U.S. COAST GUARD AUXILIARY

THE RESPONDER

Newsletter of the National Response Directorate

Volume 4 October 2019

Instilling a Culture of Safety

By David Larkin, DVC-RS

Safety in Team Coast Guard is not just a catchphrase; it's a way of life. Everything we do has an element of safety involved, starting from the clothes we put on. Our uniform boots have safety toes and non-slip soles, our ODU's have sleeve cuffs that can button tighter to keep them from catching in machinery, and our blouses can be removed for work in hot environments. Why must we stop and not walk when talking on a cell phone? So we don't step off the pier or in front of a car while distracted.

Safety should be instinctual; something a normal, reasonable person does not need to think about. It turns out that is not the case. We, as members of the Auxiliary component of the Coast Guard, are entrusted by the public to perform assigned missions in a safe and reasonable manner. We all agree, upon initial membership and each time we take an oath of office, to "abide by the governing policies established by the Commandant of the United States Coast Guard". What we find when reviewing mishap reports is that frequently our members are not abiding by those policies, and members are getting injured.

In the Operations environment (surface, air, and telecommunications) we are taught in Risk Management and TCT that every member of the crew has the right to, and is expected to, speak up if something appears unsafe.

At the World Maritime Rescue Congress meeting in Vancouver, BC Canada last June,

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the International Organization of Masters, Mates & Pilots, in cooperation with Dalhousie University, presented a paper discussing safety in the world's merchant marine fleets. Some of their conclusions can be applied to the Auxiliary and the Coast Guard has a whole.

"The public has the right to expect, and must demand, that those tasked with protecting public safety be competent to perform the responsibilities they are assigned, act with integrity, and place their responsibilities to the public ahead of all other considerations" (MM&P, p. 9).

The above passage raises a point that needs to be considered, the issue of "integrity". Integrity, in this context, can also be stated as professionalism. We are obligated to act as professionals when under Coast Guard orders. This means we are expected and required to abide by all USCG training, policies, procedures, and expectations when we accept those orders. We are no longer private boaters operating our own vessels the way we see fit; instead we are expected to be equal to any other USCG crew on the water (within our scope of authority).

The commercial maritime industry has a program called the Safety Management System, or SMS. It is a program that ensures that safety issues are noted and dealt with at all levels from the newest member on the deck to the CEO of the company. The same concept applies to us. Every member needs to be aware and accountable for safety, from the newest Auxiliary member, to the coxswain, to the FSO-OP, to the Flotilla Commander and all the way up to the National Commodore. If you have accepted an elected or appointed position somewhere in the chain, you have a responsibility to your shipmates and the public to deal with safety issues when they arise.

RADM Admiral Paul Thomas stated in the spring (2016) issue of USCG Proceedings "An effective SMS must not only be very well developed in terms of process and procedures; it must also be deployed from the boardroom to the boiler room. There shouldn't be any disconnect between the auditors and the surveyors, or between the CEO and the seaman. We must all work together to discover and eliminate such disconnects".

What if that safety issue is a member? Perhaps it is someone who doesn't follow the rules, has a medical issue that makes them unsafe or unable to properly fulfil their assigned duties, or is somehow impaired? Those situations are difficult to deal with. None of us wants to confront our friends

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about an issue, but as professionals, we must. We need to keep those discussions focused on the issue and not make them personal. This may be the time to reach out to the Division or District leadership for help in dealing with an issue.

When I accept approved patrol orders and I zip on my PFD, I am not a private boater; I am part of a USCG boat crew. When I step across the brow onto my accepted facility, it is no longer my boat. I have offered it for use and the US Government has accepted it for use. During the time those orders are active they have control of the vessel and I am obligated to operate it according to the established standards for Coast Guard boat operations. As the owner and a crew member I can say no to specific mission requests, but I cannot deviate from the Commandant Instructions. Those instructions have been drafted and revised over many years to provide the best chances for successful mission execution with maximum safety.

We can all use an occasional reminder to stop and objectively evaluate our operations for safety and to immediately take steps to correct deficiencies.

