

THE RESPONDER

NEWSLETTER OF THE NATIONAL RESPONSE DIRECTORATE



RESCUED!

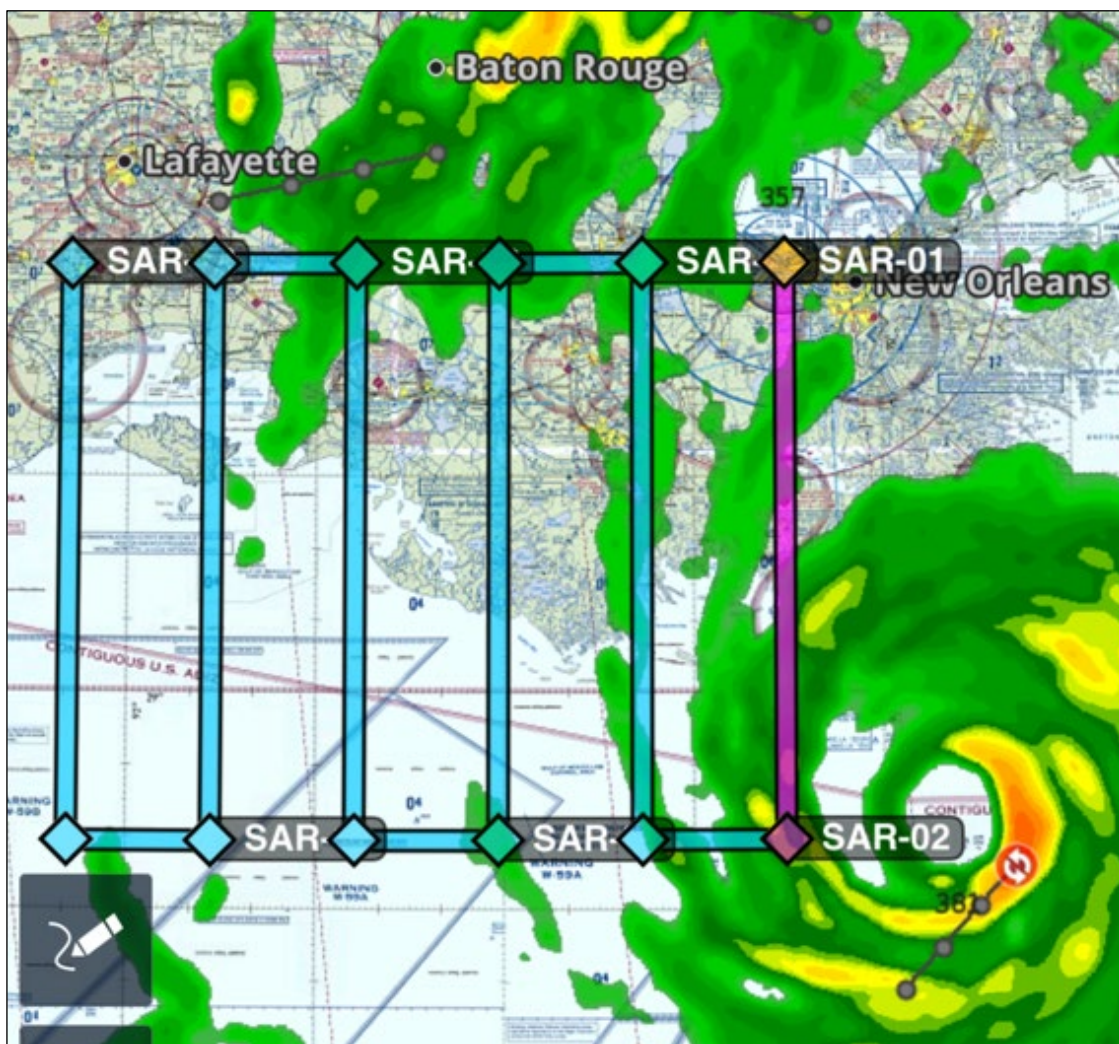
AUXAIR LOCATES MISSING WOMAN OFF HAWAII



AUX Robert Emami & AUX Eduardo Vitorino Respond to Maui...



