



Safety Lines

Issue 1

Fall/Winter 2018

The Auxiliary University Program: A Secret Too Good to Keep

By Richard R. Young, Branch Chief – Academics Auxiliary University Program



The objectives of the Auxiliary University Program are threefold: stimulate interest in the U.S. Coast Guard, provide an opportunity for the best to head off to Officer Candidate School, and establish a cadre of interested persons wishing to continue Auxiliary membership. Photograph courtesy of USCG Auxiliary University Program. Read about this program on Page 4.

Newsletter of the
Prevention Directorate
USCG Auxiliary



District 5 SR uses online training platform to teach Marine Safety courses. Page 7
(Click on image to read article)



District 11 SR: Clean-up at Peters Landing. Page 10
(Click on image to read article)



Red Tide and Toxic Algae: Sanibel Island Microcosm. Page 14
(Click on image to read article)



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Safety Lines

Newsletter of the Prevention Directorate USCG Auxiliary

In this issue

(Click on the title to go directly to the article. Click on the red square at the bottom center of each page to return to the contents page.)

Words From the Prevention Directorate Helm: "Thank You." <i>Kim Cole, Deputy Director, Prevention</i>	3
The Auxiliary University Program: A Secret Too Good to Keep <i>Richard R. Young, Branch Chief – Academics Auxiliary University Program</i>	4
Communication and Education: IMSEP and MSAM <i>Debi Johnson, Chief, Communication and Education Division</i>	6
District 5 Southern Region: Online Marine Safety Forums <i>David Gruber, District Staff Officer-Marine Safety, District 5SR</i>	7
District 9 Eastern Region: Prevention/Response Marine Safety PQS <i>Richard Evans, District Staff Officer-Marine Safety District 9ER</i>	8
Sea Partners <i>Prevention Directorate</i>	9
District 11 Southern Region: Clean Up At Peters Landing <i>James J. Haas, Flotilla Staff Officer-Marine Safety, Flotilla 62 Huntington Harbor</i>	10
Navigation Systems: Boaters Stand to Benefit from Up-to-Date Navigational Information <i>Ed Martin, Chief, Navigation Systems Division and Christine Howe, Flotilla 24-4 Guilford</i>	11
District 7: Red Tide and Toxic Algae: Sanibel Island Microcosm <i>Clint O'Connor, Flotilla 9-10 Cape Coral/Fort Myers</i>	14
Port and Facility Activities: Marine Domain Awareness <i>Barry Berg, Branch Chief, Ports and Facility Activities</i>	16
Prevention Outreach: America's Waterway Watch Outreach <i>Mary Larson, Chief, Prevention Outreach</i>	18
A word from the editor <i>Dottie Riley</i>	20



Remember: Clicking on the red square at the bottom of each page will bring you back to the 'Contents' page!

Words From the Prevention Directorate Helm: “Thank You.”

Kim Cole, Deputy Director, Prevention

I want to start this off with a “Thank You” to all the staff from the Prevention Directorate for all their very hard work over the past two years. Without them, we would never have been able to accomplish all that has occurred. Thank you especially to our Division Chiefs Ed Martin, George Peek, Debi Johnson, Barry Berg and Mary Larsen. Your work has been invaluable. I am looking forward to accomplishing even more in 2019.

Many are not aware of all that Prevention does. From handling Commercial Fishing, Navigation Systems, Education, Pollution Response, Sea Partners, and America’s Waterway Watch to managing all the qualifications in our Directorate we are kept very busy. I want to start 2019 with a challenge to all to expand Sea Partners missions in their areas. With all the environmental events that have occurred in the past two years, now is the time to bring the Sea Partners program forward. We have a great Sea Partners group, so if you have questions about how to start your program, please contact your Flotilla Staff Officers, Division Staff Officers or District Staff Officers for Marine Safety to get help. We also have many items available on the National Prevention webpage to help you along your way, as well as many items available at Auxiliary National Supply Center.

I am happy to be returning as Deputy Director of Prevention and want to thank the District Staff Officers-Marine Safety for all their hard work. I appreciate the work we have done together and look forward to continuing our efforts in 2019. The DSOs do not receive as much recognition as they all deserve, but we do notice all your hard work and appreciate all that you do! Ω



MORGAN CITY, La.—A crewmember from Coast Guard Cutter Mallet, a 75-foot inland construction tender homeported in Morgan City, Louisiana, goes over a navigational chart. Auxiliary members work with the Coast Guard to check aids to navigation for damage or issues. (U.S. Coast Guard photo by Auxiliarist Steven White)



Key West, Fla.— Phillip Goodman from Flotilla 13-1 Key West District 7 explains the America’s Waterway Watch program in this video. Goodman, who has earned the Marine Safety Insignia, actively promotes Marine Safety issues. USCG Auxiliary video by Phillip Goodman (Click on image to watch video)



The Auxiliary University Program: A Secret Too Good to Keep

Richard R. Young, Branch Chief – Academics Auxiliary University Program



To achieve graduate status, the student is required to take Boat Operations, which is the equivalent of Auxiliary Boat Crew training including Team Coordination Training or one of several other specialty training courses. Photograph courtesy of USCG Auxiliary University Program

Even short years ago the idea of the Auxiliary engaging college students began with small nuclei of interested men and women at The College of William and Mary, The Citadel and Auburn University. The objectives were threefold: stimulate interest in the U.S. Coast Guard, provide an opportunity for the best to head off to Officer Candidate School, and establish a cadre of interested persons wishing to continue Auxiliary membership. Hence, the Auxiliary University Program (AUP) was born.

From the beginning, the AUP organization was not the same as ROTC; however, its members wear uniforms, undergo the Personal Security Investigation, and take online and in-residence training courses the same as Auxiliarists. AUP units are student organizations within their respective colleges and universities, but function

either as their own flotillas or as detachments of nearby flotillas. A Coast Guard noncommissioned officer or an Auxiliarist mentors each AUP unit. These mentors give the students plenty of opportunities to see nearby USCG operations “up close and personal.”

The Academics

Though a volunteer student organization, there are high expectations placed on each member as they progress. For example, to advance to senior status, first-year students must complete a boating safety course; ICS 100, 200, 700 and 800; and the Basic Introductory Course that includes the

Administrative Procedures Course. Moreover, there is the expectation that they complete the performance qualification standard for Boat Crew; Telecommunications Operator; and the Marine Safety Ribbon, which means that they also need to complete the qualification for Marine Environmental Education Specialist or Marine Safety Administrative Management Specialist; Vessel Examiner; Public Affairs Specialist III; or Air Observer.

