



Safety Lines

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District 11 North Coast Guard Auxiliary Passenger Ferry Vessel Audit Program Augments Sector San Francisco

Article and photographs by Roger Bazeley, VFC, FSO-PA Flotilla 17 Point Bonita, California D11N



SAN FRANCISCO-Sept. 17, 2016—A Coast Guard Auxiliary Passenger Ferry Audit team boasts some distinguished members and guests. From left are Steve Johnson, Flotilla 51 Vallejo, D11N, COMO Rich Thomas, D11N and COMO Richard Washburn, National Commodore. Photo by Roger Bazeley, FSO-PA Flotilla 17 Point Bonita, D11N. *Click to read article on page 3...*

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Prevention Directorate
USCG Auxiliary



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SAFETY LINES

Newsletter of the Prevention Directorate USCG Auxiliary

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District 11 North

From our cover:

District 11 North Coast Guard Auxiliary Passenger Ferry Vessel Audit Program Augments Sector San Francisco

By Roger Bazeley, FSO-PA Flotilla 17 Point Bonita, California D11N

The District 11 North (D11N) Auxiliary Ferry Audit program works under the guidelines set forth by the Coast Guard Domestic Inspections Branch-Sector San Francisco.

As a part of "Team Coast Guard," the Auxiliary Ferry Audit program augments the Coast Guard by assisting in maintaining a safe passenger ferry system and adhering to safety standards outlined in the Code of Federal Regulations as applied to Marine Safety. Auditors utilize a Coast Guard-Auxiliary 'Deficiency Summary Worksheet' to produce an 'Audit Report of Findings'.

Coast Guard Marine Inspectors refer to Interna-

tional Maritime Organization publications, Code of Federal Regulations, Navigation and Inspection Circulars and locally produced local guides for specific regulatory references before taking any action on reported vessel safety/Code of Federal Regulations deficiencies. Not all items in the Auxiliary/Coast Guard Audit Worksheet are applicable to all types of passenger ferry vessels. References given are only general guides and are provided for auditor information and clarification. Auditors need not research regulatory basis for reporting deficiencies to Coast Guard Auxiliary Marine Safety and Sector San Francisco.

General vessel areas of audit include- vessel equipment: condition, passenger safety equipment including lifejackets, extinguishers, lighting and safety signage; pollution prevention: required posted notices, fuel or sewage leaks; communications: public safety announcement equipment and/or speakers; structural integrity: holes, rust, leaks, damage, and hazards; and security: vessels carrying 150-plus passengers.

Auxiliary Ferry Auditors do not make recommendations or enforce compliance. That is the sole responsibility and authority of the Coast Guard as mandated by the Code of Federal Regulations and local regulations. Ω



SAN FRANCISCO, Sept. 17, 2016—Left: Steven Johnson, an Auxiliary Ferry Auditor from D11N inspects an inflatable life raft canister. Right: Steven Johnson reviews the vessel's inspected posted documents with (from right) COMO Rich Thomas, D11N and COMO Richard Washburn, National Commodore. Photos by Roger Bazeley, FSO-PA Flotilla 17 Point Bonita, D11N

Navigation Systems

AUX 06 C-School: Aids to Navigation, Bridge and Chart Updating.

By Ed Martin, DVC-PN

Almost there, forget it, we can do this!

I was asked to take over the management of Auxiliary (AUX) 06 C-School 'Aids to Navigation, Bridge and Chart Updating' just before the start of this year's class. Normally, the AUX 06 C-School is held in Yorktown, Virginia, at the Coast Guard Training Center (TRACEN), home of the Coast Guard Aids to Navigation (ATON) School. Scheduling conflicts with TRACEN this year necessitated finding another venue for the AUX 06 C-School.

Before we can talk about this year's C-School success we have to acknowledge the efforts of a few individuals. Bill Husfield, Flotilla 85 Kentucky Lake, D8ER and Morris Butcher, Flotilla 15-3 Memphis, D8WR graciously and without hesitation brought the logistics together that allowed us to schedule the school in Memphis,

Tennessee, less than a month after the originally scheduled date.