Let's be safe, follow the rules, and have an enjoyable time on the water.

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International Organization of Masters, Mates & Pilots. Spotlight On Safety: Why Accidents Are Often Not Accidental. Dalhousie University, 2019.

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Aviation Training

By Larry Fletcher, BC-RAT

Auxiliary Aviation History [1]

The Coast Guard Auxiliary was created in 1939 when Congress passed the Coast Guard Reserve Act. The new Auxiliary consisted of United States citizens who were owners of motorboats and yachts.

In 1945 Congress passed Public Law 451 and authorized owners of aircraft to join the Auxiliary and required that **auxiliary flight**

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crews must be "deemed by the Commandant to be qualified for duty".

Auxiliary aviation grew after the war and several Districts formed aviation flotillas. Pilots from the 11th district operated out of Vail Field in Los Angeles and the 14th District formed two air divisions in Hawaii.

The 1996 Coast Guard Act greatly expanded the missions of the Auxiliary, and aviation was tasked to assist the Coast Guard in any mission or operation authorized by law and by the Commandant. Coast Guard Auxiliary Aviation (AUXAIR) was upgraded to operate at the District level and a standard command and control network established.

"§ 828. Aircraft deemed public aircraft (Coast Guard Authorization Act of 1996, tile IV, "§ 828) ''While assigned to authorized Coast Guard duty, any aircraft shall be deemed to be a Coast Guard aircraft, a public vessel of the United States, and a vessel of the Coast Guard within the meaning of sections 646 and 647 of this title and other applicable provisions of law. Subject to the provisions of sections 823a and 831 of this title, while assigned to duty, qualified Auxiliary pilots shall be deemed to be Coast Guard pilots.''.

Coast Guard Auxiliary aviation became a force multiplier and it was necessary to develop and implement an upgraded training, qualification and flight safety program, which continues to evolve and improve.

Aviation Qualifications and Training

Auxiliary aviators take aviation training and complete a syllabus required for their level of qualification. Upon the review, sign-off and recommendation of an Auxiliary Flight Examiner, they may be certified by the District Director of Auxiliary as Pilots, Air Crew or Observers. All aviation personnel must complete Initial Crew Resource Management (AUX-17) training prior to initial certification. This course is taught by Instructors who have been certified by the Aviation Training Center (ATC). Pilots must also complete Aviation Spatial Disorientation, Physiology and Survival training (AUX-18). These courses are then required to be taken again every 5 years.

Additionally, all aviators are required to complete re-current CRM, aviation swim, emergency egress, and water survival training annually. All aviators must maintain current aviation medicals. Pilots also take an annual flight check ride.

AUX-17, Initial Crew Resource Management, Course Code 501573

All Auxiliary pilots, air crew, and observers must attend this C-school prior to certification in any Auxiliary aviation position, and on a recurring basis.

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Attendees must be at least an Observer Trainee. The course provides an introduction to CRM and Risk Management principles to all flight crew personnel.

Aviation C-Schools

Auxiliary aviators are held to high standards of training and safety and have four Coast Guard C-schools available to them:

AUX-18 High Altitude Chamber

AUX-18, Aviation Spatial Disorientation, Physiology and Survival, Course Code 501574

Attendees are all Pilots (Air Crew may attend on a space available basis). All Auxiliary pilots must attend a course on spatial disorientation and flight physiology on an initial and recurring basis. The course will develop an understanding of the physiological dangers of flight and techniques to counter them. Spatial disorientation is discussed in detail and then experienced in a flight simulator. Techniques are developed to mitigate the risk. Cold weather survival skills are developed in a cold weather simulator. Hypoxia is discussed, experienced in a high attitude chamber and techniques are developed to recognize the onset and mitigate the risk. Significant time is spent in a deep-water pool developing water survival skills.

AUX-14, Auxiliary District Flight Safety Officer (DFSO) and Air Station Flight Safety Officer (FSO), Course Code 501570

Attendees are a District Flight Safety Officer (DFSO), DSO-AV, Air Station Flight Safety Officer (FSO), or candidates for those positions. This three-day experience provides students with an understanding of the elements required to build a safe Auxiliary aviation program. In addition, it will acquaint students with mishap reporting and investigations, as well as elements of and implementation of Operational Risk Management. It is taught at the Aviation Training Center (ATC) in Mobile.