Academic Institution Fit

There are a couple of obvious factors that weigh in on which educational institutions make a good fit with the AUP. First, there are those with a proximity to water, with state maritime academies being obvious locales. Closely related are those with academic programs in marine science, marine ecology and environmental science—

(Continued on page 5)

Auxiliary University Program

(Continued from page 4)

programs that often may include operating university research vessels. Second would be those with programs that align with other Department of Homeland Security missions. With The Citadel being among the very first AUP units it is reasonable to assume that a military emphasis is also an attraction, but so is having interested and dedicated mentors whether they are existing faculty or staff of the institution or energetic Auxiliarists located nearby. This list is not meant to be all-inclusive, but any institution desiring to house an AUP unit does need to be a baccalaureate degree-granting school holding applicable regional accreditation, the Middle States Association of Colleges and Secondary Schools being just one example.

The Need for Auxiliary Support

The AUP curriculum is drawn from existing courses available to all Auxiliarists and can be made available both online and in-residence. There are several ways that Auxiliarists can play a vital role in supporting the AUP:

- Become a mentor to an AUP unit.

- Help the members find their way around the Auxiliary, which can be a challenging task at first;
- If you hold an instructor's qualification, volunteer to teach some of the in-residence courses, but do remember the differences in generational learning styles;
- Promote the AUP and the schools where it resides in your local community and with your own alumni association;



Photos Courtesy of Auxiliary University Program



- The Prevention Directorate is working with the AUP program specialists in the Strategic Planning Directorate to provide subject matter experts for curriculum revisions and updates.Ω

For detailed information, please go to <http://www.cgau.edu.us/>

Communication and Education

IMSEP and MSAM

Debi Johnson, Chief, Communication and Education Division

The Introduction to Marine Safety and Environmental Protection course (IMSEP) is the knowledge base course for Prevention and is also one of our 2-point Operational Auxiliariest Specialty Program (AUXOP) courses. This course covers material on the structure and function of the U.S. Coast Guard, the Auxiliary, Coast Guard missions, and Auxiliary missions authorized in support of the Coast Guard. It is required for the Marine Safety Training Ribbon, the Marine Safety Insignia (formerly known as the Trident Device) and many performance qualification standards.

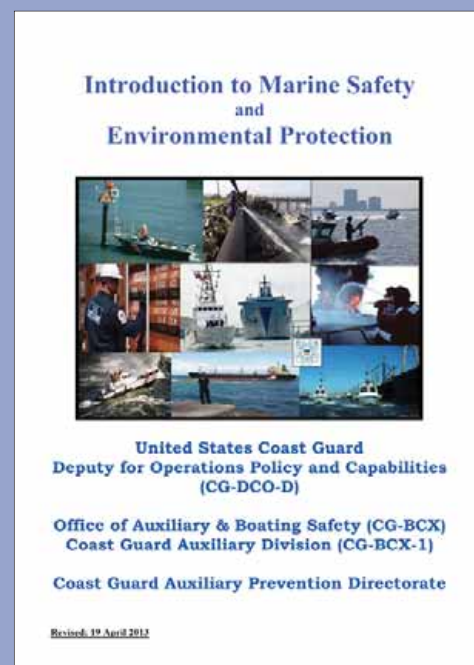
The IMSEP is not meant to be an easy course but covers most of the basic material that a serious member should know and will use in the course of providing service in Marine Safety (MS) and Marine Environmental Protection (MEP) missions. The manual contains many Internet links that add information and members are expected to visit each link as they study this course. Recently, a number of these links were broken, some as the result of the migration of USCG website information to a new server in late September 2017. The links have been repaired, and the test bank questions have been repaired accordingly.

References to the Marine Safety Manual, Volumes 6-11, have been eliminated since these volumes are now behind a firewall on the uscg.mil website. If this should change, a notice will be sent out to members.

Anyone working in any Marine Safety/Marine Environmental Protection mission should take the IMSEP course to do a professional job, and Marine Safety Staff Officers at all levels are encouraged to take the course as a requirement for the Marine Safety Training Ribbon (MSTR).

Staff officers are also highly encouraged to earn the Marine Safety Training Ribbon so that they have both the credibility and basic program knowledge to aid members who wish to participate in MS/MEP missions.

The MSTR requires one performance qualification standard (PQS) and the Marine Safety Administrative and Management PQS is highly suggested for staff officers – it provides an overview of Coast Guard structure and function together with a discussion of Auxiliary support, the Verifying Officer Program for performance qualification standards, Auxiliary data system (AUXDATA) documentation and management, and a practicum that requires a presentation about one of the MS/MEP missions. This PQS provides a Staff Officer at any level with a good perspective on program structure, function and management which should be a requirement to hold the office in order to provide the greatest benefit to our members, the USCG and the general public. Ω



