



16796.2
28 Mar 2013

MEMORANDUM

Eighth Coast Guard District Coastal Region, Auxiliary Policy Directive ADM-13-01

Subj: GUIDANCE FOR VESSEL EXAMINERS REGARDING OFFERS FOR USE

Ref: (a) Auxiliary Vessel Examiner Manual, COMDTINST M16796.2 (series)
(b) Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series)

1. **PURPOSE.** The purpose of this directive is to provide guidance to District Eight Coastal Region (D8CR) Vessels Examiners (VE) in determining whether or not a surface facility meets the acceptability requirements to serve as an operational facility within the established boundaries.
2. **DIRECTIVES AFFECTED.** None.
3. **DISCUSSION.** The primary mission of the Director of Auxiliary is to provide Sector Commanders and other Orders Issuing Authorities with members and platforms that efficiently meet the operational needs of local active duty commands. There should never be an expectation that a member has the right to have his/her facility accepted as an operational facility. All facilities that will be considered for operational facility status shall meet all state carriage and administrative requirements of the state of primary operation, be in good mechanical and physical condition and reflect the pride of being part of Team Coast Guard, as well as meet or exceed the requirements set forth in Chapter Four of reference (a).
4. **OWNERSHIP.** Reference (b) provides that Auxiliarist who jointly owns a vessel with a spouse may file ownership as "solely" owned. The VE shall ensure both spouses are in agreement with noting the form as sole ownership. If both agree to sole ownership, a co-owner should not be listed and no other paperwork is required. If either or both parties disagree, then ownership shall be considered "multiple," the co-owner information line shall be completed and the form Assent and Authorization for multiple owners is required to be submitted with the Offer for Use. As per reference (b), owners of vessels not stating sole ownership must provide a copy of the vessel's registration or documentation paper with their completed Offer for Use. Failure to submit these documents will result in non-acceptance of the facility.
5. **WAIVERS FOR EQUIPMENT.** Chapter Four of reference (a) allows for Directors of Auxiliary to waive certain items in order for a vessel to become an operational facility. At this time, D8CR is not waiving any carriage requirement items as listed in Chapter Four. This should not be confused with items that are not required due to a vessel's propulsion or length. The following is further guidance governing often questioned items.
 - a. Light List. A list of lights for the potential facility's normal operating area is required. This requirement is satisfied by printing from an official source only the lights found in the facility's primary operating area. Also permitted are onboard electronic navigation systems that provide this information. The VE shall ensure that this system is operational and functioning during the

inspection. In operating areas where there is no official Light List, none is required to be carried. This block should be marked N/A in such cases.

- b. Deviation Table. A deviation table is required. The deviation table does not have to be professionally completed or certified. However, the deviation table must be posted or kept in a 'coxswain's book.'
- c. A means of dewatering, installed or stand alone pump or a bucket type device, is required.
- d. Tide Tables. A complete listing of tide tables is not required. However, calculated tides for the potential facility for its normal operating area shall be onboard the vessel. Also permitted are ~~onboard electronic navigation systems that provide this information. The VE shall ensure that this~~ system is operational and functioning during the inspection. In primary operating areas where there is no tidal range, facilities are not required to have tide tables onboard.
- e. Alternative propulsion for motor boats: At the discretion of the VE, if the freeboard and length are such as to make the requirement of oars, alternate propulsion, impracticable, the VE may consider this requirement as N/A.
- f. Navigation tools are understood to mean those tools required to plot and execute a search pattern, fix a position on a paper chart and compute and label courses in accordance with the Auxiliary Navigation (AUXNAV) Specialty Course.
- g. Charts. All facilities are required to carry charts of their primary operating area upon inspection by the VE. Also permitted are onboard electronic navigation systems that provide this information. The VE shall ensure that this system is operational and functioning during the inspection. In areas where NOAA charts have not been developed, Corps of Engineering, state or local charts may be carried instead.
- h. The loud hailer/megaphone may be a separate voice powered, mechanical or electric item or part of a vessel's radio loud hailer system.
- i. Search pattern plotting guide can be either a booklet containing search pattern formulas and descriptions or a search pattern slide ruler.
- j. The optional patrol ensign for PWCs. Should an owner of a personal watercraft wish to fly the optional patrol ensign, the flag staff may be of material and placed where the safety of the operator is ensured? However, such material and construction and placement must be in keeping with a smart appearance.

6. **DISTRICT COMMANDER**. The District Commander has no additional carriage requirements for Auxiliary operational facilities at this time.

7. **NAVIGATION RULES**. Though not all vessels are required to carry an up to date copy of the Inland Rules, COMDTINST M16672.2 (series) due to the length of the vessel, all Auxiliary coxswains are required to have one. In the case where the owner is a currently certified coxswain the VE shall ensure that the owner has an up to date copy of this manual, regardless of the length of the vessel. Quick reference guides, other navigation rules, etc are not allowable substitutes. If an owner who is a currently certified coxswain does not have an up to date copy of COMDTINST M16672.2 (series), the vessel shall not be inspected by the VE for the purposes of acceptance as an operational facility.

8. **OUTFITTING FACILITIES**.

- a. It is not the Director of Auxiliary's responsibility to fund the outfitting of any offered vessel so that a vessel can be accepted as a facility. This is the responsibility of the owner or flotilla desiring to have the vessel as an operational facility.
- b. The Director of Auxiliary can, when funds are available, replace equipment and gear purchased by the owner that is damaged and lost during assigned to duty missions where the damage and

loss is not attributed to gross negligence of the operator and/or crew. An investigation as to the facts of the loss or damage will be conducted by a Director appointed investigator.

- c. The Director of Auxiliary may supply a flotilla with patrol sign boards, patrol signs and National Ensigns for future issue to incoming facilities.

9. **REINSPECTIONS**. Owners offering their vessels as facilities for subsequent years must show that the facility was used to meet their respective Orders Issuing Authority's operational needs and/or the Auxiliary's primary mission of recreational boating safety. This is accomplished by accruing underway hours, underway days and mission counts, other than those typed as transit, executed. The Director of Auxiliary may pole AUXDATA to confirm a potential facility past activity. Facilities with extremely low underway hours, days and mission counts should not expect a renewal of their Offer for Use. Low hours, days and mission counts reflect a lack proficiency and familiarity with a facility and cannot be counted on to deploy in an emergency response in adverse conditions. Low activity also gives an Orders Issuing Authority cause to doubt the proper maintenance and safety of a facility as well as its reliability.

10. **QUESTIONS**. VEs who have questions or recommendation concerning what is required for acceptance of a vessel as an operational facility should forward their questions, via the chain of leadership, to the DSO-VE.



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