That said, rotating the AUX 06 C-School to different districts does have merit. Primary among the benefits is the ability to embrace an entire new demographic. For many years, the western rivers portion of Aids to Navigation and chart updating were largely ignored, primarily because aids work has been coastal-centric and National Oceanic and Atmospheric Administration chart updating does not chart western rivers. The lessons learned from operations conducted after hurricane Katrina are the basis for AUX 06 C-School curriculum. The school's intent is not to create area-specific experts but to give everyone the same tools and education to handle both river and coastal conditions.

We pulled it off!

Thanks to our staff consisting of Paul Dowty, Flotilla 10-6 Wilmington, North Carolina, D5SR (Aids to Navigation); Joe Baney, Flotilla 73 Pacific, D13 (Bridges); and Ed Martin, Flotilla 23-1 Annapolis, D5SR (Chart Updating), assisted by Lois Dowty, Bill Husfield and Morris Butcher. Guest presenters were Chief Warrant Officer Thad M.

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MEMPHIS- The 2016 AUX 06 C-School, moved from the Coast Guard Training Center in Yorktown to Memphis, was deemed quite successful by the members who attended. Photo provided by Ed Martin, DVC-PN



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Wagner, Coast Guard Cutter Kankakee, YN2 Chelsey Johnson and YN2 Veronica Hunter from Administration/SPO Department at Sector Lower Mississippi who helped members with their travel vouchers.

Wrap-up.

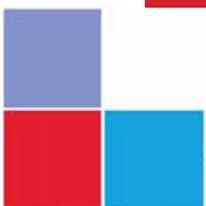
From the student feedback we can conclude that the training curriculum was favorable and met expectations for all and that the knowledge learned will be applied. This is a great undertaking considering that the focus of the C-School is on training the trainer - those members who because of their position should go back to their districts

and initiate Navigation Systems training programs with the knowledge acquired at C-School.

Alternating the AUX 06 C-School between Memphis and Yorktown would encourage the inclusion of Western Rivers and U.S. Army Corps of Engineers (USACOE) chart updating programs. True, anyone can make a discrepancy report on an aid, bridge or submit a chart update, but only trained Auxiliarist can verify an aid/bridge for the Coast Guard. AUX 06 C-School helps to train and encourage Auxiliarists to perform these missions.Ω



MEMPHIS- Members attending the AUX 06 C-School had no trouble paying attention to the flood of information delivered. Students responded quite favorably to the program and were anxious to return to their districts to apply what they learned. Photo provided by Ed Martin, DVC-PN



Port and Facility Activities

Port and Facility Activity Scene 2

By Sue Fry, DVC-PS (2016)

In the last issue of *Safety Lines*, I mentioned how becoming involved with the active duty in the areas of Marine Safety can be a rewarding experience. Not only is it a privilege to work with well-trained Guardians, but the knowledge gained by completing a performance qualification standard (PQS) can give a greater understanding of how the U.S. Codes (U.S. Laws passed by Congress) become a part of the Code of Federal Regulations (CFR) and how they are then applied as regulations for the Marine Industry. The Auxiliary Assistant Facility Inspector PQS can be used as an example of how this works.

An Auxiliarist who has an interest in knowing more about facilities and who wants to assist should first check with their District Staff Officer-Marine Safety to see if their Sector will support Auxiliary involvement in this area. The District Staff Officer-Marine Safety will check with the Coast Guard Prevention Department.

The Auxiliarist interviews with the Chief of Facility Inspection and arranges a day and time to report to the shop. If the chief assigns a mentor, the Auxiliarist meets with the mentor and runs off a copy of the Auxiliary Assistant Facility Inspector PQS and makes plans to accompany the inspection team.

