond missions, in the future. Qualified members will receive

incremental CG training so that they are fully capable of monitoring, responding to digital distress calls, and coordinating with their Order Issuing Authority in a seamless interactive manner. As with a traditional boat station or sector radio watch, the AUGCOM watch, from the operator's home station, requires his/her full attention and focus on the task at hand.

Interested members should understand that their stations will be required to include technical capabilities such as receiving, decoding, recording, and transmitting digital messages using SEATTY or comparable software, and corresponding well-tuned and matched antennas covering the GMDSS, DSC frequencies between 4 and 22 MHz. Looking forward, there may be an expectation that these stations will also have an added responsibility of making VOBRA transmissions for the Coast Guard on an as needed basis.

The station must be an inspected USCG Auxiliary HF

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U.S.C.G.A AUGCOM (cont.)

radio facility, with an assigned HF radio call sign and the operator must be AUXCOM and TCO qualified before being considered.

DEPARTMENT OF HOMELAND SECURITY

United States Coast Guard Auxiliary



For additional information, your attention is directed to USCGAUX Augmentation Communications Mission - Tactics, Techniques and Procedures found on the National Website at: http://rdept.cgaux.org/documents/Comms/AUGCOM/AUGCOM_Tactics_Techniques_and_Procedures.pdf

If you are interested in this exciting, event driven mission, please contact the BC-RTC, john.holmes@cgauxnet.us or any member of the National Staff Communications Team for more information. An application can be found at: http://rdept.cgaux.org/documents/Comms/AUGCOM/AUGCOMSTA_Application_26_Sept_2015.pdf. We will guide you

through the application process.



All Mishaps are “Reportable Mishaps”

Submitted By: Joseph Smith, BC-RSS

The Surface Operations Division has had a number of inquiries asking, “What is the definition of a Surface Mishap?”, and what does the Coxswain and crew need to report to both the Active Duty and Auxiliary side to be in compliance.

The Safety and Environmental Health Manual defines a mishap as “as any unplanned, unexpected or undesirable event that causes injury, occupational illness, death, material loss or damage. The unit or command in-charge of the operation/mission at the time of the mishap (Coxswain) must submit the mishap report.

Mishap reporting plays an important role in the overall improvement and safety of our boat crew program. Infor-

mation received after a mishap is analyzed and put to use to train crews on how to avoid similar events in the future and to adjust and improve Surface Qualification Standards

We may hear crews talking among themselves about mishaps which have occurred and were not reported because they felt they were insignificant, no one got hurt too badly, there wasn't that much damage or were just plain concerned they would get into trouble if they reported the incident. As has been stressed before, no personal information is collected or retained by the Response Directorate when mishap analysis is performed. We are not in the business of revoking qualifications due to a mishap.

As always, definitions can be interpreted in different ways. In the case of surface mishaps, the Response Directorate urges you to interpret the injury component as meaning reportable mishaps include any

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All Mishaps are “Reportable Mishaps” (cont.)

injury, no matter how slight. This includes scrapes, bruises and other minor injuries that do not necessarily require medical treatment. The same applies to soft groundings, or scraped gunnels.

Many times incidents such as a trip and fall, a twisted ankle or a fall off the dock into the water is not reported and grows into a larger issue a few days down the road when the crew member realizes that they are injured and did not report it. On the other hand, a soft grounding and all seems ship shape until you feel a vibration during your next patrol. Now you have to explain why you neglected to report the soft grounding when it occurred. This could complicate future claims for injuries or property damage.

When a mishap is analyzed, the contributing factors are looked at, not the specific person or crewmember. We ask the question “What contributed to the incident,

was it weather, fatigue, lack of training?”, etc. This kind of information is critical even if it seems trivial so we can put all contributing factors together and make our crews aware of repeat incidents as well as potential problem areas.

Basically, anyone who has knowledge of any type of Mishap is obligated to report it up the chain or to the proper leadership.