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AUX-15, Auxiliary Aviation Coordinator (AAC) and Auxiliary Liaison Officer (AUXLO), Course Code 501571

Attendees are an AAC, an active duty AUXLO, a DSO-AV, or candidates for those positions. This two- and 1/2-day experience provides students the critical foundations training and prerequisite knowledge for being an effective AAC or AUXLO.

How to apply to an aviation c-school course:

Link provides detailed course description and pre-requisites:

http://wow.uscgaux.info/content.php?unit=R-DEPT&category=qav-schools

Link to the C-school schedule:
http://wow.uscgaux.info/content.php?unit=aux00

Auxiliary attendees: Review the class descriptions and verify that you meet all prerequisites. Submit a Training Request, ANSC 7059 (10-19) to your Flotilla Commander who will endorse it and then forward to the DSO-AV for their endorsement. Include your qualifications in the remarks section (pilot, pilot trainee, etc.):
http://forms.cgaux.org/archive/a7059.pdf

Active Duty attendees – submit Electronic Training Requests via Direct Access at your duty station.

Citations:

1 Source material provided by the Coast Guard Aviation Association, ”1945 - Coast Guard Auxiliary Aviation History” with permission. CGAA retains copyright of the materials.

Man Overboard

By Joseph A. Sheehan BC-RSP

“Man Overboard!” is likely the most unwelcome sound for a crew to hear while underway. Once the alarm has been sounded, there are several tasks that need to be executed in order to successfully recover an actual person in the water (PIW) or man overboard. Although these actions are harrowing enough should the person in the water be conscious, with practice drills and developed crew coordination, the mechanics of successfully retrieving an unconscious victim can accomplished as well.

Although a quick recovery within 3 minutes using a direct approach is desired, taking a moment to slow down, assess the situation, and ensure crew actions are done deliberately the first time may result in faster recovery. Making a calibrated

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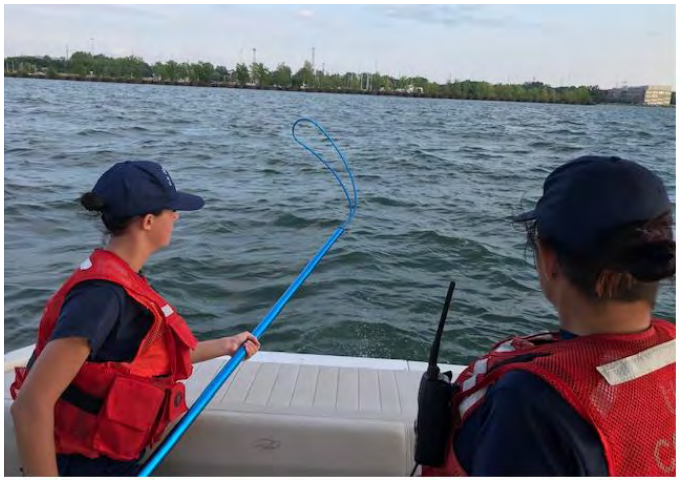
Man Overboard continued

approach slowly in order to put the recovery crew in good position for first attempt retrieval, can save several minutes compared with a fast approach that does not put the crew in reach of the victim, requiring a second attempt.



Auxiliarists Kaitlyn Hoch and Gina Packard (Flotilla 092-06-01) experiment with an extendible boat hook to recover OSCAR man overboard simulator