Since there may be as many as nine different types of facilities to be inspected, an Auxiliarist can spend a number of months preparing, reading and discussing what goes on with individual types of facilities. Prepping for an inspection will include review of Marine Information

for Safety and Law Enforcement (MISLE) and printing out the job aid (what to look for). Important items are the date of the last inspection, any required tests that must be done, a review of the facility file and identifying any areas of concern and history of deficiency or non-compliance. Further information that should be updated each year found in MISLE, would be the facility's operations manual, response plan, security plan and alternate security plan. These will likely be located in the facility's main office. At the conclusion of this review of the facility of interest, the Inspector will plan the actual inspection with the team assigned. Ω



SAN FRANCISCO, Sept. 17, 2016—Above: The “Red and White” passenger ferry passes starboard of the Alcatraz passenger ferry in San Francisco Bay. Below: A view of the bay from the Alcatraz passenger ferry. Photos by Roger Bazeley, FSO-PA Flotilla 17 Point Bonita, CaliforniaD11N



Communication and Education

Grant Writing Tips and Information for Auxiliary Units

Deborah Johnson, DVC-PO

The National Conference (NACON) 2016 had a number of good workshops and one in particular caught my attention: Grant Writing. This excellent workshop was presented by Chris Edmonston, President of BoatUS Foundation, which makes Grassroots Grants to various organizations for projects that promote clean, safe boating.

The Division of Communication and Education in the Prevention Directorate also provides support for Marine Safety grants as part of its mission. Two items of interest will soon appear on this section of the Prevention Directorate website: 1) a document covering grant writing tips and 2) a listing of grants available to Auxiliary units. This list will be very short as there are not many groups or companies that are nationwide. There are federal, state, local and private grants, and most will vary by the area of the country in which your unit is located. This short list will not include grants that are state or local level but it will include general suggestions for where to look within your state or local area.

All grant proposals should go through both your District Staff Officer-Legal/Parliamentarian (DSO-

LP) and the Coast Guard Auxiliary Association, beginning with the proposed idea. These two groups are there to help members write successful grants from both legal and practical perspectives.

The 'Grant Writing Tips' document outlines some very important information that anyone writing a grant proposal should be aware of and follow to ensure the best chances for success. Grant writing is both a science and an art and you need to be concise and follow all directions to the letter. You also need to be sure that you address the missions of the granting organization. A grant project is a form of advertising for that group's stated goals and missions and the better job you do of making sure these are addressed, the more likely you are to receive funding for your proposed project.

BoatUS Foundation Grassroots Grants now have an open submission grant cycle and will fund up to \$10,000 for a good project that addresses their stated goals in a creative manner. Their grant information can be found at www.boatus.org/grants/. A "Related Topics" sidebar on the right has information about the grants, grant guidelines, the grant application and a summary of some past projects as examples. They look for projects that are innovative, use technology to educate boaters, provide extensive outreach, include activities that facilitate appropriate behavioral change, include quantifiable measures of success and have a timeline of one year or less. Edmonston indicated that the grant managers at BoatUS Foundation welcome questions about proposed projects and are very willing to work with any unit writing a proposal to help make it a success.

Many organizations and companies that have foundations or community partnerships are looking for good projects to fund. Members should do some online research to find out about such companies and groups within their state or local area which have grant programs that might fund the types of projects their unit wishes to propose. Learn about the group/company first, and then contact them to express your interest. Most will be happy to work with you and our Auxiliary Association is there to help. So- go for it! Nothing ventured, nothing gained! Ω



**Be sure to check the
"MS Alerts"
section of the
Prevention Directorate
website for important
notices!**

<https://www.uscg.mil/hq/cg5/cg545/safetyalert.asp>

District 5 Southern Region

Marine Safety in the Fabulous Fifth Southern

Dave Gruber, DSO-MS

In early August 2016, Joseph Safranek, District Directorate Chief-Prevention (DDC-P) D5S, requested that I compose an end of tour report for him. During the past two years, under his guidance, our accomplishments in the field of Marine Safety excelled. This progress would not have been possible had it not been for the dedicated efforts of our Assistant District Staff Officers-Marine Safety (ADSO-MS). These included Jessica Allard, Sector Maryland - National Capital Region; Mark Babcock, Sector Hampton Roads; Vern Scott, Sector North Carolina and Allen Fredd, ADSO-MS for Commercial Vessels (CV). Marine Safety activities during the past quarter continue to be numerous thanks to ADSOs like Allen Fredd who has relentlessly promoted the commercial vessel programs. Jessica Allard hosted an Auxiliary Prevention Outreach Specialist performance qualification standard (AUX MEES PQS) course this month. She has also emphasized the concepts of clean boating and highlighted a National Oceanic and Atmospheric Administration video explaining concepts of nutrient pollution.