'Proficient, Safe, and Professional'



Example of a parallel line search using an electronic flight planner with weather overlay. (L. Fletcher DVC-RA)

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THE RESPONDER

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National Response Directorate

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Auxiliary Air Crew Locates Missing Paddleboarder in Hawaii

by S. Scott Alfassa, MPA (Editor)

Interagency Search & Rescue Operation Takes Place off Coast of Maui

On August 5, 2021, about an hour after sunset, the daughter of a paddleboarder contacted emergency services as her mother was overdue off the coast of Maui, Hawaii. It was approximately 2000 and the call went into Coast Guard Air Station Barbers Point which was located on the island of Oahu, some 85 nautical miles to the west. Within minutes, a multi-pronged search and rescue (SAR) effort was launched, as Coastguardsmen searched for a 51-year-old woman wearing a blue personal flotation device on a white paddleboard. The search resulted in the AUXAIR crew locating the woman who was quickly rescued.



AUXAIR Pilot Robert "Bob" Emami

It's more common than some would think, but a simple paddleboarding excursion can often turn tragic. In this case, a lost paddleboarder's plight cascaded into an inter-agency rescue mission—one with a positive outcome. The moon was just about at its peak darkest that night making sea surface visibility extremely arduous. One hour into the mission the Coast Guard Air Station alerted a Coast Guard Auxiliary team to prepare for a first light SAR mission; this is standard practice for night and reduced visibility searches. During the period before sunrise, the Coast Guard maintains a surface search unit in the area to provide confidence to the survivor, and to let them let them know not to give up hope and to indicate that they are actively searching for them—the reality is that it is hoped this will bolster their will to live while they are in such treacherous circumstances.

“At the time, they could see the sea surface was choppy with whitecaps...”

Coast Guard Auxiliary Pilot Robert “Bob” Emami and Air Observer Eduardo Vitorino were notified that night. They quickly planned their mission and at 0530 would initiate participation in the search. Their equipment was a Piper PA-32-300 Cherokee Six, a certified USCG Auxiliary facility, that was assigned the tactical callsign AUXAIR5. The men obtained the most recent search pattern coordinates from the Sector Honolulu Command Center (SCC) and entered



it into the cockpit computer. They conducted a pre-mission briefing, a risk management assessment, then departed from Honolulu International Airport (PHNL) at 0625. Their flight took them from Oahu southeast approximately 80 miles, to the west coast of Maui.

At 0650, the On-Scene Commander (OSC), a Coast Guard HC-130H using the callsign RESCUE 1720, radioed AUXAIR5 and held a safety briefing issued altitude assignments. AUXAIR5 was directed to maintain 1000' and RESCUE 1720 would maintain 500.' The OSC advised AUXAIR5 to keep a vigilant watch for air traffic, since additional air assets were also located within the area of interest.



At 0710, AUXAIR5 arrived at the start of the assigned search pattern and met moderate to severe turbulence. Although the search area was in the leeward side of the West Maui Mountains, the turbulence at 1000' was significant. At the time, they could see the sea surface

“AUXAIR5 remained at 1000' while the HC-130 circled at 500'...”

Vitorino observed a paddleboarder, so AUXAIR5 investigated further. A positive identification was made, and Eduardo marked the location on the aircraft's navigational system. The flight crew contacted the Sector Honolulu Command Center via Marine Band VHF and reported the location of a paddleboarder matching the description of the missing individual. AUXAIR5 commenced circling overhead providing acknowledgement and confidence to the paddleboarder that she would be rescued; she was located off the coast of Ukumehame Beach. They remained circling on-scene and oversaw the arrival of the HC-130, a MD520-N County of Maui Fire and Public Safety helicopter (Maui Air One), and a Coast Guard 45' response boat from Station Maui.

AUXAIR5 remained at 1000' while the HC-130 circled at 500.' Below them, at 0717, Maui Air One arrived on scene and rapidly deployed a Rescue Swimmer. The swimmer made contact with the paddleboarder, and a rescue basket was deployed. At 0719, Maui Air One hoisted the victim and swimmer, delivering them to emergency medical services that had been staged on the shoreline. Approximately 0725, AUXAIR5 vectored the Coast Guard response boat to the location to retrieve the paddleboard and paddle. By 0730, AUXAIR5 and RESCUE 1720 departed the scene. AUXAIR5 landed at PHNL at 0821, secured the aircraft and prepared a post-mission report.



“Maui Air One arrived on scene and rapidly deployed a Rescue Swimmer. The swimmer made contact with the paddleboarder, and a rescue basket was deployed...”



AUXAIR Pilot Bob Emami

The AUXAIR pilot, Bob, has been flying for 46 years. He is an expatriate from Iran, who served in the Air Force in his home country, prior to relocating permanently to the United States in 1981. He had joined the Iranian Air Force in 1973, a period when the United States and Iran kept diplomatic relations and the Iranian Air Force and Navy pilots trained at U.S. military bases.

