



Department of Marine Safety  
&  
Environmental Protection  
U.S. Coast Guard Auxiliary

# Safety Lines

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## Distribution

### Auxiliary

- Auxiliary National Board.
  - NADCOS;
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- Appropriate AUX-WEB site(s)/page(s)
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- G-MRP-3
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- Area Chiefs of M
- District Chiefs of M;
- COs and XO of all MSOs, MSDs and MSUs.

## Trident Program: Doing More in '04

The program evolves with changing needs

David Hand, DVC-MO

The Auxiliary Marine Safety and Environmental Protection Department's Trident Program continues to expand and grow in the second year of operation.

Since the program's beginning and formal launch in January 2003, our members have completed more than 2,404 Trident-related courses.

This compares to 89 courses in the same group prior to 2003, or an increase in courses completed of 2,631 percent.



David Hand

During this same time period, the Auxiliary support hours for Marine Safety and Environmental Protection missions have increased from 34,421 hours in 2002 to 96,967 hours in 2003.

Through June 5, there are 40,061 hours already reported by Auxiliarists in support of Marine Safety and Environmental Protection missions.

At this rate, 2004 will become another record-setting year of Auxiliary support.

See **TRIDENT** on Page 2

## Notes from the Deputy Chief

### Best Practices Boost Support Mission

John Cooper, DC-Md

The Auxiliary's M Department has a number of varied missions — all of which operate in support of our principal constituencies, the US Coast Guard M Directorate and our members.

This month, let's examine two of our most important missions and discuss how we are doing in executing them.

#### Sharing Best M Practices

We chose to adopt the concept of sharing best M

practices among the M Field Units and our members as a vehicle for teaching one another how to do our jobs better by learning from the experience of others.

The unit or person who generates the best practice receives the public recognition of his/her peers for a job well done and, simultaneously, the rest of us get the benefit of his/her experience without having to "reinvent the wheel" ourselves.

See **MISSIONS** on Page 2

## **MISSIONS** (cont. from Page 1)

What could be a more efficient way to improve our performance?



**John Cooper** in this case the Auxiliary DSOs-MS, the USCG M Field Units and the Auxiliary's M Department.

We act as the nexus to receive and sort out what everyone is doing and formally publish those items that can be used elsewhere. In order for that to happen, we need to receive a constant stream of feedback and information. For that, we count on all of you – particularly the DSOs-MS and the MSOs. Please keep the information stream flowing.

### **Supporting the M Field Units**

As we all know, the M Department is carefully focused on supporting the USCG Field Units where they need us so that we don't waste their time, or ours, by asking them to train us to do things that are not important to them.

To that end, two years ago, in collaboration with the M Directorate in USCG HQ, we conducted our first "MSO Augmentation Survey." We directly asked each of the 43 MSOs in the United States a number of questions that were designed to identify where and how they needed us to help them.

Using the responses we obtained, the first 10 Auxiliary Personal Qualification Standards were developed to train Auxiliarists to competently respond to the MSOs' needs that were identified by the survey.

### **Training Courses Skyrocket**

Since then 2,404 M-related training courses have been completed by our members vs. only 89 courses taken prior to 2003, an increase of more than 2,600 percent. This supports our contention that

our activities must be driven by the needs of the MSOs.

Also since the first survey, Auxiliary support hours for Marine Safety and Environmental Protection missions have increased from 34,421 hours in 2002, to 96,967 hours in 2003.

Through 5 June, there are already 40,061 hours reported by Auxiliarists in M missions for 2004. Clearly, the demand for our support is there.

### **The Second Survey**

In the next several months, we will be drafting our second MSO Augmentation Survey to follow up on the programs we implemented as a result of what we learned in the first survey.

It will help us to determine how we have been doing and what we need to improve, as well as to determine what new programs we need to undertake to better support the MSOs.

While we seem to be doing very well, we need to continually upgrade our performance and sharpen our focus on supporting the MSOs.

Sharing Best Practices and the MSO Augmentation Surveys helps us in that effort.

