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**ON REPETITION,
 ON REPETITION**

Someone asked me recently, "Why do we have to take TCT every 5 years? We know all that stuff and it is repetitious." Well, the question has merit...so let me give it a shot.

Team Coordination Training (TCT) is designed to reinforce the seven skills which have been shown to decrease the accidents and mishaps that occur in the surface fleet. You know - communication, flexibility and adaptability. And of course there is assertiveness, decision making and leadership. And don't forget risk management and everyone's favorite

skill...situational awareness.

If all of the members of the crew are practicing these skills then risk evaluation, management and planning for contingencies can occur. And when we can reduce our risk and plan for the unexpected, we can reduce mishaps.

So you could make the case that we take TCT every five years because it is CG policy (as directed in COMDTINST 1541.1), or you could make the case that reviewing TCT works to raise our level of awareness, make better decisions and successfully manage risk. I like that better! And I'd agree, taking TCT every five years is repetitious. But repetition is good. We learn through repetition. TCT should be so ingrained that we aren't really thinking about the seven skills, but rather we are doing the seven skills.

In fact, the Auxiliary pilots receive an initial course in a similar process known as Crew Resource Management (CRM) as a C-School. The aviators have CRM refresher training yearly. Communication, situational awareness, and risk management are all important in the planning and execution of an aviation mission.

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**THE
 QUALIFICATIONS
 CORNER**

This feature is a new addition to the Up Top in Operations newsletter. The purpose of the Qualifications Corner is to allow those involved with the qualification of crewmembers, coxswains, pilots, communicators and aid verifiers to share their experience, tips and tricks.

We want this to be a column for you and from you, so that we can share our collective wisdom. This column is not a platform for changing policy or procedures, but rather a mechanism to help others involved in qualification.

Perhaps you could write about what you, as a QE, look for when doing the check ride for a candidate. Or perhaps a Flight Examiner might contribute a novel method to teach a specific task. This column is your chance to share your experience with others and perhaps let us develop some "best practices" for those who are involved with qualification in the operations program (that includes our OTO's).

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ON REPETITION, ON REPETITION

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There is little room for error in the cockpit because the ground is not very forgiving! Safety is JOB ONE in the Auxiliary.

Welcome opportunities to review the seven skills of TCT. Engage in dialog with your colleagues to review your own risk management. Report all mishaps through the chain of leadership so that we can learn from each and every situation.

As the hard water melts and the OPTEMPO picks up again this year, let's keep situational awareness and risk management on the radar screen! ♥

Linda A. Nelson DC-O



THE QUALIFICATIONS CORNER.

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It is your opportunity to get some feedback from your peers who are looking at the same qualification standards, but may have a different take on the material.

We are all striving for the same thing...the best qualified volunteer work force in the nation! So all of you who are entrusted with this responsibility...SPEAK UP! Send me your best stuff, <mailto:hwdemler@comcast.net> Please limit the article to about 150 words, and allow for editing. Please be appropriate with your language, and let's not get political. Anonymous submissions will not be accepted, so please provide your Name, District, Division, Flotilla and e-mail address.

You will be cited as the author and your peers can communicate directly with you if they have feedback. ♥
Hank Demler BC-OEE

NAVRULES EXAM ON LINE!

Are you coming up on your fifth year and looking forward (not much!) to retaking your NavRules exam? Have you been putting off the study and arrangements? Do it the easy way! Take that exam on line!!!! I've been there, done that and loved it! Here's the story!

One day I decided I was going to try that electronic stuff so I went to <http://cgaux.org>, clicked on **Member's Deck**, clicked on **Departments**, then clicked on **Training Department**.

The Training page hit me in the eye with a blue

button that said **Member eTraining and Testing**. I clicked on it and a bright yellow table smiled at me! Its first line said **On Line Exams**. I clicked there and was whisked to another page with a lot of printing! I didn't want to read all that stuff, so I scrolled down looking for exams.

At the bottom of the page there were two words that looked good, **Exam Gateway**. I clicked them and lo and behold I got a list of exams!. I scrolled down a bit and there was the **NavRules** exam with a line under it inviting me to click there! I did it! I clicked to check mark each answer I thought was correct; then, at the end, crossed my fingers and clicked **Submit**.

Five minutes later I checked my email (yes, I had given the correct address!!!) for a report and there it was! I had NOT passed! Not surprising since I had only spent 20 minutes studying!...but good news! The message told me exactly which rules I needed to check up on!

Good student that I am, I opened my NavRules book to the two rules I needed to review, reviewed them carefully, and clicked my way back to the NavRules exam.