“AUXAIR pilots often have 30, 40, even 50 years of flight experience...”

Bob learned to fly jets in Texas and Mississippi, including the T-37 and T-38. Then back in Iran, he piloted the F-5E “Tiger II” which is a dual engine Northrup fighter that carries ordnance such as rockets, missiles, and bombs. Subsequently, Bob emigrated to the U.S. where he became a successful businessman living in several states, and eventually settled down in Hawaii. He started in the AUXAIR program 15 years ago after learning about it from another pilot who had a plane in a nearby hangar. Since then, Bob has located other missing persons, but in regard to this recent mission, he said, “If you can save someone’s life, that is the best reward you can get for all the hard work you put into the Auxiliary.” He added, “AUXAIR pilots often have 30, 40, even 50 years of flight experience including both military and commercial knowledge—it’s a great feeling to be able to use that experience and help the community as a representative of the Coast Guard.”

“He was able to maintain the aircraft in a manner conducive to locating the woman even in poor conditions, he was a true professional...”

Eduardo Vitorino, the mission’s Air Observer, said the woman was on the paddleboard for 12 hours overnight, continually fighting the waves and wind attempting to remain close to land as possible so she would be located. Regarding Bob, Eduardo shared that, “Bob’s years of experience came into play. He skillfully demonstrated that he was able to maintain the aircraft in a manner conducive to locating the woman even in poor conditions, he was a true professional.” Eduardo started his own Coast Guard Auxiliary journey in 2003. At the time, he was a Second-Class Petty Officer working at a USCG station. There, he



AUXAIR Observer Eduardo Vitorino

learned about a local maintenance man who conducted electrical work as a volunteer at both the station and the boathouse. The man was an Auxiliarist, who dedicated his time to the Coast Guard, and he inspired Eduardo to attend a Flotilla meeting at the Station. Eduardo went on to become a volunteer member, and an advocate for the Auxiliary, teaching boating safety and mechanical skills. Today, while he still volunteers in the Auxiliary, he serves in the Active Duty as a Chief Petty Officer, living in Honolulu.

Roy Savoca, Director of the *Response Directorate* said, “This inter-agency joint response demonstrated the best America has to offer. It included military, county fire rescue, and volunteer assets—both people and equipment.” He added, “Most importantly, the simple ‘float plan,’ left with the woman’s daughter, contained vital information on the paddle boarder, what she was wearing, the color of the paddle board, and the geographic area she was to be. This is yet another demonstration that float plans save lives.”



Star Advertiser

The *Honolulu Star-Advertiser* covered the story which received comments from the public...

- *Kudos to the USCG for the rescue. It sounds like at least this rescue; the person had been a little prepared and kept a cool head about the situation.*
- *Thanks again to the USCG. Always there when needed.*
- *USCG rocks.*
- *We can't thank first responders and the USCG enough for all they do. Glad this story had a happy ending.*

ASSETS INVOLVED IN THE MAUI SEARCH & RESCUE

- An Air Station Barbers Point MH-65 Dolphin helicopter aircrew
- A Coast Guard Auxiliary Piper Cherokee air crew
- A Coast Guard Station Maui 45-foot Response Boat-Medium crew
- An Air Station Barbers Point HC-130 Hercules aircrew
- The crew of the Coast Guard Cutter Joseph Gerczak (WPC 1126)
- Maui County Fire Department ground crews
- A Maui County Fire Department Air 1 helicopter aircrew