District 5 Southern Region

Online Marine Safety Forums

David Gruber, District Staff Officer-Marine Safety, District 5SR

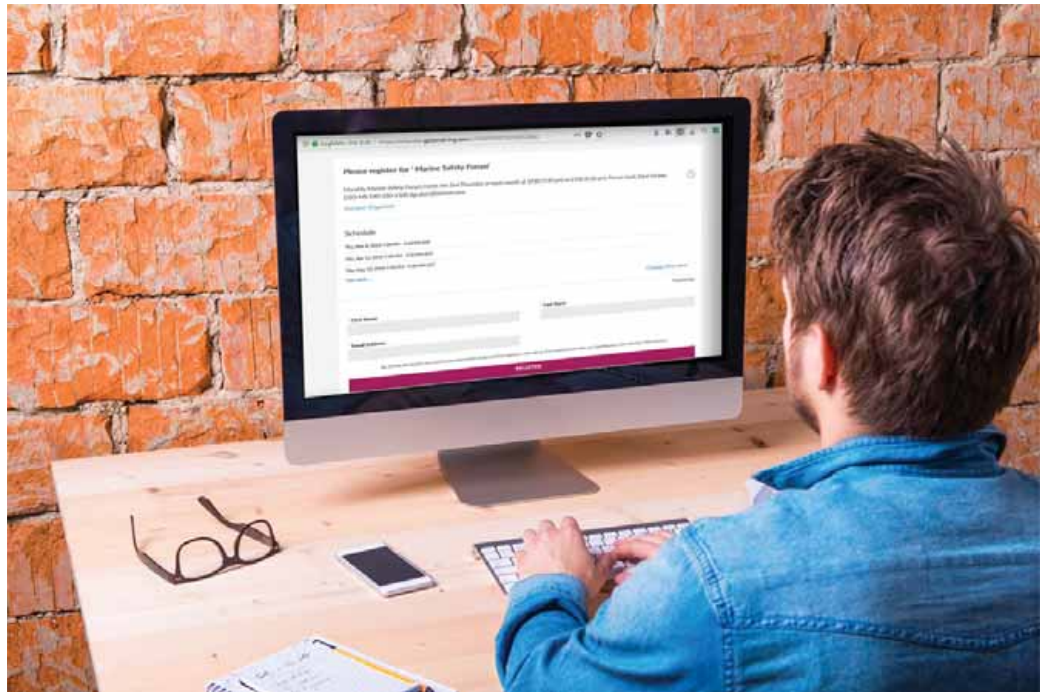
About two years ago, District 5 Southern Region Director of Auxiliary purchased a license to the GOTO MEETING and GOTO TRAINING online platforms for our use. These platforms enable online interactive meetings for groups of up to 25 participants (GOTO MEETING) and up to 200 participants (GOTO TRAINING). Ken Chandler, Assistant District Staff Officer-Communication Services-EM (e-Meeting) coordinates the platform's scheduling and administrative needs. Chandler brings us his expertise as a professor of online studies for Virginia Tech.

Our Marine Safety (MS) forum uses the GOTO TRAINING platform to engage in interactive Marine Safety training on the second Thursday of each month beginning at 7:30 p.m. The 2018 schedule included a few general Marine Safety session overviews and Marine Safety outreach preparatory programs. The Good Mate Course and the Auxiliary Marine Safety Administrative and Management Specialist performance qualification standard (AUX-MSAM PQS) were each presented over two monthly sessions each while the Auxiliary Prevention Outreach Specialist performance qualification standard (AUX-MEES PQS) classes required three.

We recorded many of the sessions, and provided an attendance roster to

the instructors. To date, the Assistant District Staff Officer-Marine Safety staff and I have been the instructors. If we desire to see each other during a forum session, we use the video options. The "hand raise" functions enable queries and comments in an orderly manner.

Since our district is spread out over three states (Maryland, North Carolina, Virginia, along with Washington, D.C.), the GOTO platforms may be one of the greatest inventions since sliced bread! If other Auxiliarists wish to join us in the future, visit the Fifth Southern District Calendar to register. Alternatively, use the following link: <https://attendee.gototraining.com/r/1530076372074052866> Ω



District 5 Southern Region Marine Safety (MS) forum uses the GOTO TRAINING platform to engage in interactive Marine Safety training from the comfort of their homes. Members attend courses taught by qualified instructors and may ask questions during the sessions by "raising their hand." Best of all—no uniforms required! Image composite by Dottie Riley, editor *Safety Lines*. Graphic Stock image, license for use paid.

District 9 Eastern Region

Prevention/Response Marine Safety PQS

Richard Evans, District Staff Officer-Marine Safety District 9ER

Earning a Marine Safety performance qualification standard (PQS) such as Prevention Outreach Specialist (AUX MEES) or Administrative and Management Specialist (MSAM) is a great opportunity open to Auxiliarists.

These PQSs provide not only personal achievement and advancement for the willing member but are also opportunities to advance the Auxiliary. Marine Safety (MS) qualifications encourage us to take community and Auxiliary organizational leadership roles within our districts. A knowledgeable and capable membership can move everyone ahead. Completion of these PQSs goes far beyond rote memorization of essential rudimentary facts and concepts necessary to strengthen marine and environmental safety. We are a branch of the U.S. Coast Guard that provides services the active duty often does not offer. Our unique advantage is that within our primary functions, we have direct, frequent and positive contact with the public.

Foremost among the qualification components, as work begins on a PQS, is the overall Auxiliary/USCG structure including operational guidelines

and procedures within each area of responsibility. Marine Safety qualifications often are based on the actual tasks of safety education that Auxiliarists and active duty perform to keep the public (primary), commercial interests, waterways

and our environment safe. As we start to examine each aspect of these qualifications in-depth, the history and documentation of hard work and learning become apparent. Our systems of shipping and waterways have undergone a lengthy and detailed evolution to reach the standards they meet today.



Lionfish are an invasive species in the waters from the Gulf of Mexico up to the Carolinas. These fish spawn every few days year-round, have no natural predators, and with their voracious appetites, threaten to starve out other local marine life. They were likely first introduced from the Pacific coast to the Gulf and Caribbean waters by accident. Photo courtesy of National Oceanic and Atmospheric Administration

The past 150 years of maritime legislation and law enforcement continually point to education as the most effective tool of prevention. History has taught us that

law enforcement can be a strong deterrent. However, the most effective method of facilitating lasting change for the common good is to educate. Once people understand the importance of cautions needed, the public will go out of their way to make sure necessary precautions are taken to prevent tragedy and mishap. As Marine Safety continues to evolve, we build a firm foundation to strengthen our role as Auxiliarists reaching out to the public.

(Continued on page 9)

Prevention/Response Marine Safety PQS

(Continued from page 8)

The pursuit of an MS qualification such as AUX-MEES or MSAM requires us to build bridges to and within the community to share knowledge and insight. These lines of communication can make our waterways better and safer. The community ties we build can also bring us forward from being known as a “silent service.”

As concerned and proactive members of the community, we often find ourselves headed for leadership roles holding the potential to promote change and curtail negative outcomes. Leadership in Marine Safety often means working to bring out the best in others. Invasive species issues are an excellent example. Most people don't realize that human oversight and error are the most frequent vectors by which invasive species are spread. A little knowledge can make a big difference.