Michael Packard, D9-ER (Coxswain and FSO-MT, SO-MT, FSO-OP, DSO-IM) had an idea for an innovative means to better place the recovery crew 'in reach' on first approach of a PIW. The crew aboard Mike's AUX Facility recently demonstrated his idea in practice Man Overboard – OSCAR drills in District 9-ER Cleveland Station, using a readily available pool hook in addition to a boat hook. The extendable pool hook had a reach of up to 20' when fully extended, however the tradeoff was it became flimsier at its maximum length. When extended to approximately 12' to 15', the longer pool hook served as force multiplier to the other retrieval crew member using a standard boat hook. The greater reach of the pool hook facilitated a horizontal sweeping motion to draw the OCSAR-simulated PIW closer to the hull of the recovery vessel and allowed for first attempt of the boat hook to vertically lift the PIW over the gunwale. This attentional device (pool hook) can be very effective on a larger boat with high freeboard, but increases risk on smaller boats with limited deck space. Ensure you have enough room on the deck of your vessel to safely maneuver the pool hook before bringing one aboard. Using the shorter boat hook alone, did not always afford enough reach on approach, yet when combined with the pool hook, proved to be a very successful

combined technique. Note: the hook end of the boat hook should NEVER be used when the PIW is conscious and able to grab onto the butt end of the boat hook pole, risk of injury from the hook is too high especially in choppy waters. The

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one downside in using the pool hook at a 15-foot length, was that the crew member must be mindful that the handle end can quickly become a danger to other crew members even on a larger boat, if not handled carefully. Situational awareness is critical always in a MOB, but especially when long poles are in use.

ACTION STEPS - Man Overboard – Person in the Water Recovery

- ✓ The first crewmember to observe the incident shouts man overboard and gives persons position to alert the crew
- ✓ The pointer (or first person to see the member go overboard) locates the person overboard and points to the location of the person at all times.
- ✓ The coxswain turns the boat in the direction indicated in the alarm. And reduces speed safely
- ✓ Throw flotation device
- ✓ Press MOB button on GPS to mark location
- ✓ Alert boats in the general vicinity by sounding 5 or more short blasts on whistle or horn.
- ✓ Designate new pointer only if necessary to free up original pointer, keeping MOB or PIW continuously in site (use lighting if needed)
- ✓ The coxswain makes the recovery approach, briefs the crew on the recovery procedure
- ✓ Bring person onboard- using designated recovery / pickup crewmember(s)
- ✓ Check condition of recovered person

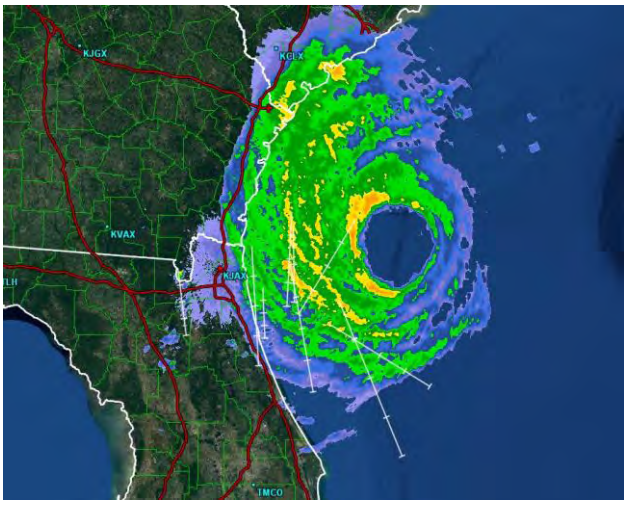
Recovery devices used could include: a retrieving line hung in a loop if PIW is conscious to place under their armpits, boat hook, boat ladder, Class 4 PFD, etc.

Extra Ears Ready to Receive the Call

Auxiliary HF Stations Augment Coast Monitoring for Distress during Hurricane Dorian

By Dave Rockwell, BC-RTC, & Rick Taylor, BA-RTL LANTAREA Support

When Hurricane Dorian began bearing down on Coast Guard District 7, Coast Guard Communications Command (COMMCOM) activated the Auxiliary Communications Augmentation (AUGCOM) team to monitor for voice and digital selective calling (DSC) urgency and distress traffic. Between 14 and 25 Coast Guard Auxiliary High Frequency (HF) radio stations activated to monitor for distress traffic in the areas affected by Hurricane Dorian. Stations