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## **TRIDENT** (cont. from Page 1)

Our opportunities for service to the Gold side continue to grow and expand.

There are new programs being discussed, and while our growth is impressive, we as Auxiliarists have not reached nearly our full potential. There are many Marine Safety Offices (MSOs) where we continue to provide little support.

The MSOs that use and train our members report real benefits to be derived from the inclusion of our members. We bring maturity, stability, and the right attitude to their work place.

We are serving because we wish to serve and to be there to do the jobs we are trained to do. We expect to meet the same levels of performance and proficiency required of the

*Continued*

**TRIDENT** *continued*

active duty staff to perform the same job.

Our members' commitments to the MSOs and to the program are deep and lasting. Our members enter the Trident Program with the knowledge and expectation that they will remain in the program a minimum of four years to earn their recognition, and must complete a challenging course of study and earn four Personal Qualification Standards (PQSs) to gain the right to wear the Auxiliary Marine Safety Device.

Our challenge is to gain the trust and the opportunity to train and work with each and every MSO in the performance of their missions as equal partners and members of Coast Guard Forces.

**Trident Opportunities Expand**

The scope and opportunities within the Trident Program are expanding and evolving as new needs are discovered and new opportunities for support to the Gold side are identified.



There are four new PQSs under serious review and consideration by the Coast Guard for we Auxiliarists, and more are being considered each day.

The process of determining the need for a national standard, the review of the proposed PQS requirements, and the preparing the prerequisite training materials are not accomplished overnight, but they are being accomplished.

The recognition of Auxiliarists for their participation in the Trident Program is gaining momentum, as more and more Auxiliarists complete the requirements for entitlement to the Auxiliary M Device.

In 2004 the opportunity and the need to do more than ever before is before us.

The uncertainties of this post-9/11 America mandates that we, as volunteers, do the very best jobs we are capable of doing, and provide all the support to Team Coast Guard of which we are able.

*Semper paratus*

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***In Fact***

**A Dangerous Job**

The occupational fatality rate for Alaskan and U.S. commercial fishers was 140 per 100,000 per year (1991-1997) and 168 per 100,000 per year (1994-1998), 32 and 38 times the overall U.S. occupational fatality rate. The International Labor Organization has estimated that the fishing industry experiences 24,000 deaths and as many as 24 million nonfatal injuries each year worldwide. The fatality rate for the world's fishermen is estimated to be 80 per 100,000 workers per year.

*Proceedings of the International Fishing Industry Safety and Health Conference, October 2002*

**Fisheries Rebounding?**

Considerable progress was made in 2003 in dealing with excessive fishing rates and in rebuilding fish stocks to healthy levels, according to the National Oceanic and Atmospheric Administration. In its report, "Status of Fisheries of the United States," released June 16, NOAA said that in 2003: four fish stocks were fully rebuilt; a record 10 species were removed from the list of overfished stocks, and overfishing practices were stopped for five species. "The American public can feel confident that U.S. fisheries are becoming more sustainable each year as we rebuild fish stocks that were once overfished," said NOAA Administrator VADM Conrad C. Lautenbacher, USN Ret.



## *Spotlighting Best Practices*

# **Auxiliarists Rally MSO Portland, Maine**

Kevin Cady, SO-MS 1NR2

When the Marine Transportation Safety Act of 2002 became a priority, Capt. Mark O'Malley, COPT-MSO, Portland, Maine, asked the 1NR Auxiliary to shift from their traditional recreational boating safety focus to fully integrate into the daily MSO operations. The Auxiliary responded with hundreds of man-hours in training and is proving itself as a significant, dependable and dedicated force multiplier for the Coast Guard's gold side.

The COTP's area of responsibility includes MSFO Portsmouth in New Castle, New Hampshire, and MSFO Belfast, Maine. Combined, the AOR encompasses the coastline from the Massachusetts border north to the Canadian Maritimes. Under MTSA, the COTP has the added responsibility of inspecting more than 60 marine transfer facilities and 100 other facilities to ensure compliance — with no increase in traditional staffing.