Working with the Coast Guard in Sector Hampton Road, highly motivated Auxiliarists complete MS PQS qualifications will provide a one to two-page resume or curriculum vitae type document to explain how they can benefit the Coast Guard, what their professional aspirations are, and why they want to become qualified. Hopefully, a mutually

beneficial endeavor is just on the horizon.

Vern Scott has encouraged his SO-MS staff to continue to be both innovative and productive. For example, Jim Frei, SO-Marine Safety, Division

9 has been assigning lake and shoreline cleanup activities to the appropriate flotillas. They have distributed Marine Safety materials at various festivals and marinas. Frei has also presented the Good Mate course to attendees at their division training meeting and 29 members of Division 9 have now completed the class. Auxiliarists are being challenged to pass the North Carolina Clean Boater Program (<https://deq.nc.gov/about/divisions/coastal-management/coastal-management-recognition/clean-boater-program>) within 24 months. Kudos to Frei and his team!

Fifth Southern elected and appointed leaders continue to encourage Auxiliarists to engage in Marine Safety activities. The MS staff has matured to the point where they have become "the" source for disseminating details of Marine Safety programs. This facilitates participation by Auxiliarists who wish to engage in Marine Safety missions with minimal challenges. Ω



District 7

Marine Safety Activities

By Phil Goodman, DSO-MS (2016)

Pollution Response: Pollution response activities in District 7 continue with many missions. In Division 9, Pat McCarn, Assistant District Staff Officer-Marine Safety (ADSO-MS) Pollution Response, continues to work to certify more D7 Auxiliarists to become Pollution Responders. He also coordinates the D7 efforts in the Red Tide Sampling Program for Florida Fish and Wildlife Conservation Commission.

Members of Division 9 continue to work at Marine Safety Detachment Ft. Myers one day a week on numerous projects to protect the local marine environment.

Division 11 continues to participate in the Red Tide sampling program in Florida sponsored by Florida Fish and Wildlife Conservation Commission. This Division continues work with Sector St. Petersburg to have an Auxiliarist certified as a Hazardous Waste Operations and Emergency Response (HAZWOPER) instructor in the future. Division 6, with Roger Kidder as instructor, recently completed another HAZWOPER class for Auxiliarists in August. Division 13 completed two HAZWOPER classes for the Coast Guard Small Boat Station in Marathon, Florida, in August. More than 35 active duty were certified for another year.

Division 10 and Auxiliarists from Flotillas 1 and 10 were involved in a pollution call out involving "a significant sheen and strong odor of diesel" near the Brunswick Landing Marina. The Coast Guard from Marine Safety Unit (MSU) Savannah were later called on scene. Division 5 has recently registered at the Indian River County Office of Emergency Management (EOC) to assist during various types of disasters.

Sea Partners: John Narducci, ADSO-MS - Sea Partners, continues his efforts in 2016 by con-

tacting those interested in Sea Partners this year in D7 and initiating the needed training including provision of materials. Joel Aberbach continues to assist as needed.

Division 14 continues to participate in August in marking and observing sea turtle nests on the five miles of Vilano Beach. Division 17 continues to support the MS Detachment at Coast Guard Station Port Canaveral and Sector Jacksonville.

Americas Waterway Watch (AWW) and Other MS Outreach Programs: Christopher von Zwehl, ADSO-MS AWW is in contact with all SO-MS in D7 to promote AWW and 'Operation Focused Lens.'