FLOAT PLAN	
<p>INSTRUCTIONS: Complete this plan before you go boating and leave it with a reliable person who can be depended upon to notify the Coast Guard, or other rescue agency, should you not return or check-in as planned. If you have a change of plans, or will be delayed, notify the person holding your Float Plan. Finally, close your plan by notifying the holder you have arrived home safely and if the holder has reported you overdue, notify all applicable rescue authorities of your safe return.</p> <p>Do NOT file this plan with the Coast Guard</p>	
VESSEL	
<p>IDENTIFICATION:</p> <p>Name & Hailing Port _____</p> <p>Document / Registration No. _____ HIN _____</p> <p>Year, Make & Model _____</p> <p>Length _____ Type _____ Draft _____ Hull Mat. _____</p> <p>Hull & Trim Colors _____</p> <p>Prominent Features _____</p> <p>PROPELSION:</p> <p>Primary-- Type _____ Eng. _____ Fuel Capacity _____</p> <p>Auxiliary--Type _____ Eng. _____ Fuel Capacity _____</p>	<p>COMMUNICATION:</p> <p>Radio Call Sign / Number _____</p> <p>DSC MMSI No. _____</p> <p>Radio-1: Type _____ Ch. / Freq. Monitored _____</p> <p>Radio-2: Type _____ Ch. / Freq. Monitored _____</p> <p>Cell / Satellite _____</p> <p>Email _____</p> <p>NAVIGATION: (Check all onboard)</p> <p><input type="checkbox"/> Compass <input type="checkbox"/> Radar <input type="checkbox"/> GPS / DGPS <input type="checkbox"/> Depth Sounder</p> <p><input type="checkbox"/> Charts <input type="checkbox"/> Maps <input type="checkbox"/> _____</p>
SAFETY & SURVIVAL	
<p>VISUAL DISTRESS SIGNALS:</p> <p><input type="checkbox"/> Electric Distress Light (night use) <input type="checkbox"/> Bell</p>	<p>ADDITIONAL GEAR:</p> <p><input type="checkbox"/> Anchor - Line length _____ <input type="checkbox"/> Food for _____ days / person</p>

“This is yet another demonstration that float plans save lives.”

--Roy Savoca, Director of the Response Directorate

Plan Ahead

by Garrison Bromwell, BC-RRP

Because of the pandemic and the time of the year, very few surface operations are occurring right now – weather, pandemic restrictions, and other considerations are keeping most of us on dry land. But you can take this time to prepare for next year – get those mandatory training requirements done for the year 2021 – that way you can spend the boating months doing what we all want to do – operate our facilities, promote boating safety, and above all be safe. The following is a list of what you may – or may not – need during the coming year.

Check your records in AUXDATA II. If you don't regularly access AUXDATA II ask your FSO-IS to provide you with a copy of your Individual Training Record. If you do have AUXDATA II access you can look up your own in the Reports section of AUXDATA II. Hint – click on the Activity Date Field so it reorders the report to newest to oldest record date. You can see when you last took a workshop, had a check ride, etc.

Check your individual training records to be sure you are current in the following requirements:

Core Training – Remember those 6 Core Training classes? Sexual Harassment Prevention, Security Fundamentals, etc.? Except for Ethics, they have a 5-year life, when did you last take them? If it was 2016 or before then you need to get them done (Ethics is a one and done).

The other courses are Workforce Resilience, Security Fundamentals, Privacy Awareness, Civil



Rights Awareness, and Sexual Harassment Prevention.

If you need to take these, you have several options – some Districts and/or Divisions offer them online from time to time or you can download PowerPoints or other media and review the courses yourself. The T-Department web site has detailed instructions and how to self-certify if you do them on your own.

Risk Management/Team Coordination Training (RM/TCT) – check your Individual Training Record for the date when you last took RM/TCT – it is valid for 15 months – thus if you took it in November of 2019, you'll need to take it again No Later Than February of 2021. Do not wait until your expiration date falls in the prime boating season – take RM/TCT as soon as you can. Many Districts and/or Divisions offer it in an online format, check your District's website.

2021 Operations Workshop – If you didn't take the 2020 Operations Workshop, you'll need to complete it (or the 2021 Workshop) so you can get out of REYR. The 2021 Workshop may not be mandatory, if not, still plan on taking it as soon as it is released.

Get at least the minimum hours required for your qualification – obtain as many hours underway as you can. Go on non-routine patrols, perhaps crew with a Coxswain you have never worked with before, or in an area you aren't familiar with. Get as much varied experience as you can.

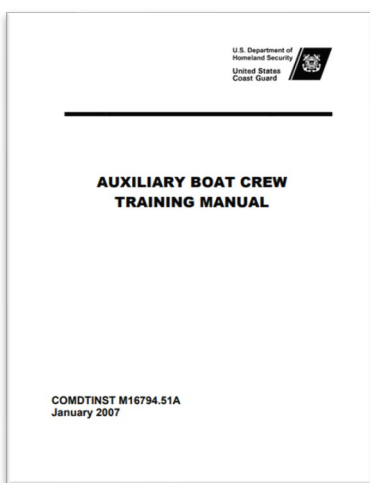
QE Check Ride – When was the last time you had a check ride with a Qualification Examiner (QE)? If it was in 2019 – or 2020 for a very few lucky ones, then this doesn't apply to you. But if you took it in 2018 or 2017 then you are due in 2021 (those

due in 2020 have been waived until 2021). Plan ahead of time for your check ride, get some underway time and run through the check ride syllabus (The first three enclosures of the Auxiliary Boat Crew

Training Manual, (COMDTIST M16794.51A). While doing your routine patrols practice the components of the check ride and don't forget to make sure you can tie all four of the knots required in the syllabus. Then, using your District's procedures, schedule a check ride after you are comfortable, but plan-ahead and schedule the check ride when the weather is still favorable.