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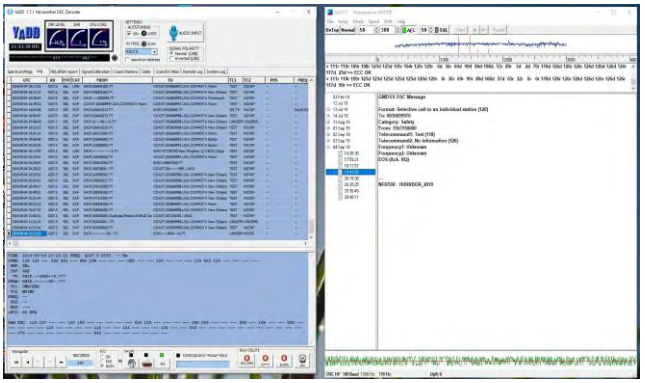
began monitoring at 4:00 PM Eastern time on August 30, 2019. Hurricane Dorian was projected to impact the Bahamas, Puerto Rico and the entire Florida peninsula. Our HF operators were actively monitoring within 30 minutes of the Operational Order issued by the U. S. Coast Guard Auxiliary National Telecommunications Staff.

All Coast Guard active duty monitoring for HF distress traffic, both voice and DSC, is conducted from the watch desk at COMMCOM in Chesapeake, Virginia. The signals are received on remotely operated Medium Frequency (MF) and High Frequency (HF) fixed facilities located where Coast Guard Communications Stations were originally located. Connection from COMMCOM to these remote fixed facilities (RFFs) is through the Coast Guard Network. If connections are lost, or the antenna towers and equipment at the RFF are damaged, the Coast Guard cannot hear distress traffic from that location. Other RFFs may or may not receive the distress traffic. Loss of these communications capabilities raises the risk of conducting search and rescue operations in areas impacted by a hurricane or other disaster event.

A team of Auxiliarists lead by Denis Rossiter, Branch Chief, CG Support, and Rick Taylor, Branch Assistant, CG Support, developed a straightforward approach to adapt existing HF monitoring capabilities to guard HF voice and DSC frequencies when the potential exists for COMMCOM to lose service from one or more RFFs. The Auxiliary operators tune their HF radios to designated frequencies. For voice communications, AUX operators listen on the designated voice frequencies for Distress or Urgent traffic. For DSC messages, the team adapted some readily available decoder software that displays the message on the computer screen and records a log of the messages received. Today, commercial vessels are required to participate in the Global Maritime Distress and Safety System (GMDSS). Under GMDSS vessels making ocean voyages must be equipped with HF DSC equipment capable of sending automated and semi-automated distress and safety messages.



Screenshot of DSC Monitoring Software showing a received message on the right (AUX photo by D. Rockwell

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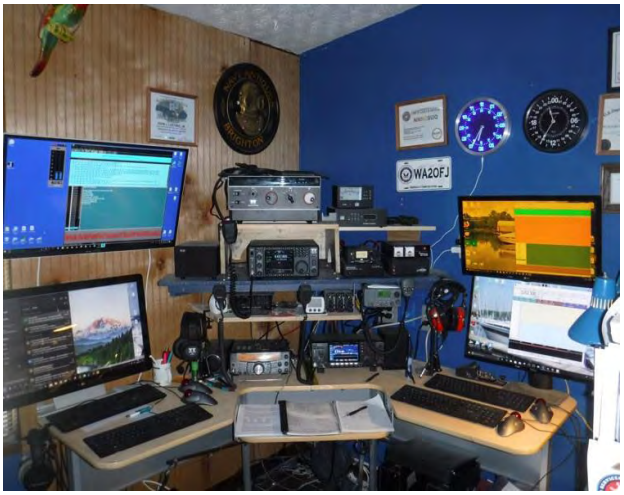
Auxiliary radio operators participating in the AUGCOM program monitor for these DSC messages. If a station receives a distress or urgency message, the operator sends the message to a group email box at COMMCOM and follows up with a phone call to the watch officer.