UPV/CFVE and other Inspection Activities: Ed Pratt, ADSO-MS Inspections, continues to promote the Commercial Fishing Vessel Examination (CFVE) and Uninspected Passenger Vessel (UPV) performance qualification standards throughout D7. Division 10 has Auxiliarists working at MSU Savannah two days each week for

CFVE and UPV examinations; Division 17 continues "Operation Knock Knock" in the Kissimmee and Orlando areas. Division 9 completed two CFVE inspections in August bringing the total year-to-date to 23. The D7 MS team, headed by Chris von Zwehl and George Peek, held a CFVE workshop at DTRAIN in Orlando.

Marine Safety Insignia/ MSTR, MS related PQSs and other Certifications:

Division 14 member Libbie Rattrie, ADSO-Certifications, continues her push for MS training in D7. She continues to reach out to all FSOs and SOs in D7, informing them of their needed MS training and offers her assistance. Mike Williams, ADSO-MS Training Division 2, continues to assist Auxiliarists with the Introduction to Marine Safety and Environmental Protection (IMSEP) and Good Mate courses. Pat McCarn, Division 9 ADSO-MS PR, continues to offer assistance on the Marine Safety Administrative and Management Specialist and Prevention Outreach Specialist for anyone interested in these two very important Auxiliary qualifications including arranging the oral boards. Division 6 held a Prevention Outreach Specialist workshop



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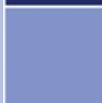
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in August taught by Roger Kidder, SO-MS.

Emergency Planning, Clean Marina, Surface/Harbor Patrols, Waterway Management and Other MS Activities:

Division 13, Flotilla 8 Upper Keys conducted numerous MS patrols in August in the Florida Keys National Marine Sanctuary. Over the course of each month, and for the past several years, Auxiliarists from Flotilla 8 visited all of the Sanctuary Preservation Areas (SPA) in their area of responsibility looking for boaters needing assistance and offering guidance to follow the rules of the SPAs. As many as eight SPAs are visited each time they are on patrol. They also distribute specially prepared literature to boaters in the SPAs as part of this program, which involves numerous interactions with

boaters with follow-up reporting to National Oceanic and Atmospheric Administration (NOAA) and the Coast Guard. These missions often include being of assistance when boating and diving accidents occur. This is a very valuable service given by the Auxiliary to the Coast Guard, NOAA and the Florida Keys National Marine Sanctuary. A very limited number of enforcement officers in the sanctuary enhance the value of this Coast Guard Auxiliary assistance to help preserve the local environment and ensure the safety of mariners.



In summary, there is a great deal of Marine Safety and Marine Environmental Protection activity throughout D7, both by Auxiliary members performing regular missions and in partnership with the Active Duty Coast Guard through Sector augmentation. Ω

District 13

Getting Involved in Marine Safety

By Curt Lundine, DSO-MS

Any Auxiliarist interested in qualifying for one of the many activities in the field of Marine Safety must complete the training course Introduction to Marine Safety and Environmental Protection (IMSEP). The course is also one of the two-point Operational Auxiliarist Specialty Program (AUX-OP) courses offered by the Auxiliary similar to the Navigation course.

Many new members find this a very challenging course of study and become discouraged by the difficulty of absorbing the given information and achieving a passing score on the IMSEP examination.

Marine Safety is one of the principal functions of the Coast Guard. IMSEP contains a whole lot of information to grasp by just reading a training manual. The Active Duty side considers the subject worthy of a residential "A" school for

trainees.

To bring more members into the Marine Safety field, District 13 Staff Officers for Training and Marine Safety are in the process of developing an IMSEP training program which can be presented at district, division or flotilla training opportunities. We currently have access to a great deal of training material. Our challenge is to create a program that best fits the needs of our members.