Knowledge of paddle craft and boating safety also requires a strong understanding of the rules of the road, environmental issues and situational awareness. Commercial, recreational and environmental management comprise a dynamic matrix of interactive activities that should be characterized by awareness of one another through understanding causes and effects. We all affect one another. Our world remains a rapidly changing place. The earth has all of the water it is going to get. We need to take care of ourselves and our water. As our world grows more conscious of environmental and safety challenges, the pursuit of Marine Safety qualifications by Auxiliarists can play a major role.Ω





SEA PARTNERS CAMPAIGN

The Coast Guard's environmental education and outreach program

Our Goals

- Increase compliance with marine environmental protection laws and regulations through education.
- Raise community awareness of marine pollution issues and motivate public conservation of the marine environment.
- Help prevent discharge of marine pollutants.

Our Messages

- Effect of oil, hazardous chemicals, waste and debris on the marine environment
- How marine environmental protection regulations apply to various marine users.
- Ways groups and individuals can take action to protect the marine environment.

Resources Available

- Handout Material
- Outreach/Resource Booklets
- Auxiliary Support
- Teaching Materials
- Local Partnerships
- Marine Debris Game/Aquatic Nuisance Species Trunk



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<https://homeport.uscg.mil/seapartners>

FOR MORE INFORMATION, CONTACT SEAPARTNERS@USCG.MIL

Sea Partners

The Sea Partners Campaign is an environmental education and outreach program focused on communities at large to develop community awareness of maritime pollution issues and to improve compliance with marine environmental protection laws and regulations.

Sea Partners messages include:

1. The effects of oil, hazardous chemicals, waste and debris on the marine environment.
2. How marine environmental protection laws and regulations apply to various marine users.
3. Ways groups and individuals can take action to protect the marine environment. Ω

(Source: Prevention Directorate page: <http://wow.uscgaux.info/content.php?unit=P-DEPT&category=sea-partners>)



District 11 Southern Region

Clean Up At Peters Landing

James J. Haas, Flotilla Staff Officer-Marine Safety, Flotilla 62 Huntington Harbor

HUNTINGDON HARBOR, Calif.—In September, Brian Tankersley, Commander, Flotilla 66 North Orange County, District 11 Southern Region, approached Jim Haas, Flotilla Staff Officer-Marine Safety, Flotilla 62 Huntington Harbor to assist in putting together a cleanup day in one of the District 11 Southern Region harbors. One of the reasons for performing a harbor cleanup besides helping to get the trash out of our waterways was to assist Brian in meeting a requirement for his Auxiliary-Prevention Outreach Specialist (AUX-MEES) qualification.

Saturday, Sept. 29, 2018, Tankersley and member Jeremy Thio from Flotilla 66 North Orange County, along with Debbie and Jim Haas from Flotilla 62 Huntington Harbor embarked on a cleanup around Peters Landing in Huntington Harbor, California.

One thing that should be noted is that the marina is very clean. There are skimmers in and around the harbor that are constantly skimming trash 24/7.

One thing we did notice was small bits of Styrofoam floating around the boats in one area. We discovered two boat slips that had Styrofoam bumpers that were deteriorating attached to the docks. We talked to the Harbor Master who was not aware of them and is going to look into having them removed.

There was some good interaction with the public during the cleanup and lots of “thank you’s” for what we were doing. I want to thank the Peters Landing Harbor Master for giving us access to the docks and to Bill Kopenski, District Captain for arranging dock access with Peters Landing. Ω



Captions: HUNTINGDON HARBOR, Calif.—Brian Tankersley, Commander Flotilla 66 North Orange County, District 11 Southern Region (top) looks for trash under the vessels docked at the harbor Sept. 29, 2018. Midpage: Debbie Haas from Flotilla 62 Huntington Harbor is enjoying the day out cleaning the harbor. Bottom: Jeremy Thio from Flotilla 66 North Orange County shows off the “catch of the day.” The marina was very clean. Auxiliary photos by James Haas, Flotilla 62 Huntington Harbor

Navigation Systems

Boaters Stand to Benefit from Up-to-Date Navigational Information

Ed Martin, Chief, Navigation Systems Division and Christine Howe, Flotilla 24-4 Guilford

In 2012, the U.S. Coast Guard Auxiliary joined forces with the Alliance for Safe Navigation (ASN). The rationale behind our decision was to rally around the ASN's mission: to raise boater awareness about the importance of up-to-date navigational information.

It would be reasonable to ask, though, why is it even necessary to raise boater awareness about this issue in the first place? Navigation should be safe. After all, today's boaters have capabilities that earlier boaters could only dream of, such as highly detailed charts, GPS systems, chart plotters, smartphone apps and laptop computers. With tools like these, the number of recreational boating accidents related to navigation should be near zero. Nonetheless, the numbers are surprisingly high.

- Twenty-five percent of boaters surveyed by the ASN reported running aground in the past five years.
- Collisions with fixed objects were the third-highest cause of boating accidents in 2011, according to the U.S. Coast Guard.
- Thirty-seven percent of ASN survey respondents reported that they never update their electronic charts, and 26 percent don't update their paper charts. Moreover, a full 75 percent said that they don't use the Coast Guard's weekly Local Notices to Mariners—or don't even know what they are.

Improving those numbers is part of the ASN's goal. In addition to the U.S. Coast Guard Auxiliary, ASN members include the National Oceanic and Atmospheric Administration (NOAA), BoatU.S., Jeppesen, OceanGrafix, the Sea Tow Foundation, and the United States Power Squadrons.



Mobile apps for cell phones are becoming popular. Boaters should make sure to understand how the cartography is updated. Because tools like this are so useful, they can give a false sense of security that may lead boaters to forget that charts go out of date, batteries die, electronic systems fail, and devices lose power. Image by Garmin. Usage rights: labeled for reuse.

The problem

The cause of so many of these accidents is, paradoxically, the accuracy and reliability of today's navigation tools. Because these tools are so useful, they can give a false sense of security. That may lead boaters to forget that charts go out of date, batteries die and electronic systems fail. When those things happen, navigation accidents are not far behind.

Out-of-date charts may be the biggest problem. Boaters face shifting shoals, changing channels, moving buoys and newly discovered hazards. These changes can happen at any time. Boaters can easily find out about these changes, but only

(Continued on page 12)

Boaters Stand to Benefit From Up-to-Date Navigational Information

(Continued from page 11)

if they have current charts or have downloaded the most recent information.