The Port of Portland is one of the nation's major transfer hubs in gross tonnage of crude oil offloaded annually.

The Auxiliary was already augmenting MSO Portland with land-based HARPATs under MARSEC 1. Since Jan. 1, members from Flotillas 21 (Casco Bay), 24 (Saco Bay), 25 (Boothbay Harbor), 26 & 27 (Portsmouth, NH) have stepped forward to train and augment MSO billets.

Lt. Matthew McCann, Assistant Chief of Port Operations, identified areas of training within the TRIDENT program that would create an immediate impact on daily operations. Facilitated by regular CG members, Auxiliarists have been trained, or are training, as Assistant Harbor Safety Specialists, Assistant Facility Inspectors, and Assistant Pollution Investigators. Auxiliarists also assist in annual inspections

of the many marine transfer facilities within the AOR.

Under MTSA, Auxiliarists are also training alongside regular and reserve members to become facility security inspectors. Eventually, marine transfer facilities will be inspected for MTSA compliance during conventional yearly inspections by personnel holding dual qualifications and the Auxiliary is a major part of the implementation of that plan.

As the Auxiliary ramps up operations at MSO Portland and becomes accustomed to additional duties, contingency plans are being formulated in anticipation of MARSEC 2 & 3 level increases. Waterside HARPATs are underway aboard AUX OPFACs with MSO personnel

scheduled missions throughout Division 2.

As more members become qualified, they are scheduled to augment in land-based HARPATs, conduct facility inspections, and conduct pollution investigations in support roles with regular and reserve members.

**The Auxiliary responded, proving itself a significant force multiplier.**

### **Send Your Best**

Do you have examples of outstanding best practices you would like to share with Auxiliarists all over the United States? *Safety Lines* would like to hear about them.

Send your submissions for the Best Practices section to:

*Bill Pritchard, Editor, Safety Lines, 5713 South 5<sup>th</sup> St. Arlington, VA 22204, or E-mail to pritchardaux@aol.com*

## **Sea Partners UPDATE**

### **Good Mate Helps Boaters Help the Marine Environment**

By MCPO Linda Reid

The Good Mate recreational boating and marina pollution prevention program was developed by The Ocean Conservancy as an outgrowth of their long history of work in protecting the marine environment.

The process of developing and producing a Good Mate manual, a series of boater information pamphlets and a boater video took nearly three years. The staff at The Ocean Conservancy worked closely with the Coast Guard to ensure accuracy of information.

#### **Issues Important to Boaters**

The Good Mate materials address six issues concerning the marine environment that surveys indicated were important to boaters: oil and fuel pollution, sewage, vessel maintenance, solid waste and debris, storm water runoff and vessel operation damage.

The Good Mate Manual has been adopted as a training guide by the Coast Guard Auxiliary M Department.

The pdf file of the Good Mate Manual and the on-line end-of-course test are available at: <http://www.auxetrain.org/>. Completion of the course is one of the requirements for earning the Auxiliary Marine Safety Device.

Even if you don't plan on earning the device, you might find the manual interesting to read!

*The pamphlets, manual, video and a teaching guide are stocked at ANSC, so please order materials from there rather than contacting The Ocean Conservancy directly. Stock numbers are:*

- #4027 - **Good Mate Teaching Guide**
- #4028 - **Good Mate Manual**
- #4077 - **Good Mate video: Operation Damage**
- #4015 - **Fast Facts Brochure: Oil & Fuel Pollution**
- #4016 - **Fast Facts Brochure: Sewage Pollution**
- #4017 - **Fast Facts Brochure: Vessel Maintenance**
- #4018 - **Fast Facts Brochure: Solid Waste & Debris**
- #4019 - **Fast Facts Brochure: Storm -water Runoff**
- #4020 - **Fast Facts Brochure: Vessel "Stewardship of the Waterways"**

Master Chief Reid is director of the Sea Grant Program,  
located at USCG Headquarters, Washington, D.C.