



# Safety Lines

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## In this Issue

[Ocean Policy](#) [Page 3](#)  
[Panel urges sweeping new policy.](#)

[Best Practices](#) [Page 4](#)  
[From the Atlantic to Alaska](#)

[Profile](#) [Page 5](#)  
[Meet a member of the M Department](#)

[Sea Partners](#) [Page 6](#)  
[Coral reefs under threat](#)

[Sources](#) [Page 7](#)  
[Informational Web Sites](#)

## Distribution

### Auxiliary

- Auxiliary National Board
- NADCOs;
- M Department Staff
- Appropriate AUX- WEB site(s)/page(s)
- DSOs-MS
- All Auxiliary M Staff
- Officers via M List Server

### USCG

- GM-O
- HQ Program Managers
- Area Chiefs of M
- District Chiefs of M;
- COs and XO of all MSOs, MSDs and MSUs

## **Just What is MTSA Anyway?**

### **MTSA – Maritime Transportation Security Act of 2002**

As I travel around the country on various activities, I continually am asked, “Exactly what is MTSA?” The short answer is that it is a law passed by Congress to increase the security of our nation by increasing security requirements on our waterways. After the Maritime Transportation Security Act of 2002 was passed, regulations were developed to implement the requirements of the Act. These are found in Title 33 of the Code of Federal Regulations, Parts 101, 103, 104, 105 and 106. These regulations cover Maritime Security Committees, AIS (Automated Identification System) for vessels, security requirements for specific domestic and foreign vessels, for various commercial port facilities and specific outer continental shelf facilities.



[By Karel Kester](#)  
[DVC-MS](#)

The security requirements for vessels and facilities are similar, but not exactly alike. Each vessel or facility was required to evaluate itself as to security vulnerabilities and write a security plan, which addresses these vulnerabilities and submit it for Coast Guard approval. In general, vessels which are required to have security plans include mobile offshore drilling units, cargo, or passenger vessels subject to the International Convention for Safety of Life at Sea (SOLAS) regulations, foreign or domestic cargo vessels greater than 100 gross register tons (except commercial fishing vessels), passenger vessels, barges, tankships and towing vessels greater than 8 meters. For more specific information on vessels required to have a security plan, please refer to 33CFR104 (see linking instructions at end of next paragraph).

Facilities which are required to have security plans include designated waterfront facilities, hazardous gas facilities, oil terminals, those that receive vessels certificated to carry more than 150 passengers, those that receive foreign or domestic cargo vessels greater than 100 gross register tons and barge fleeting facilities that carry specifically designated bulk cargo. The specific regulations may be found in 33CFR105 at <http://ecfr.gpoaccess.gov/>, then Title 33, browse parts 1-124, then 104 for vessels and 105 for facilities.

The security plans also address such issues as access control, restricted areas, training requirements, requirements for drills and exercises of the plan and requirements for reporting breaches of security.

Continued on page 2

Continued from page 1

## **The Auxiliary and MTSA**

So how does the Auxiliary fit into MTSA? The Auxiliary can assist the Coast Guard in its efforts to obtain voluntary compliance by those covered by the regulations. Each unit will utilize the Auxiliary differently, based on the needs of that particular unit. In some areas, Auxiliarists are used to backfill positions so that the active duty members can concentrate on law enforcement requirements. In other areas, Auxiliarists are being trained to work as additional team members, thus increasing the number of teams in the field. Others are doing outreach to “spread the word” about requirements to the recreational boating community and others. Auxiliary vessels are being used to help with various safety or security zones. Auxiliarists are also representing the recreational boating community on Area Maritime Security Committees. In general, Auxiliarists are using their skills and abilities to assist in whatever ways are needed.

### **MSO San Francisco Bay**

At MSO San Francisco Bay, Auxiliarists are training as Assistant Port State Control Boarding Team members. In this capacity, they become team members doing safety and security inspections of foreign vessels. They are also obtaining qualification as Assistant Facility Inspectors and Assistant Maritime Security Inspector – Facility. In this capacity they can either augment a Coast Guard Team doing safety and security inspections or do security harbor patrols on their own. When doing security harbor patrols, they check facilities for locked gates and breaches in fencing. They also query security personnel about such issues as what constitutes a breach of security and what they are supposed to do if one occurs. Other Auxiliarists are working as Port State Control Dispatchers and as drivers transporting Sea Marshals to or from vessels.

### **MSO St Louis**

MSO St Louis has developed an ICS billet structure for increased operational tempo, such as at MARSEC II or III. Many of these billets are designated for Auxiliarists and Auxiliarists are training to fill those billets. These include, but are not limited to, Facility and Vessel security team members, air and water patrols, Documentation officer, Assistant Public Affairs officer, Assistant procurement officer, and boat mechanic,

Auxiliarists are serving as members of Area Maritime Security Committees in San Francisco, Chicago, LA/Long Beach, Houston/Galveston, Morgan City, Mobile, Providence, and Tampa. I’m sure there are many others; I’m just not aware of them. In this capacity, they represent the recreational boating community.

### **Getting the Auxiliary involved**

So how do you get involved? First, contact your staff officer for Marine Safety. Each area has different needs and your MS officer either knows what those needs are, or can find out. Next, determine what training is required and get that training. Some areas conduct classroom training for specific duties, others do on-the-job training only. Once you are trained, make a commitment to do the job you were trained for. Any help is welcome, but the unit must be able to count on you to show up when you say you will. Be and look professional. You are a valued part of the team.

### **MTSA Best Practices**

Share the stories of the Auxiliary involvement in your AOR. Send us information on your MTSA support programs and activities so we can share them with the “M” world and recognize the positive participation of the Auxiliary in your area. This may lead to new opportunities for Auxiliary involvement and support in other areas.