Check your own fitness for duty – before the boating season starts performing a self-check; ensure you are still physically able to handle the demands of being a crewmember or Coxswain on a facility? Maybe it is time to step back. Perhaps you have a physical condition that could prevent you from being an effective Coxswain or crewmember and discuss the potential for hazards or problems with your Flotilla Commander, Operations Officer, or another trusted member.

By pre-planning ensure you are current in required tasks, are healthy for the boating season and remain *Ready For Operations*. ★



D2 National Capital Region Aux Facility (Photo by Joseph P. Cirone)

Beyond TCT

by Michelle Thornton, DIR-Rd

We have all participated in the annual *Team Coordination Training / Crew Risk Management* sessions at some point in our Auxiliary training. These sessions have us thinking about the “what if’s” we face during our regular missions. Accidents, slips, trips, falls, mechanical malfunctions, crew health emergency or other situations we may face at any point. When we leave the session, we take some of what we discussed back to our regular missions, but do we really incorporate the concept of RM/TCT/CRM into our everyday missions and lives?

It starts with a conversation. Sometimes the conversation is hard to start when we are talking about individual health and safety. The core elements of any tough conversation are — leadership, participation, and a proactive approach to finding and fixing all types of hazards. These elements depend on good communication skills, real listening, and clear speech. The example set by the Coxswain, Pilot in Command (PIC), or mission leader is key. The example set, and the way the leader talks to shipmates



about safety, has a huge impact on the safety culture of the crew. Raising sensitive safety issues with skill, respect, and a caring attitude shows others how to do the same. Make sure that you accept constructive feedback well, ask for feedback often, and handle negative feedback with grace. There are many books and training programs about how to have a tough conversation. Some can be found in the OSHA brochure “Safe and Sound.”¹

“Remind your crew the reason for the discussion is to protect the safety of each crewmember...”

In the book “*Crucial Conversation*”² it defines these conversations as ones where opinions vary, the stakes are high, and emotions run strong. An extreme example would be when a crew member notices another crew member stagger across the tarmac late for a mission. How would you approach that situation to start the conversation? To make these conversations successful, you need to make sure everyone feels safe expressing their views and knows that you care about their welfare. If any crewmember feels threatened, they are unlikely to fully participate in the discussion, learning will be stifled, and change is less likely.

Remind your crew the reason for the discussion is to protect the safety of each crewmember. When conversations heat up, try to be calm, rational, and open-minded. Avoid insults, personal attacks, direct criticism, and threatening gestures. State your intentions clearly: that you are trying to help them avoid injury and illness, and the devastating consequences of an injury to them, their shipmates, their future, and their family. What we do when we leave the dock or take off is DANGEROUS and we must take responsibility for our own and our teams’ safety.

Ask questions of the crew to start the conversation. Some example questions are:

*“What is your biggest safety concern:
today’s mission? this task? Yourself? fellow crewmember? [etc].”*

“Have you seen an incident caused by the issue?”

“How do you think we should address this safety issue?”

“What kind of hazard controls would help us avoid this problem in the future?”

¹ [osha.gov/sites/default/files/publications/OSHA_3887-05R_2018_Safety_and_Health_Brochure.pdf](https://www.osha.gov/sites/default/files/publications/OSHA_3887-05R_2018_Safety_and_Health_Brochure.pdf)

² Patterson, K; Grenny, J; McMillion, R; et al. (2013) *Crucial Conversations: Tools for Talking When Stakes Are High*. McGraw-Hill: New York.

A serious concern is that many safety conversations just don't happen. People often remain silent instead of speaking up about a safety concern. The authors of "*Crucial Conversations*" and their colleagues conducted a survey of 1,500 workers in 22 organizations, which found that 93 percent of employees say their workgroup is currently at risk from a safety issue that is not being discussed. Almost half knew of an injury that happened because someone didn't speak up. These are incidents waiting to happen. Encouraging people to speak up when they see something going wrong can help avoid incidents, injuries, and fatalities. Every Auxiliarist must act on the phrase: "*If you see something, say something.*"

"THERE ARE NO RATIONALIZATIONS FOR NOT HAVING A SAFETY CONVERSATION..."