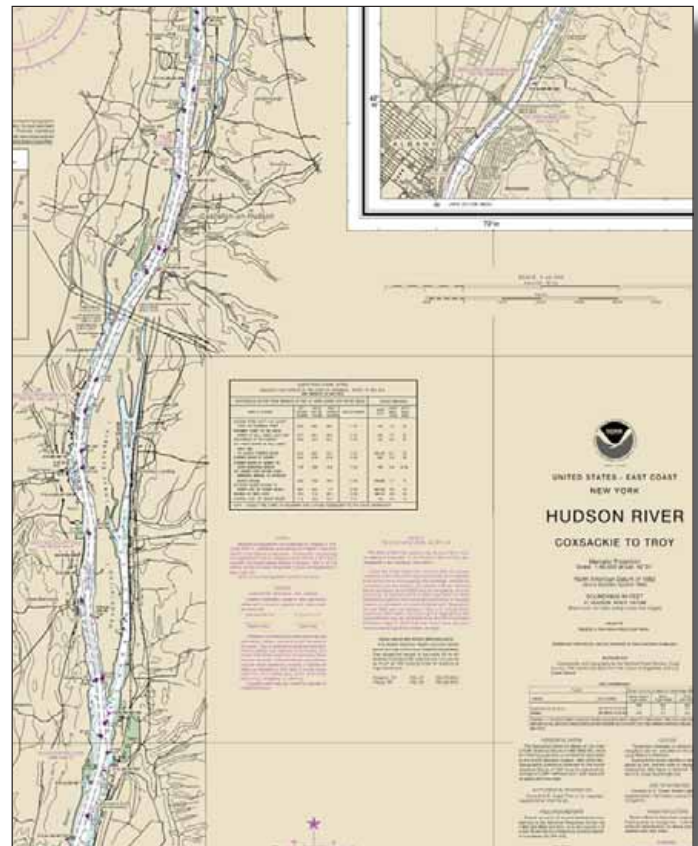
Also, it's easy to forget that even the most advanced electronics can fail. Boating without paper charts would be like driving a car without a spare tire.

The solution

- Boaters need to keep charts up to date to be safe. The ASN works to educate boaters about the need to maintain current charts, and the critical importance of having paper charts as a backup. The ASN provides a web-based forum that promotes the understanding and appreciation of up-to-date navigational information. It also provides links to other organizations for additional educational and safety information.
- Boaters are responsible for being aware of chart updates. The Coast Guard publishes Local Notice to Mariners (LNM) updates frequently; these are for commercial and recreational, deep and shallow draft, vessels sailing offshore, in harbors or along the Intracoastal Waterway. The National Geospatial-Intelligence Agency publishes Notice to Mariners (NM) updates for deep draft vessels in U.S. waters or that are making a port call from overseas. Because the coastal waters of the U.S. are in a constant state of change, boaters should stay aware of both LNM and NM updates.
- Boaters should keep their suite of charts current with LNM and NM updates, get chart updates or get new editions. Chart Updates reflect only critical corrections; New Editions are printed on a 1-5 year cycle and reflect all critical and non-critical corrections from the last edition.
- NOAA's Print On Demand (POD) charts and Raster Navigational Charts (RNC)

are updated weekly for critical corrections. Electronic Navigational Chart (ENC) vector data are updated monthly. Also, NOAA has free downloadable raster/vector charts for laptops with navigation software.

- Most chart plotters use third-party cartography in the form of data cards or pre-loaded data on the device. The ASN works to make sure that boaters understand how to keep that data current.
- Mobile apps for cell phones are becoming popular. Boaters should make sure to understand how the cartography is updated. Some apps have subscription updates available, and others rely on the provider to keep the data current.



Section of a navigation chart for Hudson Bay from National Oceanic and Atmospheric Administration. Both electronic and paper charts in the form of PDFs can be downloaded from <http://nautical-charts.noaa.gov>

(Continued on page 13)

Boaters Stand to Benefit From Up-to-Date Navigational Information

(Continued from page 12)

- Garmin, Jeppesen, and Navionics provide updates for electronic devices over the internet. Customers can subscribe to update cards. Generally, electronic charts from these providers are issued twice a year with the latest navigational changes officially issued by the Hydrographic Offices.

The ASN and the Auxiliary

The Auxiliary can help achieve the ASN's mission in several ways. First, the goal of all Public Education (PE) classes is to raise the boater's understanding and appreciation of boating safety. That includes understanding the value of up-to-date navigational information and knowing how to keep electronic and paper charts accurate.

Also, during Vessel Safety Checks, the items for discussion can include how nautical charts provide important information for safely navigating waterways and planning trips. Vessel Safety Checks are a great opportunity to make sure that boaters know the value of having the most up-to-date charts available and, when operating in coastal waters, using the largest scale available.

Finally, a goal of the Auxiliary Public Affairs and the Recreational Boating Safety Visitation Program is to provide information on boating safety and education, bridging all Auxiliary programs. Program Visitors also get the opportunity to help update NOAA Small Craft Facility charts.

The goal of the Auxiliary Navigation Systems, Chart Updating Program is to encourage and train Auxiliarists in NOAA chart updating, Coast Pilot text correction, and small craft facility updating. Through mutual involvement and commitment with NOAA, the Coast Guard Auxiliary's Chart Updating program contributes significantly to investigation and reporting of changes and discrepancies on NOAA charts and in the Coast Pilot.

To learn more about participation in this vital program, contact your Flotilla Staff Officer-Navigation Systems and visit the Prevention Directorate, Navigation Systems webpage at <http://wow.uscgaux.info/content.php?unit=P-DEPT&category=navigation-systems>



Together, the Alliance for Safe Navigation and the Auxiliary can increase boater safety through greater awareness of the importance of current charts, and through education about how to keep them current.

Getting Information: How to stay current

Charts and their update status should be checked frequently. Charts and updates are available on these websites.

- NOAA charts: <http://nauticalcharts.noaa.gov>.
- NTM updates: <http://ocsddata.ncd.noaa.gov/ntm>
- NM updates: http://msi.nga.mil/NGAPortal/MSI.portal?nfpb=true&pageLabel=msi_portal_page_61

Giving Information: How to help others stay current

Boaters are often the first to spot something new, something different from what's on the chart. In that case, boaters can help everyone by reporting it.

NOAA has a program for local boaters to pass on information about discrepancies in their chart. Over the last 10 years alone, over 28,000 corrections to NOAA's nautical charts have been made exactly this way—through information volunteered by local boaters.