COMMCOM activated the AUGCOM missions for Hurricane Dorian on August 30th in a call to Commodore David Elliot, Division Chief, Telecommunications, of the Auxiliary National Staff. The operational order (OPORD) was released that afternoon and stations across the country began monitoring for distress and urgency traffic. Stations located close to the Hurricane Dorian impact areas monitored for lower frequency signals since these can be heard by stations close to the transmitters. Stations further away began monitoring the higher HF frequencies, which travel longer distances by bouncing off the ionosphere. Stations will continue monitoring until the stand-down order is issued. To this point no distress messages have been received; however.

Station NF01RT, operated by Auxiliary member Ron Tomo, recorded an URGENCY message, which he quickly relayed by email to the COMMCOM watch desk. Fortunately, COMMCOM maintained full capability during Hurricane Dorian operations. It was reassuring that Auxiliarists were staffing their stations and monitoring for traffic throughout.



AUGCOM Operating Position at NF82RM, Knoxville, TN (photo by John Luethke)

We continue to expand the AUGCOM program, actively recruiting members to become telecommunications operators and establish HF facilities. Members of the AUGCOM team continually research new hardware and software capabilities to expand monitoring capabilities. AUGCOM has become a capability the Coast Guard relies on. It is one more way that Auxiliary Telecommunications is ready, relevant, and responsive to our fellow Team Coast Guard members.

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Operating Position for NF07DE in Stuart, Florida (photo by David Elliot)

Pre-Patrol Stretches and Warm-up

Andy Koenig, VFC Flotilla 14-04, PT, DPT, MHA, OCS, CSCS

Auxiliary boat crew members have many tasks that need to be accomplished prior to getting underway on a patrol. There is gear to stow, equipment to check, and a Risk Management assessment to develop a GAR score. It is important that Auxiliarists also remember to prepare their most important gear: their bodies.

Before you get underway, take a moment to take an inventory of how your body feels. If you required an extended ride out to the dock, your heart rate is probably near resting, so it is not circulating much oxygen to your muscles. Your muscles may be tight, which can limit mobility underway. Your joints might be creaky, limiting comfort of movement. If you jump right on board, you risk cramping up or starting the patrol feeling less than optimal decreasing your performance. You have invested a lot in your training, planning, and preparation, so take a few minutes to prepare your body for the physical nature of a patrol.

Serving on an Auxiliary Facility is a physical activity, especially if the weather deteriorates or the seas are rising. A proper warm-up and stretching routine is important for both enjoyment and safety during patrols. A quick stretching session can boost circulation, lubricate joints and warm up muscles preparing them to work. It will allow you to move around the vessel, handle lines, and stand watch with greater ease and attention. It will prepare your body for any emergency situation that arises like a man-overboard situation or an unexpected towing scenario.

A progressive warm-up gradually increases the heart rate and dilates the blood vessels, which promotes oxygenation of muscle tissue improving performance. Elevated

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Pre-Patrol Stretches continued

muscle temperature optimizes efficiency and flexibility. A pre-patrol stretch reduces stress on muscles, tendons and joints and increases range of motion reducing the risk of injury.

Before you embark, spend five to 10 minutes with the entire crew to complete a few rounds of the exercises below. Pay attention to how your body feels and focus on any areas that seem tight. Having a crew that is warmed-up and ready to accomplish the physical aspects of the mission will maximize crew effectiveness and efficiency.

Important Note: Before starting any stretching program, check with your doctor about what specific exercises are good for you.

STANDING CALF STRETCH

1. Start by standing in front of a wall, dock piling, or other sturdy object. Step forward with one foot and maintain your toes on both feet to be pointed straight forward. Keep the leg behind you with a straight knee during the stretch.

2. Lean forward towards the wall and support yourself with your arms as you allow your front knee to bend until a gentle stretch is felt along the back of your leg that is most behind you. Hold for 30 seconds and repeat 3 times.
3. Move closer or further away from the wall to control the stretch of the back leg. Also you can adjust the bend of the front knee to control the stretch as well.

STANDING QUAD STRETCH

1. Start by standing in front of a wall, dock piling, or other sturdy object. Step forward with one foot and bend the other leg until you can reach your foot with your hand.

