

USCG Auxiliary Operations Workshop 2009



Facilitator Reference

The Operations Workshop for 2009 is published by the National Operations (Response) Department, Operations Programs and Educational Outreach Division. It is an optional workshop and provides some guidance on Surface operations safety and procedures that can be used as a refresher at the Division or Flotilla level. Some Districts may make this a required course for their Coxswains and or Crew certified members at the local level. Check with your FSO-OP for guidance.

This workshop can be presented by any qualified Auxiliarist in the surface operations program. The instructor should coordinate with Flotilla FSOs and Division Logistics staff officers for any local information. Local procedures, known local hazards, etc. are types of things that should be added to this presentation at the local level.

The slides are fairly self explanatory, but here are some notes on some of them that you might find helpful.

Slide 4 – Remember

- ❖ The top 2 bullets are key – Safety is the watchword in all we do
- ❖ Risk assessment BEFORE and DURING every mission will help assure safety

Slide 6 – Changes from 2007. These items were covered in the 2008 Operations Workshop and are just repeated here for anyone that may have missed it.

- ❖ The slide suggests practicing the currency maintenance signoffs throughout the year so each crew and coxswain are ready when they have to get signed off for real.
- ❖ On all missions you should consider training and re-training as part of the multi mission approach. When you are not doing specific tasks related to the assigned mission, test each other with questions or practical demonstrations on anything related to your crew and coxswain training.

Slide 7 – Changes for 2008. These are important currency maintenance **REQUIREMENTS** or you will end up in REYR status. Note the dates especially on the NavRules for Coxswains/PWOs.

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Slide 12 – Safety is Priority 1

- ❖ The Coxswain at a minimum must have his/her PEPiRB on their PFD WITH a non expired battery.
- ❖ A current registration sticker from NOAA must be on the device
- ❖ You must update your registration whenever any key information changes, such as phone number or address.
- ❖ You must re-register every 2 years and obtain a new registration sticker from NOAA
- ❖ Registration can be done at <http://www.sarsat.noaa.gov/>
- ❖ No Auxiliarist should approach a suspected HAZMAT spill or situation unless you have onboard a certified HAZMAT responder. Report the sighting to your Order Issuing Authority (usually the local Coast Guard Station) and get out of the area.

Slide 13 – Promote Safety

- ❖ Bullet 1 says it all and if you follow that all the other bullets on this slide will fall in line.

Slide 14 – Provide SAR response

- ❖ The key for this slide is to not just jump on the boat and race to the rescue. Get as much information as possible about the SAR case as you can before you leave the dock or your current location.
- ❖ Use that information in your risk assessment; are you, your crew, and your facility able to accomplish this mission safely?
- ❖ While underway continue to gather information on the SAR case AND on local conditions and UPDATE your risk assessment regularly.

Slide 16 – Render Assistance

- ❖ The bullets on this page cannot be under estimated.
- ❖ They are all important to observe at all times.

Slide 18&19 – Provide Support/Safety Zone Support

- ❖ Bullet 2 is very important on slide 17. Most of us remember that we are NOT the law enforcement branch of the Coast Guard. But it is VERY important not to do anything to even IMPLY that you are, when on patrol. The general public may make that assumption on their own based on our uniforms and patrol signs but we should do nothing out of the ordinary to encourage that.
- ❖ Blue lights were banned from our vessels some years ago, if anyone still has them on board, get rid of them.

Slide 20 – Responsibilities of the Facility Owner

- ❖ All of these bullets are important but make special note of the first and last.
- ❖ The first refers to a detailed through review of the facility by the facility owner this is NOT the facility inspection. The Facility owner knows his/her vessel the best and knows what can breakdown or wear out that a routine Facility Inspection by a VE member might not catch.
- ❖ Have all the spare parts for the things that break or wear out (filters, belts, shear pins, oil, spark plugs, etc. etc.)
- ❖ The last one is back to the key watchword of SAFETY. Here again the Facility Owner knows best the strengths and limitations of his/her vessel and must always take that into account as mission conditions change. If it becomes unsafe, ABORT the mission.

Slide 21 – Responsibility of Coxswains

- ❖ The Rescue and Survival Manual referenced on this slide can be found at http://www.uscg.mil/directives/cim/10000-10999/CIM_10470_10F.pdf it is COMDTINST M10470.10F. This link is also in the slides if you are Internet connected when you are presenting. It is a 207 page document.
- ❖ Once again Safety is in this slide with the last bullet on Operational Risk Management, GAR, and TCT.
- ❖ GAR is Green/Amber/Red and is one of the risk management processes that may be required (and should be used regardless if it is required) by your OIA (order issuing authority). Know what forms or risk processes are required in your AOR (area of operation) and have samples of those forms to review and discuss in the presentation.

Slides 22-23 – Operational Risk Management

- ❖ Again safety and risk management is a consistent theme and ongoing process in any operation.

Slide 23 – Operational Risk Management

- ❖ The US National Search and Rescue Supplement (NSS), link is http://www.uscg.mil/hq/cg5/cg534/SAR_Manuals.asp#cgadd. Note there is an addendum to this manual noted at think as well
- ❖ The direct link to the manual with change 1 is http://www.uscg.mil/directives/cim/16000-16999/CIM_16130_2D.pdf. Warning this is a large 580 page 11+meg document.

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Slide 25 – Orders

- ❖ Be prepared to explain the proper procedures for obtaining orders in your Division/Flotilla.

Slide 28 – Operational Parameters – Communications

- ❖ Know and discuss the radio guard intervals and contacts for your Area.
- ❖ If you work with more than one CG Unit for your Division/Flotilla be sure to explain any differences in their procedures for communications

Slides 30-32 – These are all once again on Safety related issues and considerations.

Slide 33 – Mishap Reporting

- ❖ If a problem occurs proper AND timely reporting is critical
- ❖ Make sure you know of any special procedures requested from your Order Issuing Authority regarding mishaps and communicate that to the class

Slide 34 – Local Hazards

- ❖ Expand on this slide for your area(s) of operation
- ❖ Maybe even include pictures of areas to be concerned with