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Boat Crew Seamanship Manual

The AMSC has exhausted the supply of the old Boat Crew Manual. Each flotilla has been allotted two copies of the new Boat Crew Seamanship Manual COMDTINST M16114.5B. These are not being distributed automatically and must be ordered by the individual flotillas. Each QE has already been provided one copy.. I remind all that this manual is available for review and down-loading on the Coast Guard Auxiliary Web Page, www.cgaux.org. You can also get to it on www.uscg.mil/hq/g-ogaux.htm then look in the "Publications" section. The Navigation Rules and Chart 1 are also available there. This can all be downloaded, however bear in mind that this is a very lengthy manual, some 1200 or pages and could be quite costly to print from your PC. It is suggested that you view the manual and then only download those sections you would like to have at this time. Some changes are still required and should be out with change 1 to this manual. We expect this manual to be available very soon on CD ROM from the ANSC.

Auxiliary Boat Crew Training & Qualification Guides.

The present manual, COMDTINST M16698.28 is still effective and is to be used with the Auxiliary Boat Crew Seamanship Manual and the new Boat Crew Seamanship Manual for the time being. The new guides are undergoing a final clearance process in Headquarters and it is hoped that they will be available at ANSC sometime in July 2000. We will inform everyone when they are available. The qualification and certification process has been changed. If you haven't seen these changes contact your OTO for an update.

Operations Workshop

The operations workshop for 2000 has been printed and distributed. It is not mandatory nationally, however some districts may require the workshop.

Navigation Rules Examinations

A set of new Navigation Rules Exams have been prepared and are available from the Director. There are three exams, 30 questions each, for the initial exam and three exams, 30 questions each, for the re-qualification. Both exams have a passing score of 90%.

Electronic Search Pattern Capabilities

The following information has been received from G-OCX-2 and is published for your information and possible use.

The Command and Control Engineering Center (C2CEN) in Portsmouth, Virginia has arranged with Nautical Tech., the company that makes the Coast Guard's Electronic Charting System (ECS), to incorporate into a program that overlays SAR search Patterns over electronic charts. The ECS program is called CAPN Voyager (CG) 1.0.1.0 and will be the CG's standard ECS, for use by all Cutters with Windows NT stand alone capabilities.

C2CEN is sending copies of this software that will import the search patterns (NOT the ECS program) to ANSC for distribution to the District DSO-OP's and OTO's. This will not be an Auxiliary wide application or requirement, so it will not be part of any formal training or qualifications. It's just a "gee-whiz" gadget for those who are able to use it. It also is NOT authorized for downloading on the Internet, because C2CEN was given permission to provide the program to the Auxiliary, not the entire country.

Facility owners will call their OTO or DSO-OP, state that they meet or intend to meet the system requirements, and would like to

download a copy of the software. System requirements are a PC or Laptop, Windows 95, 98, 2000(beta) or NT 4.0, computerized American Practical Navigator CAPN ver 4.5b or greater, and 1.71MB of free hard disk space.

OTO/DSO, if local, can visit the facility, download the software to the facilities system and run a diagnostic test to ensure

proper operation. If not local, other means can be addressed, you will have to contact the OTS/DSO for these directions. Again be reminded that this software CANNOT BE POSTED ON THE INTERNET.

An Auxiliary, Mr. Norman Heller, in Yorktown has volunteered to be the POC for technical support.

For Better Boating Safety

ANTI FOULING PAINT

During the late Fall, Winter, and early Spring many of our boats are stored out of the water for the winter season. When the weather allows, many of us take advantage of the opportunity to get our boat's bottom ready for the next boating season. This usually involves removing some or all of the old bottom paint to prepare the hull for one or more coats of new anti fouling paint. Throughout this process we are dealing with very toxic substances. Around any boat storage area you will often see one or more people sanding, scraping, or applying bottom, anti fouling, paint with no protective gear. One has only to read the warning printed on a can of anti fouling paint to know how dangerous this can be.

At the very least, one should be wearing clothing that will cover one completely including the head, arms, legs, and hands when working with anti fouling paint. A breathing mask should also be worn. The dust and flakes from removing bottom paint can be breathed in or settle on exposed skin if such protective clothing is not worn. Mist and spatter from spraying, brushing, or rolling on fresh anti fouling paint can also enter the lungs or cover exposed skin. In the worst case ingesting this toxic material can be fatal. It can also be harmful if absorbed through the skin. When finished working on the boat's bottom, remove contaminated clothing and wash it thoroughly before reuse.

The residue from working on your boat's bottom can also present a problem. The toxic properties of anti fouling paint poisons marine animals and some marine plants. If the residue from sanding and scraping is allowed to be swept or flushed into the water, it will poison marine animals that come in contact with it. Many of those marine animals, shell fish and fin fish, that do not die will retain the poison in their flesh. Since we humans are at the top of the food chain, we could be eating such contaminated fish. The residue of sanding and scraping as well as left over anti fouling paint and paint cans should be treated as hazardous material, which it is, and disposed of in designated hazardous waste containers.

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