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**NAVRULES
EXAM ON LINE!**

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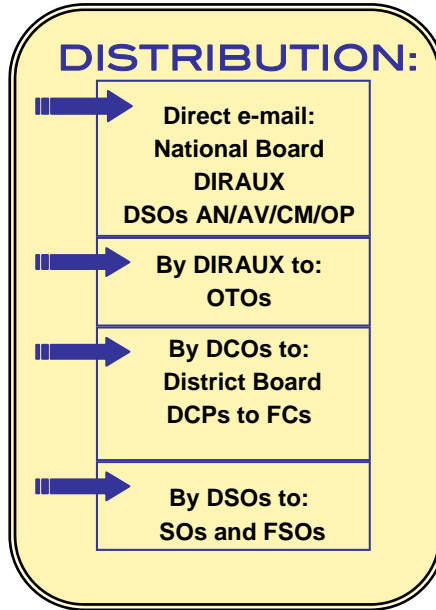
This time I was better prepared! I'd spent 40 minutes studying!!!! Again, I clicked each appealing answer and, crossed my fingers and submitted my second take!!!!

Five minutes later I checked my email and there it was!!!! A glowing email saying that I had passed!!!! I saved the email and printed it so that I could send it, if necessary, to my SO-IS. Two months later, my pass hadn't been entered into AuxData!

That's nothing, some friends of mine took a paper exam (specialty course) six months ago and neither had their results. Of course, they didn't know their results either....and by the time they would find out, they would need to restudy the whole course!

So I sent my nice email to my FSO-IS to send to my SO-IS to enter and send to my DIRAUX....and a month later it was in and I was home free!!!!!!

You can do it too!!!! Release yourself from worry, from waiting and from redoing what you may have forgotten over time! Use the electronic system for testing....for Specialty Courses and most certainly for NavRules! ♡
Lindy Harrison, DVC-OE



way on a trip of many hours it is vital that you know about increasing amounts of **water in the bilge**. I am sure you have an adequate number of automatic electric bilge pumps. You may even have pilot lights to warn you they are operating. All of that is good, but is it enough?

It is a shock to have an engine sputter and stop, drowned out in water; while you are cruising along.

The solution is very simple. Install a reliable float switch in a low spot where water will collect in your engine compartment when underway. Connect this to a buzzer or bell that you can hear over engine noise at cruising RPM. ♡

Charles B. Ford BC-OES

**WATER IN THE
BILGE**

A little water in the bilge never hurt a boat, so long as you know where it came from and that it is under control. When you are under

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CLEAN AGENT FIRE EXTINGUISHANTS HALON 1301 & 1211

These two fire-extinguishing agents have served us well for 50 years and, believe it or not they are still serving us faithfully. The fact that commercial manufacture of 1301 and 1211 was prohibited 10 years ago has lead to the belief that neither can be purchased nor used for fire protection. This is entirely false. If you have a Halon fire extinguisher or fire extinguishing system you may continue to keep it and either is still CG approved. You may have difficulty having them refilled since only reclaimed agent may be used to refill and the cost may be prohibitive, perhaps not in view of the cost of the new agents

Fortunately there are now on the market new **clean agents** which effectively replace the Halons Their costs are high so it is wise to keep your Halon equipment inspected, serviceable and free from corrosion as long as possible. Of course Carbon Dioxide is a clean agent and is still a fine fire-extinguishing agent, but should not be used in closed quarters, The Dry Chemical agents are often preferred as they are by far the cheapest approved fire extinguishers and are extremely effective. ♥

Charles B. Ford BC OES

C-SCHOOLS ADVANCED TRAINING

Coast Guard Auxiliarists may gain additional knowledge, skills, and qualifications by participating in C-Schools.

A C-School is a Short Term Resident Training. It is usually one week or less in duration and is paid for by Coast Guard training funds.

The Coast Guard budgeted approximately \$700,000.00 for Auxiliary C-Schools in Fiscal Year 2005. Auxiliarists donate their time and the Coast Guard pays the expenses.

Auxiliarists are eligible to attend any C-School provided they meet the course prerequisites and their training request is approved by the Chief Director, Office of Auxiliary (G-OCX), the Program Manager for the C-Schools for Auxiliarists. Current policy is that an Auxiliarist may attend only one C-School per year. C-Schools may not be repeated.

A schedule of C-Schools is published online, and a special portal for Auxiliarists that shows C-Schools related to the O and I Departments is at

<http://cschool.auxservices.org>
If you click on the C-School of your choice, a complete set of information about the school will appear, including exact instructions for applying and traveling to it.

To attend a C-School, an Auxiliarist must complete a Short Term Resident Training form which can be obtained on-line from: <http://www.uscgaux.org/~for.ms/archive/a7059f.pdf> and send it to the Flotilla Commander; who sends it to the relevant DIRAUX at least 60 days prior to the start of the school. If an Auxiliarist does apply and is selected to go, s/he should make sure to attend. When an Auxiliarist has been selected to attend a C-School, orders are sent via email, 30 days prior to the start of the school.

NOTE: An accurate email address in AuxData is necessary ♥

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