Boaters can submit discrepancies to NOAA's Nautical Discrepancy Reporting System at <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx> or by phone, toll-free, at 1-888-990-6622. Ω



District 7

Red Tide and Toxic Algae: Sanibel Island Microcosm

Clint O'Connor, Flotilla 9-10 Cape Coral/Fort Myers

(Article reprinted from ALL HANDS, Newsletter Flotilla 9-10 Cape Coral/Fort Myers, Fall 2018 edition)

SANIBEL ISLAND, Fla.—The impact of the fish kills from the Gulf red tide and toxic blue-green algae was very evident on Sanibel Island.

From July 28 to Aug. 8, Sanibel recorded the following totals from two shifts per day cleanup crews:

- 535,095 pounds of dead sea life (267 tons) - not including the following:
- 21-foot Whale shark
- 72 Goliath groupers (7,245 pounds)
- 14 Tarpon (1,825 pounds)

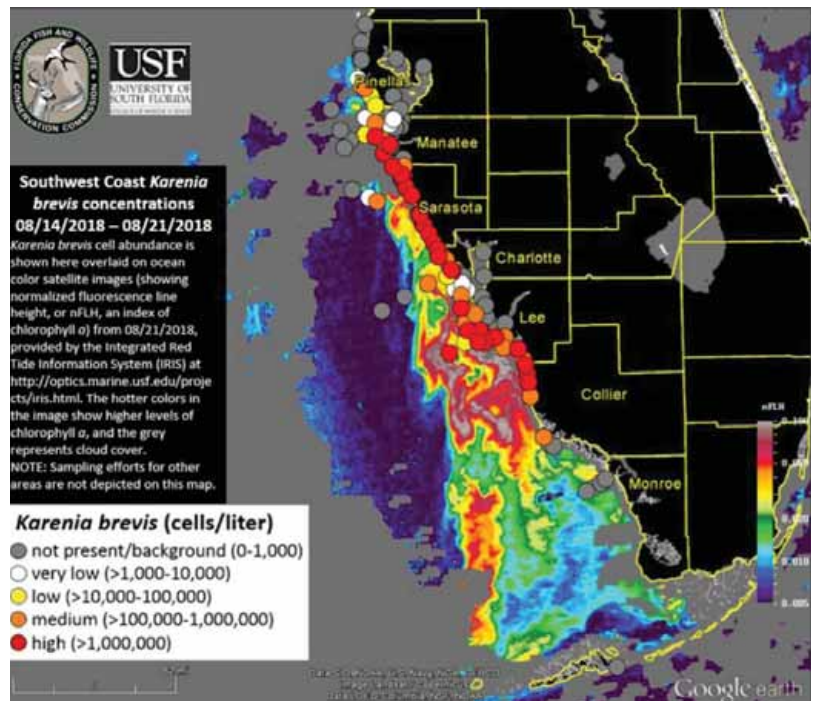
These totals do not include canal cleanups, averaging 250-300 bags of dead fish per day. Friends reported a significant decline in pelicans and cormorants normally seen flying around the Sanibel bridge, coastline and canals.

Lee County received \$1.3 million in grants so far, including \$900,000 earmarked for cleanup. Sanibel Island is one small ecosystem along a very long Florida coast. The totals must be staggering.

Mote Marine Labs in Sarasota reports 12 dolphin carcasses were recovered from local beaches over those two weeks, including one long-term resident of Sarasota Bay, a 12-year old dolphin named "Speck," whose travels were



Warning sign beside a Gulf coast Florida beach. These signs are especially important near infected beaches not awash with dead marine life. Photo by Carlos R. Munoz, Sarasota Herald Tribune. Reprinted with permission



Graph courtesy of Florida Fish and Wildlife Conservation Commission

This year, red tide and blue-green algae have impacted nearly every south Florida beach on both the Gulf and Atlantic sides of the Florida peninsula.

(Continued on page 15)





Red tide and blue-green algae have killed thousands of fish and other marine life along the Gulf coast from Florida to Texas and the southern portions of Florida's Atlantic coast. The algae and bacterial blooms are estimated to have killed over 2,000 tons of fish and cost businesses over \$8 million in losses. (Creative commons license/public domain photograph)



While harmful algal blooms (HABs) may occur anywhere along the nation's coast (especially during the summer), red tide events caused by blooms of the harmful algae *Karenia brevis* are particularly common in coastal regions of Florida and Texas. During a HAB event, NOAA issues twice-weekly forecasts to monitor bloom conditions and the potential for impacts. The forecasts help people make informed choices about where and when to visit areas that may be temporarily affected by a bloom.

For more information on Red Tide and harmful algae blooms along Florida and Texas coastlines, visit <https://oceanservice.noaa.gov/news/redtide-florida/>

Red Tide and Toxic Algae

(Continued from page 14)

mapped in sightings along the West Coast of Florida.

Red Tide and Toxic Algae: Environmental Disasters in Progress

Emergency declarations have been issued by the state of Florida and Lee County. An exceptional red tide in the Gulf of Mexico has combined with high levels of toxic blue-green algae in the Caloosahatchee River to create misery for residents of the normally beautiful Lee County, sending many to emergency rooms for contact with contaminated water or respiratory difficulties.

Red tides occur naturally in the Gulf from blooms of *Karenia brevis*, a microorganism which emits brevetoxins that kill marine life, but the current red tide is exceptionally severe. Littering the beaches from St.

Petersburg to Marco Island and beyond with dead fish, eels, dolphins, turtles, manatees and now a whale shark, the red tide was then joined by a toxic blue-green sludge of cyanobacteria from Lake Okeechobee

Water releases by the Army Corps of Engineers (USACE) from Lake Okeechobee are feeding into the Caloosahatchee River, carrying high levels of nitrogen, phosphates and nutrients along with the cyanobacteria that creates the toxic blue-green algae. While Lake Okeechobee and USACE play a role, the primary cause is human and mostly agricultural - farms, dairies, and sugar plantations - and there is no easy or quick fix.