There are no rationalizations for NOT having a safety conversation. Most evolutions are not so time critical where a pause for safety cannot be held. You can improve the safety and health conversations among your crew by improving your own safety conversations. Experiment with different approaches, build a library of safety phrases and stories, and have these conversations without fear. By doing so, you can contribute to preventing injuries and facility damage.³ ★

*"People often remain silent
instead of speaking up about
a safety concern..."*



³ Adapted from OSHA's brochure Better Safety Conversations: [osha.gov/sites/default/files/SHP_Better-Safety-Conversations.pdf](https://www.osha.gov/sites/default/files/SHP_Better-Safety-Conversations.pdf)

Man Overboard!

by Paul Verveniots, SO-OP D11

Acting as a Man Overboard (MOB) is NOT a Competency. If you were to look at the narratives of past Auxiliary mishaps across the nation, you'd see a lot of them involve crew falling into the water. Not a good thing, especially in cold weather or at night. At a minimum you'll have a wet and exhausted crewmember and some paperwork to complete. The worst case could be tragic. The following is an excerpt from an actual MOB mishap report:

During a PATON patrol, an Auxiliary OPFAC was maintaining position to photograph the aid for a report. The coxswain notified the crew that he was going to reposition the vessel and pushed the throttle forward. The Auxiliarist taking the photo was not able to react in time and was thrown from the vessel. The PIW came to the surface and was disoriented and had difficulty maneuvering. A PWC facility came alongside the PIW with a rescue device and assisted them back to the vessel. With help from the coxswain and crew, the PIW was able to climb the ladder and onto the swim platform. Time in the water was ten to fifteen minutes.

The reality is that nearly all MOB events are totally preventable, and there are things the crew should do together to prevent them. It all starts even before the patrol with a self-assessment of your physical capabilities and the particulars of that facility. Can you adequately work on that facility, or would a larger boat be more appropriate for you? Be honest with yourself.

On the patrol day, a pre-underway briefing should highlight location of handholds, rules about going forward, and any other particulars. On my facility, there are two cutout areas on



either side where the railing is lower and only at knee height. I highlight these to the crew before EVERY patrol.

We've all heard "*one hand for yourself, one hand for the boat*" – you should always maintain three points of contact, particularly when outside of the cabin. Use your hands and get low when moving about the cockpit. If you are reaching over the side while working you should have another crewmember hold your PFD from behind as an added safety precaution.

The coxswain's management and boat handling skills play a major part in mitigating the possibility of mishaps. Communication is key, and the helmsperson should always be announcing *COMING UP*, *COMING DOWN*, *COMING ABOUT TO PORT*, etc. to let the crew know of the upcoming maneuver. And announce it before you execute the change to give folks time to reach for a handhold if necessary. Good situational awareness of the surroundings means there would be less chance of being surprised by a hazard that would require a rapid evasive action.

When underway in forward gear, the pivot point of a boat is roughly one third of the boat's length



Auxiliary performing man overboard training on the Ohio River -Lt. Michael Metz USCG

back from the bow. That means that when you turn to starboard the stern swings to port quite rapidly, and anyone standing at the aft end of the cockpit could easily be ejected if not ready and holding something. When maneuvering to evade an object in the water it is generally safer to slow down quickly rather than throw the helm over. Sure, the crew might bump into things on board but that's better than going over the side. Besides, remember the importance of the throttle in safety management – you should not be carrying more speed than necessary for the situation at hand to minimize surprises.

Finally – no jumping when approaching a dock! Even the smallest jump could turn out badly. I make sure crewmembers STEP off the boat while holding the rail in one hand and a dock line in the

other – this should be mentioned in the pre-docking briefing you conduct just like for any other evolution. ★

*“One hand for
yourself, one hand
for the boat...”*

Offering a Radio for Auxiliary Use

by COMO David Elliot, DVC-RT

The Auxiliary manages an operational program whose facilities seldom leave the dock, although they may travel about a good deal. These are the radio facilities operated by nearly 2000 members.

These Auxiliary radio operators support the Coast Guard and Auxiliary in multiple ways, from holding “guard” for our vessels and aircraft to participating in radio nets and monitoring Coast Guard and distress radio traffic.

The communications programs aside from VHF (marine) radio nets and VHF monitoring, include High Frequency (HF) radio use, which 300 of our members have qualified to operate. The programs that they are part of include monitoring of Coast Guard high seas broadcasts (AUXMON), augmenting Global Marine Distress coverage (AUGCOM), and HF radio nets for contingency training.

