

United States Coast Guard Station Belle Isle

AUXILIARY PATROL BILL

Effective 07 Mar 14

3-02

1. **PURPOSE:** To provide facility operators and OOD's with guidelines for the operation of Auxiliary facilities while on patrol for Station Belle Isle. Note that a facility may be under the OPCON of another unit and still operate in our AOR. If in doubt, contact Operations Petty Officer or Executive Petty Officer.

2. **DISCUSSION:** Members of the Coast Guard Auxiliary are an integral part of Team Coast Guard, and perform a vital role in meeting the missions of the Coast Guard. In addition to promoting boating safety on state waters, Auxiliarists may provide SAR patrols, safety and security zone patrols, pollution patrols, environmental protection and disaster relief patrols. This includes the use of Auxiliary operational facilities, on either reimbursable or non-reimbursable orders, on state waters and municipal waters over which the state has jurisdiction. Auxiliarists may use an Auxiliary facility in any logistics mission with the approval of the Commanding Officer. Any logistics mission is primarily for moving personnel or equipment when the resources of the agency requesting transportation are unable to provide the necessary platform. U.S. Coast Guard Auxiliarists and Auxiliary Facilities may NEVER be used in a Law Enforcement Capacity.
 - 2.1.1. A patrol is the movement of an operational facility under orders to conduct an ordered mission. The Coast Guard issues the orders to the operator (coxswain or pilot) of the facility, who may NOT always be the owner. (Note that the operator is authorized to refuse the orders.) A patrol by a boat or aircraft begins when the facility has left the dock or pier, has taxied from hangar or tie-down, or is launched – not when arriving "on station." The patrol ends when the facility returns to its dock, hangar, or launch ramp by the most direct route.

3. **POLICY:**
 - 3.1. Operational Mission Requirements.
 - 3.1.1. Auxiliarists on assigned missions and the facilities used on those missions must meet the following requirements:

 - 3.1.2. Auxiliary operational facilities must have the minimum required qualified crew on board (or in the immediate vicinity, if on standby). The Officer of the Day and facility operator must take factors such as type of duty, weather, day/night operations, expected time on mission, and crew experience into consideration to determine an appropriate crew size.

- 3.1.3. Only a designated and qualified Auxiliarist – the operator (i.e., coxswain, pilot, etc.) - may operate an Auxiliary operational facility. The operator is responsible for all aspects of facility operation. They do not have to be the helmsman (or pilot) and may delegate that duty to a qualified crewmember. The operator is the person listed as the "operator" on the orders. They will be either the owner of the facility or one of the people listed on the owner's "Non-owner Authorization Letter."
- 3.1.4. The operator must have all crew wear the appropriate uniform, normally ODU as prescribed by the Commanding Officer. For emergency call-outs only, the Commanding Officer may waive the requirement for being in the appropriate uniform and displaying patrol signboards. The wearing of hypothermia protective suits, when required, constitutes an "appropriate" uniform.
- 3.1.5. **The appropriate personal protective equipment (PPE) with required survival equipment attached must be worn.** PPE requirements will be set by the Commanding Officer, and under no circumstances will they be deviated from, without a written waiver from the Commanding Officer. PPE requirements are the same for all members of the team.
- 3.1.6. The operator must use only a currently inspected facility accepted for use by the director. The facility must have on board all equipment and publications required for designation as an operational facility or special purpose facility.
- 3.1.7. The operator must be sure the facility properly displays all required flags, pennants, decals, and patrol signs.
- 3.1.8. The operator must carry out mission's assigned or undertaken following Coast Guard policies, regulations, or orders of the Commanding Officer and must meet any additional qualifications specified by the district commander.
- 3.1.9. The coxswain of an operational vessel facility must follow Station requirements concerning communications and position reporting during a patrol. **Prior** to getting underway from launch site on patrol, auxiliary vessel **must** pass GAR model score to station, number of POB, and have established communications via radio. If by any reason communication is lost or the need to cancel patrol for any reason exists the station must be notified immediately as to the coxswain's intentions.
- 3.1.10. The operator or any crewmember must not use, or be incapacitated by alcohol or illegal drugs, or allow such use on the facility. This prohibition includes prescribed medications which may diminish the ability of an Auxiliarist to function safely. Failure to abide by these rules will be grounds for disenrollment.

- 3.1.11. The operator or any crewmember must not take any action which may imply to the boating public the Auxiliary has any specific law enforcement authority. Care must be taken with the public when exercising assigned regatta mission responsibilities, as the public may confuse these responsibilities with law enforcement authority.
- 3.1.12. The coxswain or any crewmember must not conduct Vessel Safety Checks (VSC's) while actually underway.
- 3.1.13. The operator must not use unauthorized lights, sirens, flags, or markings and must be sure the facility does not display unauthorized lights, sirens, flags, or markings.
- 3.1.14. The following limitations for Auxiliary facilities are the maximum allowed. Coxswains may lower the limitations based on the facility type, crew experience, or forecasted condition changes. Any requests to exceed these limitations must be approved by the Commanding Officer or Executive Petty Officer only.

- The table listed below shall be used to determine the limits and usage for a facility for a given mission:

Auxiliary Vessel	Open Water	Seas	Wind (not to exceed)
Personal Watercraft (PWC)	Up to 1 NM offshore	Up to 3 ft	25 kts
19' and under, all pontoon vsl	Up to 3 NM offshore	Up to 3 ft	20 kts
20' to 24'	Up to 5 NM offshore	Up to 4 ft	20 kts
25' to 29'	Up to 7 NM offshore	Up to 4 ft	20 kts
30' to 40'	Up to 7 NM offshore	Up to 5 ft	25 kts
40' to 65'	Up to 10 NM offshore	Up to 6 ft	25 kts
65' or greater	Up to 30 NM Offshore	Up to 8 ft	30 kts
Cg Owned/ Aux operated RB-HS	Up to 10 NM offshore	Up to 4 ft	25 kts

Note: Offshore is defined as furthest distance from land, mainland or island.