Many questions still remain concerning how we can most effectively help members understand and absorb the IMSEP material in short training sessions. Without question, individual mentorship will eventually play a significant role. This is an ongoing project that we hope to put in place early next year.Ω



District 8 Western Rivers

District 8 Western Rivers: Marine Safety Insignia Awards

By Barry Berg, DSO-MS (2016)

District 8 Western Rivers recently celebrated a major event. As noted in 'Safety Lines' this month, my shipmate COMO Robert Heinz received his Auxiliary Marine Safety Insignia, also known as the "Shrimp Fork." This is a significant event that does not happen very often. COMO Heinz is to be commended with a Bravo Zulu for his dedication and persistence in achieving this landmark designation. LT Matthew Mackillop, Supervisor, and MSTC Gregory Steiger of the Marine Safety Division-St Paul presented the award



SAINT PAUL, Minn.— LT Matthew Mackillop, Supervisor of the Marine Safety Division- Saint Paul, U.S. Coast Guard presents the Marine Safety Insignia COMO Robert Heinz at a meeting of Flotilla 11-2 Twin Cities Metro South in August. From left are Como Robert Heinz, Barry Berg, LT Matthew Mackillop, Supervisor; MSTC Gregory Steiger, Trent Jensen, Division Commander 11; and Neil McMillin. Three additional Trident holders in D8WR not shown are Donald Garvey, Flotilla 11-8 Twin Cities Metro North; Greg Kester and Como Karel Kester, members of Flotilla 16 Twin Peaks. Coast Guard Auxiliary photo provided by Barry Berg.

to COMO Heinz at his flotilla meeting.

For Coast Guard active duty or reserve Prevention personnel, the M-Pro Pin is a significant milestone in their career and marks attaining a level of professionalism in their work. For members of the Auxiliary, it is far more significant. The award is not watered down as candidates have to complete their four required performance qualification standards (PQS) to the same standard as the active duty.

In preparation for the event, LT Mackillop and MSTC Steiger discussed the rarity of this award. I was asked to come up with some facts and figures for the ceremony. This led me to do a little research and fact finding and even I was surprised at the results. My district is the largest district by land area in the Auxiliary, yet we are one of the smallest by membership. There are fewer PQSs that are applicable, with only two Sectors

and a very small sprinkling of Prevention Units (five) making only seven units for Auxiliarists to work with to earn the device. The remarkable fact is that half of all the Marine Safety Insignia holders in my district are in the same flotilla and work out of the same eight person office. It is also fortunate that we have a Coast Guard command structure that encourages augmentation by the Auxiliary. As I dug into the numbers I realized how significant this one small area of Prevention is to our district.

This means that District 8 Western Rivers exhibits about the average number of Marine Safety Insignias for the total membership number. It is interesting that Marine Safety insignia holders account for about 1/2 of a percent of all Auxiliarists. How important is this activity?

Using the figures in COMDTINST 7310.1P dated 11 FEB 2015, and assuming that a Marine Safety Insignia holder is contributing the same as an MST3 (E-4), their value is \$42 an hour, inside government rate and \$56 per hour

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outside the government rate. Since I really don't have any figures about the number of hours contributed, I will assume a conservative 96 hours per year in direct augmentation at a minimum (Minimum Marine Safety Insignia standard for the Auxiliary). Using those numbers suggests that this 0.5 percent contributes at least 12,864 hours to the U.S. Coast Guard. That turns into an additional \$540,288 to \$720,384 per year of direct labor (real money) offset provided by this small segment of the Auxiliary force.

While the preceding figures are assumptions and not all current insignia members contribute to augmentation, most of these members do significantly more than 96 hours per year. I also think that most of these members contribute more at the MST2 level which is at a higher hourly rate,

so I suspect the numbers above hold at the lower end of the scale.

John McLeod, our Prevention Director offers a slightly different view. If we look at the 72,157 Marine Safety hours volunteered last year and assume that only half of those hours are done by the 134 Marine Safety Insignia holders, then each has contributed approximately 268 hours for the year - much higher than the 96 hours required. If we use a low \$26/hour estimate for their labor, this means that each member contributed a total of \$6968 in labor value for the year. This works out to a total of \$933,712 for the whole group for the year, which is indeed a significant contribution."