To join in any of the programs, the first step is to become TCO certified. Even though you may be an experienced mariner or radio “ham”, the first step is to learn Coast Guard procedures and regulations for the use of radio.

TCO qualification will authorize the installation and operation of an Auxiliary radio station. This may be

either a fixed land or mobile radio facility. To operate it your radios and setup must first be inspected by a Communications Officer (CM) and accepted by your DIRAUX to become an official Auxiliary radio facility. No member, other than a Communications Officer, is authorized to inspect radios unless the radios are used on a surface or air facility.

Downloading the “OFFER OF RADIO FACILITY USE AND INSPECTION” form ANSC 7004 (03-20) will provide an indication of what is needed to enable your radio to become a facility. Annex 4 of the Auxiliary Operations Policy Manual provides further guidance.

“To join in any of the programs, the first step is to become TCO certified...”



After all information is entered on the form and the owner and inspector have signed the form, page 1 of the form and any supporting document(s) must be downloaded in AUXDATA II. The AUXDATA radio facility application on the computer screen must then be fully filled out and completed to match the 7004 form.

Upon acceptance of your radio(s) your DIRAUX will assign a FACILITY IDENTIFICATION, (which is not the radio call sign). The VHF AUXILIARY RADIO FACILITY CALLSIGN is issued by the CM officer in most Districts, but it is not to be used until DIRAUX accepts the radio(s).

This acceptance is for VHF operation only. While DIRAUX accepts VHF radios and assigns a FACILITY ID, National Telecommunications Division accepts HF radios and assigns an HF Call Sign.

If you would like to apply for operation on HF

bands as well as VHF, then these entry boxes must be checked on the AUXDATA II application along with the rest of the information. HF radios must always be accompanied by a VHF radio facility. Once the VHF portion is approved by your DIRAUX, the form will automatically be routed to the BC-RTI position on the National Staff. At this stage the form and documents will be checked for accuracy and if everything is correct the form then goes to DVC-RT for final approval and assignment of the official HF call sign for the HF radio. The HF call sign usually is different from the VHF call sign.

Until approved by National along with receipt of an official Auxiliary HF call sign, an HF radio is not authorized to operate as an Auxiliary Radio Facility on any radio frequency.

Questions may be referred to your DSO-CM or to the Branch Chief, Telecommunications Integration (BC-RTI). ★



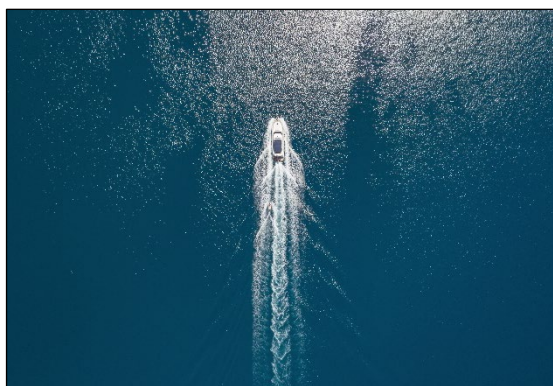
Safety Tip

by Paul Verveniots SO-OP D11

As the pandemic restrictions ease and we get ready to get back out on patrols, it may be time to brush up a bit on safety. What's the most important safety device on the boat? (*It's a trick question...*)

I sometimes ask prospective Coxswains and crewmembers what they think is the most important safety device on the boat. In each case, the individual will invariably begin to rattle off all the PPE they wear (PFD, PLB, strobe light, etc.). Other times they will itemize all the boat's equipment such as the ring life buoy, visual distress signals, ignition cutoff, and all other safety equipment. While these are all very important, there is one other item which is both the cause and prevention of more mishaps than any other item. What is this item?

The throttle. Most folks don't think of the throttle as a safety device. But just think about what the throttle does – it THROTTLES the engine, meaning it is used to strangle the engine of air (and fuel) and prevent it from running away at full RPM. It doesn't *MAKE* the engine go – it *RESTRAINS* it, holding it back as desired. What an amazing device! With just a couple of fingertips, the helmsperson can choose at will how fast several tons of facility is moving. With that thought comes the realization that probably the majority of (or maybe all) “close calls” you might have experienced in the past were directly related to throttle position. Remember that wake that was struck with excessive speed and caused your crewmember to bang their head into the bulkhead? Or the time the boat struck the dock too hard due to excessive speed when docking?