There are Surface Mishap Analysis reports on the Response Directorate web site on the left side marked “Safety Best Practices” which all Coxswains and Crewmembers should review. Go to the Response Directorate, Surface Operations.

If you have any questions, please feel free to direct them to me directly at joseph.smith@cgauxnet.us, BC, Surface Safety Branch, National Response Directorate.



U.S. Coast Guard Auxiliary Special Event Radio Day

Submitted By: Dan Amoroso, BA-RTP

The U.S. Coast Guard Auxiliary Special Event Radio Day was first held to commemorate the 60th anniversary of the U.S. Coast Guard Auxiliary. It was decided to use amateur HF radio frequencies for this special event and keep it very informal. The event started with only a handful of H.F. stations participating the first year. Several years after the inception of the annual event, the National staff contacted me and requested the event be held in conjunction with the annual International SAR competition. The event then grew into an International H.F. radio event with U.S. and Canadian Coast Guard Auxiliary H.F. stations working together to support the ISAR event.

Over the many years this annual event has grown to

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U.S. Coast Guard Auxiliary Special Event Radio Day (cont.)

include U.S. Coast Guard Auxiliary members from the Atlantic Ocean to Hawaii and from the Canadian border to the U.S. Virgin Islands. As many as 60 U.S.C.G. Auxiliary H.F. stations now participate in this annual event and last year amateur stations operated by Coast Guard Auxiliary members contacted over 2,300 other H.F. radio stations in all fifty states. Event stations operated from Coast Guard facilities, lighthouses and even Battleships.

All while helping to spread the word of the U.S.C.G. Auxiliary to thousands of people while enjoying a fun day of fellowship. All USCG Auxiliary members that hold an amateur radio license are invited to Participate in this long-standing communications event to commemorate the Anniversary of the U.S.C.G. Auxiliary and its many dedicated members.

The U.S. Coast Guard Special Event radio day serves several purposes,

- Spread the word of the purpose of the U.S.C.G. Auxiliary
- Get members and non-members involved with Communications program
- Involve all communications staff in “hands on” participation
- Bring new members into the Auxiliary and to enjoy “Auxiliary fellowship”.



See page 12 for a special announcement

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Surface Operations	James McCarty	James.McCarty@cgauxnet.us



Calling all U.S.C.G. Auxiliary Amateur Radio Operators!

Announcing an amateur radio special event commemorating The U.S. Coast Guard Auxiliary's 77th anniversary

All U.S. Coast Guard Auxiliary members, who are amateur radio operators, are invited to operate as "special event radio stations" on Saturday October 22, 2016. We will operate on amateur H.F. frequencies to commemorate the 77th anniversary of the U.S. Coast Guard Auxiliary. This annual event provides an opportunity to exercise our capabilities while demonstrating our skills to a wide and diverse audience.

All amateur operators are encouraged to set up and operate special event radio stations, using high frequency. Official USCG Aux. special event amateur radio stations will be operating "on the air" all day with special 1 X 1 call signs, contacting amateur radio operators and other U.S. Coast Guard Auxiliary stations. Voice and digital modes are permitted.

1 X 1 call signs, contacting amateur radio operators and other U.S. Coast Guard Auxiliary stations. Voice and digital modes are permitted.

Stations are permitted to operate Friday, Saturday and Sunday, if they desire.

Each official special event station will be sent free commemorative QSL's to mail out, or they may print their own. Last year over 60 USCG Aux. special event stations contacted thousands of other amateurs, and USCG Auxiliary members, to commemorate the USCG Auxiliary anniversary.

For more info go to: http://wow.uscgaux.info/Uploads_wowll/R-DEPT/Special_Event_Guide_2016.pdf

If interested in becoming an official special event radio station, contact: Dan Amoroso BA – RTP email: w3di@arrl.net

Note: Due to the lateness of this edition of the Responder, the 1X1 call signs are no longer available.