That is something to think about....Ω

Marine Safety Insignia Honorees

SAINT PAUL, Minn.— LT Matthew Mackillop, Supervisor of the Marine Safety Division- Saint Paul, U.S. Coast Guard (right) and MSTC Gregory Steiger (left) present the Marine Safety Insignia award to COMO Robert Heinz (center) at a meeting of Flotilla 11-2 Twin Cities Metro South on Aug. 18, 2016. Coast Guard Auxiliary.
Photo provided by Barry Berg



District 9 Central

Marine Safety Work in District 9 Central

By Kim Cole, DSO-MS

Work in District 9 Central has been progressing well. We have been able to add to the Uninspected Passenger Vessels (UPV) team out of the Sector Detroit Marine Safety Unit (MSU) Toledo area of responsibility. With over 1,600 UPVs in the Marblehead area alone, the importance of a larger team has been made relevant. We also have the UPV team in Sector Soo/MSU Duluth area of responsibility actively at work as well. We are working to increase the numbers in both areas in order to serve the UPV fleets accordingly and hopefully to greatly increase the exams that are completed. We also are working to develop a Commercial Fishing Vessel Examiner (CFVE) team in Sector Detroit. While the number of CFVs in the Sector Detroit area is not as great as in the coastal states, we do have several in the Saginaw Bay area that we hope to be able to serve by providing needed exams upon request.

Our Sea Partners teams have been busy at work. We had several school visits during the school year and have already been asked to work an event at an upcoming school visit in September. At these school visits we have hundreds of fourth to sixth-graders that attend at one central location. We work with several groups and with the active duty to help open the conversation with the school children on water pollution and water safety. The schools that participate are in close proximity to the Great Lakes and several inland lakes as well. We have also had several Sea Partners events that include kid's festivals, learning fairs, parades, etc.

We have been working closely with the District Staff Officer-Incident Management (DSO-IM) to

provide service to the Pollution Responders at Sector Detroit. We have five Auxiliary members who work in an on-call basis with Sector. Our team members have assisted with several responses to pollution calls that Sector Detroit has received. We also have had members in the MSU Toledo area assist on a pollution event in which a submerged barge had to be raised due to oil leaks. Our members helped by working with the on-scene command center to check people in and helping with whatever was asked of them.

Our Marine Safety team is becoming successful due to the work of the members that are now assisting directly with our MS department. We are seeing more of our members become inter-

ested in Marine Safety and inquiring into what they can do to help. We have many more members who are actively working with Sea Partners, many who have become new examiners and more that are interested in becoming examiners. Our Flotilla Staff Officers-Marine Safety are speaking with many of our members who are not sure how they can help when they do not work on the water or are inland

away from our navigable waterways. They are helping our members to understand more about Sea Partners so that those members can become active in something they enjoy doing. Ω



Be sure to visit the "What's New" section of the Prevention Directorate website for the latest news!
<http://wow.uscgaux.info/content.php?unit=P-DEPT&category=WHATSNEW>



District 9 Eastern Region

Auxiliarists in Marine Safety Can Also Provide Service Outside of the Auxiliary

By Richard Evans, DSO-MS

As members of the Auxiliary, one of our primary functions is to support the U.S. Coast Guard in serving the public. Auxiliarists can, and often do, provide the public with leadership and support outside of their Auxiliary lives. Member Bruce Burditt also works with his local fire department and lakeside citizenry to control the spread of the Eurasian Water Milfoil in the waterways where he lives. He devotes numerous hours to his community in this effort.

Aquatic nuisance species are becoming a challenging part of the ecology for more and more boaters as well as for the general public. Our waterways and freshwater resources are in jeopardy as nuisance and invasive species of all types perpetuate. Even drinking water supplies are diminishing due to a multiplicity of factors.

A significant part of my role as District Staff Officer-Marine Safety has been to participate in meetings with the Department of Environmental Conservation and various other environmental agencies to learn about, identify and control the ever-increasing spread of a wide variety of prolific nuisance and invasive species as well as pollution, both on land and in water. I have found that environmentalists often have no idea of who we, the U.S. Coast Guard Auxiliary are, or what we do.