- Visibility: Vessels without operational radar shall operate within sight of land only and shall not commence a patrol with visibility at or forecasted to be less than 2 NM. Vessels with operational radar shall not commence patrol with visibility less than 1000 yards (1/2 NM). If already on patrol when visibility conditions become reduced as outlined above; immediately report reduced visibility conditions to the unit to request to secure patrol and return to homeport, nearest safe haven or consider anchoring until conditions improve.
- Small Craft Advisory: If a small craft advisory or higher is in effect or predicted during the scheduled patrol time, Coxswains must take this into consideration when determining the risk vs. gain, articulate it as part of the risk management discussion (GAR score development) and should ultimately consider cancelling the patrol. The Coxswain should be in contact with unit OOD or Auxiliary Liaison Petty Officer.
- Towing limitations: As a general rule, Aux vessels should limit towing to conditions of calm winds with seas less than 2 feet. 26' length or three gross tons, unless a waiver has been granted for the facility based on its characteristics.

3.1.15. Auxiliarists who wish to certify as a communications watch stander at Station Belle Isle shall complete the Commandant's Watch Stander PQS, the unit's AOR test, successfully pass a comprehensive oral board, and be recommended for certification in writing to the Commanding Officer.

4. **AUXILIARY ICE OBSERVATION VIA MOBILE FACILITY:** Ice observation patrols are requested by Station Belle Isle on an operational need for the unit to inspect designated areas for ice conditions and/or non law enforcement activities. **AT NO TIME DURING THE ICE OBSERVATION PATROL WILL THE AUXILIARY MEMBER GET OUT OF THE VEHICLE AND GO OUT ONTO THE ICE NOR DRIVE THEIR VEHICLE ON THE ICE. AT NO TIME WILL THE AUXILIARY MEMBERS GET OUT OF THEIR VEHICLE AND ATTEMPT AN ICE RESCUE OR ENGAGE THE PUBLIC.** If possible during the patrol, the members are requested to take pictures of the ice conditions and send them to the Officer of the Day via email or text message. If the members are asked questions from the public concerning ice rescue, politely hand them an ice rescue pamphlet and refer them to contact Station Belle Isle at (313) 331-3119. If the public engages the member regarding the Coast Guard Auxiliary, there are able to answer any questions regarding that topic. **AT NO TIME** will an auxiliary member give recommendations or advice regarding ice safety or going out onto the ice. If a member encounters an emergency situation, they shall relay all pertinent information to Station Belle Isle Watchstander, remain in their vehicle, and stay on scene as directed by the Station's Officer of the Day.

4.1. Requirements: An **ANNUAL** Radio Facility Inspection shall be completed prior to submitting any orders in AOM (refer to form ANSC 7004). While conducting the Ice Observation, the minimum crew requirement are two Auxiliary members with a minimum of one being communications qualified. The members shall be in ODUs and have proper signage on both sides of their vehicle. The signs shall read *United States Coast Guard Auxiliary Safety Patrol*. The following equipment shall be carried during an ice observation: location checklist, SAR checklist, persons on ice checklist, binoculars, chart 14853, working handheld spotlight, a pen and SAR case chronological log.

4.1.2. The mobile facility will be provided with a checklist of the designated areas they will cover during their observation patrol. The checklist will list the designated areas and include subcategories: ice coverage, number of people on ice, ice shanties, type of ice, and number of recreational vehicles (i.e. snowmobiles, ATV and vehicles). Each mobile facility will be monitoring and reporting information on channel 23A. They shall carry a fully charged cell phone as a secondary means of communications.

4.2. Requests: Once Station Belle Isle requests an ice observation patrol, the patrol shall be put through AOM by Mobile Facility and will be approved by the unit's Operation Petty Officer (AUX-LO) or Executive Petty Officer.

Ice Characteristics

a. Frazil Ice/Frazil Slush. The first stage in river ice formation. Disk-shaped crystals start to form and grow suspended in the water. These crystals form a thin, oily or opaque looking film, which floats to the surface. Water movement interrupts crystal growth and the crystals don't join together to form a sheet. Instead you get a mixture of ice crystals and water that looks like a wet slushie. The crystals are called frazil and the mixture of crystals and water is called frazil slush.

Frazil Ice/Frazil Slush

b. Pancake Ice. As the temperature drops frazil ice clusters start to freeze together and form plates of ice called pancake ice or frazil pans. These are usually rounded and often have raised edges formed by repeated collisions with other pancakes. Areas of frazil slush usually separate the pancakes.

Pancake Ice

c. Snow Ice. Opaque or milky looking weak ice. Formed from the freezing of water soaked snow. It is low density and porous.

Snow Ice

d. Clear Ice. New ice formed by a long hard freeze. It can be blue, green, or black due to the color of the water seen through the ice. Usually the strongest ice.

Clear Ice

e. Anchor Ice. Formed when river bottom cools to 32 degrees F and ice forms on solid objects. As objects warm the anchor ice is released to the surface. This can cause ice jams on rivers.

Anchor Ice

f. Pack Ice. Ice driven against ice by wind, waves, or current. Pack ice can pile up and freeze leaving weak holes.

Pack Ice