The double influx of the red tide and blue-green algae will be with us for some time yet and will recur until long-term solutions are found. Ω

Be sure to read the 'Red Tide Report' and 'Information About Blue-Green Algae on the District 7 webpage at <http://www.uscga-district-7.org/>

Port and Facility Activities

Marine Domain Awareness

Barry Berg, Branch Chief, Ports and Facility Activities Division

Imagine you are Boat Crew-qualified (BC). It's a beautiful summer day, not too hot, a light breeze from the West, and not a cloud in the sky. During the pre-underway brief, your coxswain says, "This will be a Marine Observation Mission (MOM)." It all sounds reasonable for the day's mission, so how do Auxiliary members get trained to perform a MOM patrol and what do they involve?

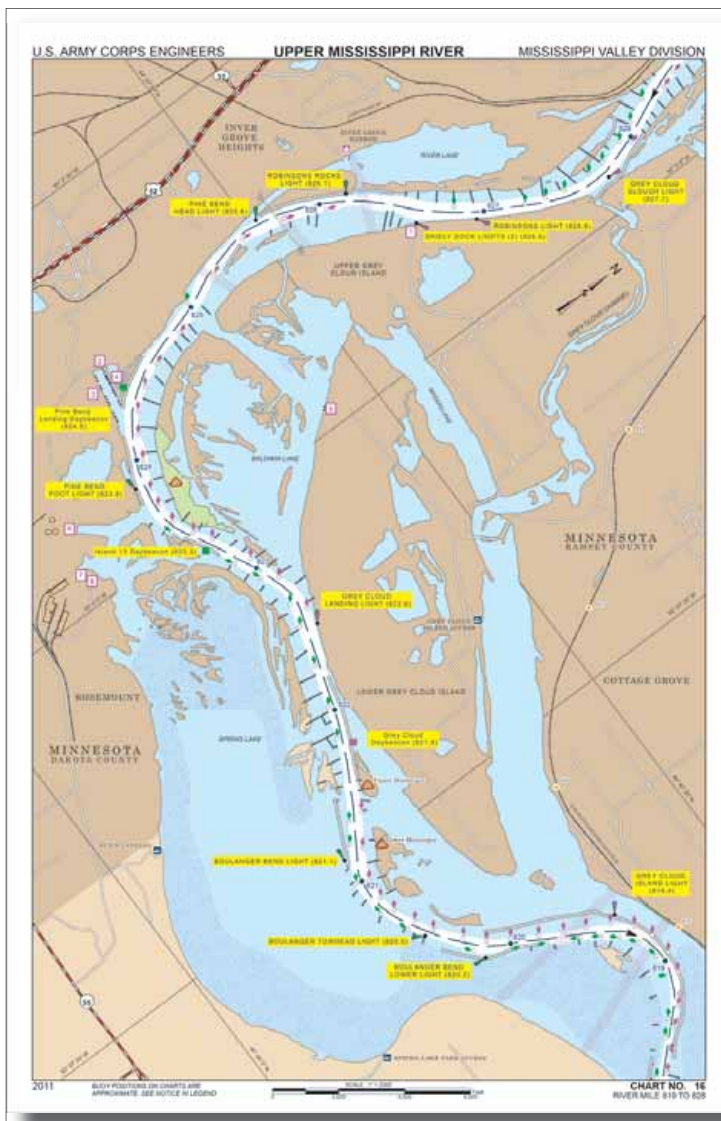
First a little history lesson. There used to be a Prevention performance qualification standard

(PQS) called "Auxiliary Assistant Harbor Safety Observer" that was replaced by the MOM patrol in 2010 by the Coast Guard. Rather than confining this mission to the Waterways Division in the U.S. Coast Guard Office, they reasoned that having more individuals performing this duty on the water would be more effective. The problem, however, is that a training program was never really set up about what to observe, what to do or not do, and whom to communicate with about what crewmembers see. Normally Response missions are action/intervention oriented, and Prevention missions are regulatory/ inspection oriented.

The Coast Guard refers to a MOM as a harbor patrol (HARPAT). Two Prevention missions exist in a gray area. However, they are both Response and Prevention. The two mission areas are Pollution Response and Marine Domain Awareness (MDA). They are simultaneously actively "doing" (a Response function) and "observing and reporting" (a Prevention function). In the basic organization of a Sector, both areas fall under the Chief of Response. These missions lie in that gray area where they have a heavy Response component, but also fall in the Congressionally-mandated Prevention missions. Thus, when the Response folks do a MOM mission, they are crossing over into an area that is very heavily a Prevention area.

MDA is part of Port and Facility Activities Division and this author's assigned responsibilities. The International Maritime Organization (IMO) defines MDA as the effective understanding (observation/ awareness) of anything associated with the maritime domain that could impact the

(Continued on page 17)



Marine Domain Awareness

(Continued from page 16)

security, safety, economy or environment. MDA falls under Port and Waterway Security in the 11 Congressionally-mandated missions of the USCG.

True, a general afternoon cruise could detect a hazard to navigation, or an Aid to Navigation (ATON) out of place. Any recreational boater or mariner would most likely report this, but in many places, the Auxiliary is the only Coast Guard vessel in the water. Let me illustrate with a concrete example from my own area of responsibility.

The chart section on the previous page is from the Upper Mississippi River. (Note: In our area of responsibility (AOR) there are no active USCG boat forces. The Auxiliary is the only waterborne force of the USCG in the area.) Normally, in our AOR, MOM missions would sail



the center channel denoted in white, pretty much ignoring any inspection of the back-channel areas. This

is somewhat justified, as the areas designated with little black dots are “stump farms” - heavily forested areas flooded when the locks and dams were built, and, like shoals, are areas not to be traversed. However, please note the “navigable waters” areas around the numbered boxes. What are the numbered boxes? They are commercial shore facilities, some of which fall under 33 CFR §105 as a Restricted Access Security Facility, and a Regulated Petroleum Facility, specifically:

1. Aggregate Industries, Larson Plant Dock
2. Pine Bend Refineries, Dock #3
3. Pine Bend Refineries, Docks #5 & #6
4. Pine Bend Refineries, Docks #1 & #2
5. Aggregate Industries, Nelson Plant Dock
6. CF Industries, Pine Bend Ammonia Terminal Dock
7. CF Industries Rosemount Fertilizer Terminal Dock #2

8. CF Industries Rosemount Fertilizer Terminal Dock #1

Would it be correct to assume that there might be some environmental, hazard, safety, or security status to be observed? Would a standard Auxiliary coxswain divert their craft to observe these areas? Would the crew know what to look for? Do they even know the content of 33 CFR §105? Does the crew know that they cannot land at the dock without a qualified USCG Enforcement Officer? Is it possible that one of the sites may have put a pollutant in the water in violation of Federal Statutes? If the Auxiliary crew found one of these reportable incidents, to whom do they report it?