At my last regional meeting, those in attendance were impressed with Auxiliary's potential for contact with the public through regular vessel safety checks wherever we find boaters who are willing to listen. Although discussion of invasive species is still an optional part of the vessel safety check interview, the Auxiliary has tremendous

power to educate large numbers of boaters to slow down to prevent the spread of invasive species through boating and related activities which may also include pollution.

One example of a significant Marine Safety opportunity the Auxiliary can provide members is participation in a variety of dock walking programs. This is an opportunity for growth and development for MS participation by Auxiliarists in some regions of the United States.

Back to the point of this brief article: All of our Marine Safety participation may not be in specific Auxiliary functions or duties. As Auxiliarists, our backgrounds, education and the skills we have acquired can be put to good use through our diverse services and contacts with the public. Our knowledge, under the heading of Marine Safety, can call us to leadership outside of the Auxiliary, one of the most useful services we as Auxiliarists can provide to the public. Even when we are not under orders or assigned to duty, we can demonstrate our strengths and commitment as informed leaders who also happen to be Auxiliarists.Ω



COLES CREEK STATE PARK, N.Y., June 15, 2016-- Auxiliarist Bruce Burditt on patrol aboard an Auxiliary facility on the St. Lawrence River holds up some of the Eurasian Water Milfoil found surrounding Coles Creek State Park Marina. Numerous strands floated in the water, part of the natural spreading characteristics of this aquatic nuisance species. Coast Guard Auxiliary photo by Richard Evans

District 11 Southern Region

Assistant Life Raft Inspectors in District 11SR

By Frank Galloway, Auxiliary Assistant Life Raft Inspector

Life rafts come in many sizes ranging from four to 150 person. The size and contents of the rafts varies based on the size of the vessel, the number of passengers and crew, and what the vessel's operating area is (near shore, worldwide, etc.). The primary goal of the inspection is to ensure the safety of the vessel's passengers and crew at sea. The structural integrity of the raft and all of its contents is the main area of concern.



years of service. Coast Guard Sector Los Angeles/Long Beach (LA/LB) requires that the three life raft sales and servicing businesses within the Sector have 10 percent of the life rafts that come from Coast Guard inspected vessels be inspected, verified, or witnessed by representatives of the Coast Guard.

Coast Guard officers, petty officers and civilian inspectors who hold the Coast Guard Life Raft Inspector qualification must enter their inspection of the life rafts into the Coast Guard Marine Information for Safety and Law Enforcement database (MISLE). Coast Guard Auxiliary Assistant Life Raft Inspectors can conduct verification of, and witnessing of, servicing facilities' inspection of life rafts and record and submit their findings to the Coast Guard officer in charge of life raft inspections, who then reviews, approves and enters the information into the MISLE system.

Coast Guard Sector LA/LB currently has two active Assistant Life Raft Inspectors, Frank Galloway and Jan Stenstrom, both members of Flotilla 5-13 Angels Gate. Both are also qualified as Life Raft Inspection Verifying Officers which allows them to sign off the Auxiliary Assistant Life Raft Inspector performance qualification standard requirements, not a national requirement, and complete all administrative reporting of the Coast Guard personnel in training to the Inspections Division Training Officer. The officers, petty officers, civilian inspectors and Auxiliary members in training must then successfully complete a written examination and oral board conducted by the Inspections Division Training Officer to become qualified Life Raft Inspectors/Auxiliary Assistant Inspectors.

Assistant Inspector Galloway has conducted over 400 Life Raft Verifications of Inspections (2006-2016) and signed off the performance qualification standard qualifications for many Coast Guard and Auxiliary personnel. Assistant Inspector Stenstrom has conducted over 120 Life Raft Verifications of Inspections (2014-2016).
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SANTA CRUZ, Calif.--Lt. Cmdr. David Cripe, a Coast Guard marine inspector, checks the integrity of a life raft on a newly registered boat in Santa Cruz, Calif., Tuesday, Sept. 29, 2015. "This is all about safety, and keeping this robust fishing community safe," said Cripe. U.S. Coast Guard photo by Petty Officer 3rd Class Adam Stanton

United States Coast Guard approved life rafts must be inspected annually after their first two