This is a bit tongue in cheek, and there are numerous other factors at play, but I feel comfortable in the argument that in most mishaps, the single thing that would have most directly changed the outcome is a different throttle position.

The key thing is proper manipulation of the throttle for the situation at hand, whether it is approaching a dock, or an alongside tow, or any other maneuver. It takes practice – *lots of it*. The key takeaway should be the need to make an honest assessment of one's skills, the conditions at hand (such as night ops) and often you should SLOW DOWN! There is no doubt that some maneuvers such as boat handling in wind require more aggressiveness on the throttle. If you think of those little levers as miracle safety devices which slow down tons of mass at will, then you will find a greater respect of their importance in staying safe. ★

OPERATIONAL TIPS

Wear it Proudly and Correctly

by Gary A. Kaplan, Operations D11N

The first topic presented in law enforcement training aboard Coast Guard Cutter ASPEN underscores the proper wearing of uniforms. At first glance, a Coast Guard boarding team and a Coast Guard Auxiliary boat crew may not seem to have much in common. However, there is one very significant similarity. At times, both we and they interact very closely with the public, they while boarding a vessel, and we while rendering assistance.

Behavioral science has shown that within 10 seconds of seeing someone, we formulate opinions of them that are based solely on appearance, and that these impressions are lasting.

“If you want to be taken for a professional, look like a professional.”

When we are operating under orders, we, and our facilities, are perceived not as the Coast Guard Auxiliary, but as the Coast Guard. It is, therefore, our duty to look and act as professionals. If your uniform is faded, replace it, if it is soiled, wash it, if your dress uniform is wrinkled, iron it. We should repay the honor of wearing the uniform by wearing it properly.

What an amazing device! With just a couple of fingertips, the helmsperson can choose at will how fast several tons of facility is moving. With that

thought comes the realization that probably the majority of (or maybe all) “close calls” you might have experienced in the past were directly related to throttle position. Remember that wake that was struck with excessive speed and caused your crewmember to bang their head into the bulkhead? Or the time the boat struck the dock too hard due to excessive speed when docking?

This is a bit tongue in cheek, and there are numerous other factors at play, but I feel comfortable in the argument that in most mishaps, the single thing that would have most directly changed the outcome is a different throttle position.

The key thing is proper manipulation of the throttle for the situation at hand, whether it is approaching a dock, or an alongside tow, or any other maneuver. It takes practice – lots of it. The key takeaway should be the need to make an honest assessment of one’s skills, the conditions at hand (such as night ops) and often you should SLOW DOWN! There is no doubt that some maneuvers such as boat handling in wind require more aggressiveness on the throttle.

If you think of those little levers as miracle safety devices which slow down tons of mass at will, then you will find a greater respect of their importance in staying safe.

BRAZO ZULU

A somewhat belated but still well-deserved very big thank you, and *Bravo Zulu* to the 12 Telecommunication Auxiliarists who manned their radio facilities during Hurricane Sally operations in September. These 12 radio operators from the Telecommunications team logged over 188 hours monitoring Coast Guard and GMDSS frequencies. The radio operators listened for any

communications problems or emergency broadcasts during the storm, in support of COMMCOM, the Coast Guard Communications Command.

MISSION REPORTING REMINDERS

Mission Code 22B - There have been several ANSC-7030s (Activity Report - Mission) incorrectly submitted using Mission Code 22B in conjunction with underway patrol activities. Mission Code 22B is NOT an underway Mission Code. Please check with your IS officer for the correct code to be using for your specific activity.

Mission Code 01D - (Operational Standby) should be used for time when you are not underway but available such as (1) Prior to getting underway, crew briefing and Risk Management Assessment for the mission, (2) When moored for meals, breaks, logistics stops, and (3) Debriefing and cleaning up after the mission. All missions must include 01D time to acknowledge safety briefing and debriefing.

WHAT'S NEW!

The latest 2021 Workshops for Surface, Telecommunications and AUXAIR are now available on the directorate web site at this link. The Surface and AUXAIR workshops are required for 2021 and the Telecommunications workshop is highly recommended. Updates may have been made to these presentations after initial posting. Before delivering a workshop, please check the directorate web site for the most current version.

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HELP WANTED

The *Response Directorate* is looking for several people in the *Surface Division*. If you are interested, please email a copy of your qualifications to both Jeff Schneider and Roy Savoca.¹

★★★★★



Joe Giannattasio, a member of the 5th District Northern Region on an aviation patrol. Giannattasio is part of the AUXAIR aviation program in Sector Delaware Bay (PO1 S. Johnson)



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