Most Boat Crew would report something to their respective Sector which, for the most part, is correct. More accurately, pollution should be reported to the National Response Center (NRC). Most likely Sector will either direct them to call the NRC or report it on behalf of the Auxiliary.

The thing about MDA is that anything that can negatively affect the marine environment should be reported. If it is pollutants, foreign matter in the water, a compromised security fence, a suspicious boat heavily overloaded, suspicious signals, filming, or activity in a desolate area, around cruise ships or significant infrastructure, it should be observed and reported.

I am advocating three things for MOM missions in the future.

1. As a crew member, educate yourself about MDA. Find out what you should report. The simplest place to look is the USCG site for America’s Waterway Watch at <http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Port-and-Facility-Compliance-CG-FAC/Americas-Waterway-Watch/>
2. In the words of Robert

(Continued on page 16)



Marine Domain Awareness

(Continued from page 17)

Frost, take “the way less traveled.” Find out where commercial facilities and infrastructure are and make it a point to visit them without encroaching on Restricted or Safety Areas.

- Remember: the MOM is to OBSERVE and REPORT.

Your crew may be the only Coast Guard vessel to pass by this; don't waste the opportunity and happy sailing. Ω

Prevention Outreach

America's Waterway Watch Outreach

Mary Larson, Chief, Prevention Outreach

Joe Edwards, Branch Chief, Special Projects Prevention Outreach and members of Flotilla 29 Lake Lanier found a way to bring America's Waterway Watch (AWW) message to boaters in inland waters. Last year he gave presentations to fishing clubs which boat on an inland lake in Georgia; Lake Lanier.

This year he found new audiences for the AWW message and his notes are as follows:

- Feb. 2, 2018, Veterans of Foreign Wars Post 82, AWW presentation in Gainesville, Georgia. We were well received and invited back.
- March 31, 2018, Hideaway Bay Marina, Flowery Branch, Georgia. AWW presentation to about 24 couples with boats in conjunction with a water safety presentation by Auxiliary member, Steve Johnson, Flotilla 29 Lake Lanier.
- April 10, 2018, Atlanta Saltwater Fishing Club. The AWW presentation was part of the Chapter 5 About Boating Safely course.
- May 6, 2018, Scoutland, a Boy Scout complex on Lake Lanier. This complex takes care of neighboring counties. The presentation was for about 30 scouts along with eight scout staff members. We presented water safety videos, life jackets

and an AWW video.

(Continued on page 19)



WILMINGTON, N.C.—Charles Jeffrey, Flotilla 29 Lake Lanier District 7 assists in presenting the America's Waterway Watch program June 20, 2018, to three shifts of employees at Heraeus Quartz, NA, LLC during the company's annual safety week. Auxiliary photo by Joe Edwards, Flotilla 29 Lake Lanier

America's Waterway Watch Outreach
(Continued from page 18)

- 5. June 20, 2018, Buford Manufacturing Complex, Heraeus Quartz, NA, LLC, presentation for three shifts of employees during their safety week. We covered water safety items, personal protection and showed AWW video. Auxiliary Member Charles Jeffrey, Flotilla 29 Lake Lanier assisted.
- 6. July 18, 2018, Forsyth County, Recreation Department. This was a presentation for approximately 45 children and staff. It included a humorous movie for the children to learn about life jackets the hard way. Also, the AWW video was interesting to all of them. Well-mannered children of all ages and very helpful staff. Assisted by Auxiliary member, Gary McClure, Flotilla 29 Lake Lanier.

Edwards continues to look for audiences for America's Waterway Watch. He keeps his presentations short so that he does not interfere with the rest of the meeting in each group.

The message here is that even if you are hundreds of miles from the coast, you can find a group for an AWW presentation. Just be innovative and please send us your success stories. Ω

The U.S. Coast Guard asks you to take part in
AMERICA'S WATERWAY WATCH

Help Keep America's Waterways Safe and Secure

To Report Suspicious Activity
 Call the
 National Response Center
800-424-8802
 or
877-24WATCH

For Immediate Danger
 to Life or Property
911

For More Information
 Visit
www.AmericasWaterwayWatch.com

America's Waterway Watch (Coast Guard images)

Help Keep America's Waterways Safe and Secure

AMERICA'S WATERWAY WATCH

1-877-24WATCH



A word from the editor...

Dottie Riley, Editor

Welcome to another year of *Safety Lines*, Newsletter of the United States Coast Guard Auxiliary Prevention Directorate, home of some of the most vital and interesting missions within the Auxiliary.

Safety Lines is published quarterly. (We are off to a late start this year.) The submission deadlines for 2019 are the 15th of January, April, July, and October. In addition to articles and updates from our various divisions, we welcome your input. In what events has your unit participated? What assistance did your members offer the Coast Guard in Marine Safety missions? What initiatives work in recruiting, training members or mission performance (best practices)? Articles between 500-750 words work best, but we consider articles of longer length. We edit every article for content and grammar. Not the best writer? Not a problem! Write the article and trust us to clarify your sentences. Always include the “five Ws”: who or what is the article about, when and where did this take place (for events), why did this happen or why is this a good idea, or how did you/your members accomplish this? Please avoid writing in the first person.

When naming members in articles and

photographs, please add their flotilla name as outlined Auxiliary Manual COMDTINST M16790.1G, Chapter 4. The manual specifies the correct designation is the flotilla number and location name. Do not use data entry designations. Example: Flotilla 74 Brandon should not be designated 070-07-04.

Photographs are always welcome. Please send high-resolution images as attachments. Do not embed or insert them into a document. Be sure to name every person in the photograph and again, include who, what where, when in addition to the name of the person who took the photograph. We know many of you participate in interesting and successful marine safety-related events. Could you share them with us?

Please feel free to contact Dottie Riley, the editor or Debi Johnson, Division Chief Communications, Prevention Directorate if you have questions. Contact information for both are found in AUXOFFICER.

We look forward to receiving your submissions- and always feel free to comment on articles printed in *Safety Lines*! Ω