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Pre-Patrol Stretches continued

2. Gently lift up on your foot until you feel a stretch in the front of the thigh.
3. Hold for 30 seconds and repeat 3 times on each leg.

STANDING HAMSTRING STRETCH - PROPPED

1. Start by standing and prop your foot of the affected leg against a piling, on a step, or the gunwale. DO NOT PERFORM UNDERWAY.

2. Next, slowly lean forward until a stretch is felt behind your knee/thigh. Bend through your hips and not your spine. Hold 30 seconds, then return to starting position and repeat 3 times.

STANDING TRUNK TWISTS

1. Begin with a tall spine while either standing or sitting.

2. Grab on to a piling, sign, or upright support on the facility.
3. Slowly rotate to your right, hold this position for a two count, and return to center.
4. Repeat to the left.
5. Move smoothly and maintain control repeating 10 times to each side

SQUATS - Squats activate all the major muscles and joints of the lower body including the ankles, knees and hips.

1. Begin with your feet slightly wider than shoulder width.

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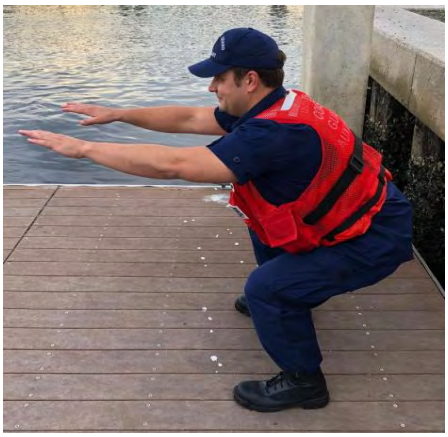
Pre-Patrol Stretches continued

2. Push your hips back while maintaining a flat back.



3. Lower your hips as if sitting down, and keep your knees from traveling forward of your toes.
4. Once you reach a comfortable seated position, stand up, pushing your hips forward.

CROSS BODY STRETCH

1. Extend one arm across your body just below your chin.

2. Reach up with the opposite hand and grasp your elbow.
3. Gently pull your arm across your body with the opposite hand. Hold this stretch for 30 seconds and repeat 3 times.

BEHIND THE NECK STRETCH

1. Extend one arm straight overhead.

2. Bend your elbow, and reach down your spine.
3. Grasp the bent elbow with the opposing hand.
4. Gently pull your elbow, and hold this position for 30 seconds.
5. Repeat on the opposite side 3 times.

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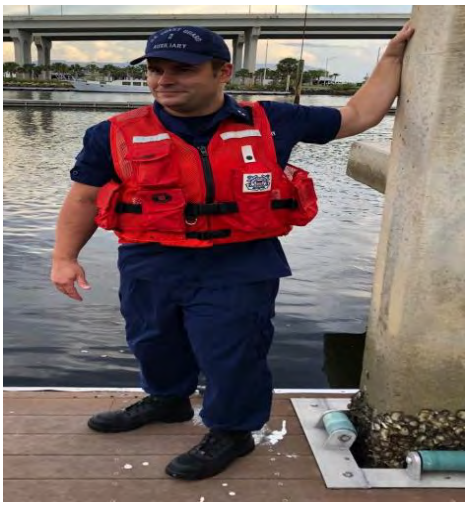
Pre-Patrol Stretches continued

CHEST STRETCH

1. Stand in a doorway, near a piling, or holding on to the vessel.



2. Place one arm against the wall and slightly turn your upper body away from the wall.
3. Hold for 30 seconds and repeat 3 times on each side.

Photos: by Andy Koenig, USCGAUX
VFC 070-14-04

What's New

Auxiliary Facilitators for Annual 4 hour TCT Risk Management Refresher

Reminder this ALCOAST provides information for past TCT Facilitators to become qualified for the new Annual 4 hr. TCT Refresher.

For additional information
http://wow.uscgaux.info/Uploads_wowII/T-DEPT/ALCOAST_COMMANDANT_NOTICE.pdf

Updated MPC Cards – Check our what's new page regarding updates to the PPE Maintenance Procedures instruction Cards (MPCs). New and updated cards have been posted on our Members Only page.

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