# Plan Urges New Efforts for the Ocean

By Bill Pritchard  
BC-MOP

*Late last year, a presidential panel called for a broad-based national ocean policy, citing increased stresses on the marine and coastal environments, as well as expanding economic and security demands. In this issue, Safety Lines launches a series of stories on the panel's report "An Ocean Blueprint for the 21st Century".*

A major ocean policy report contains sweeping recommendations to improve the management of U.S. ocean and coastal resources including increased Coast Guard action to enhance marine environmental protection, cargo vessel safety, and port security.

The 676-page report, ["An Ocean Blueprint for the 21st Century"](#) calls for promoting voluntary action and enhancing enforcement to achieve the USCG-related objectives. The document, released last fall by the U.S. Commission on Ocean Policy appointed by the President notes that ocean-going ships which carry more than 95 percent of U.S. overseas cargo "present safety, security and environmental risks" requiring greater monitoring and control. Among marine safety recommendations directly involving the Coast Guard, the commission urges:



- Working with the maritime industry to enhance voluntary actions by vessel owners and operators to "build a workplace ethic that values safety,
- Security and environmental protection as central components of everyday vessel operation;"
- Improving control over vessels entering U.S. ports by guaranteeing the Coast Guard has sufficient resources to "sustain and strengthen its performance-based inspection program for marine safety and environmental protection;" and
- Increasing effective coordination and vessel information-sharing through regional and international efforts.

Focusing on a significant marine environment issue, the panel called for improved controls over cargo ship ballast water, a major source of invasive species. It said the Coast Guard's national ballast water management program should use "sound science" to develop biologically meaningful, mandatory and enforceable ballast water treatment standards. The service should also develop new treatment technologies, the commission said, and revise the standards to incorporate these new tools.

The panel further called on the Departments of Homeland Security, Agriculture and Commerce to more actively monitor and stop invasive species introduced from other sources such as ship hulls and anchors, navigation buoys, drilling platforms, fishing, the aquarium trade, aquaculture and floating marine debris. It recommended a national plan for detecting and responding to invasive species threats. On another environmental issue, the commission discussed developing a "uniform national regime" for cruise ship and recreational vessel pollution.

## *Spotlighting Best Practices*

### **Taking the Initiative**

Division 10 in District 1SR has developed a Marine Safety and Environmental Protection Manual for its eight member flotillas, recently distributing the 2005 edition. The handbook contains information designed to help flotillas develop their own programs in five focus areas: training, HLSP checklists, emergency readiness planning, MARSEC surge preparedness, and activity record keeping.

It also contains measurable key performance indicators (KPIs) for each flotilla. The KPIs allow flotilla commanders and staff officers to track the progress of their flotilla marine safety programs and to make adjustments, if necessary, to improve 2005 performance over 2004 levels.

Meanwhile, the division's AUX Life Raft Inspection program recently helped prevent a vessel from going to sea with a defective life raft. Although an inspection team had condemned the raft, the vessel owner ordered the captain to depart without a replacement and asked the Auxiliary inspector not to inform the Activities New York Port State Control office. Rejecting the request, the Auxiliarist alerted the Coast Guard which prohibited the ship from leaving port until the raft was fixed.

### **New Jersey Networking**

Mitchy Petrilli: Commander of Flotilla 85, Brigantine, N.J., reports the flotilla will establish formal relations with the State Police to enhance communications concerning unusual or suspicious activities and was asked to identify and observe potential targets in its patrol area.

### **Active in Alaska**

Marie Scholle, former DVC-MV and Rear Commodore for 2005, received the Commandant's Letter of Commendation for providing Incident Command System Training to Department of Defense units throughout Alaska. Her training included classroom lectures combined with a challenging tabletop exercise based on a realistic naval scenario.

Meanwhile, four Auxiliary teams in District 17 have been awarded Meritorious Team Commendations for their outstanding M-related activities:

- Twenty members from the Anchorage area provided sponsorship assistance to Coast Guard personnel being assigned to the new Maritime Safety and Security Team 91111 in Anchorage;
- Members of five flotillas supported a National Preparedness for Response Exercise Program drill that used three Auxiliary vessels to test the interface between government agencies and industry during a simulated oil spill in Valdez
- Bob Mattson, DSO-MS and Michael Folkerts of Juneau used loaned PWCs to document derelict vessels in the Juneau area and trained both Auxiliary and active duty personnel in their use.

## M Department Profile

*Editor's Note: This edition of Safety Lines launches a new feature, the M Profile, introducing you to members of the M Department staff. The first profile is of Barbara Rhoades, a new branch assistant in publications.*

### Barbara Rhoades

Barbara is one of the newest members of the M Department staff. She joined this April as a branch assistant in the publications section. Among other tasks, she lays out *Safety Lines*.

But while she is new to the department, Barbara has been an Auxiliarist since 1995. She is Flotilla Commander of 17-04 in the St. Louis MO area, District Staff Officer for publications for Western Rivers and has served as a flotilla and division officer for information systems and communications services, as well as division career counselor. She is a qualified boat crew member and vessel examiner.



In her life outside the Auxiliary, Barbara is a full-time homemaker. With her five children grown, she stays busy volunteering at the YMCA, helping make quilts for Habitat for Humanity. She is also a woodworker specializing in Intarsia (see illustration) which is similar to Stain Glass only done in wood and a wood turner. In fact, she also enjoys crocheting and most other types of crafts.

When she worked outside the home, Barbara was an administrative assistant/project manager for various companies and spent a year working for Congress as a Congressional Staff Assistant to Lane Evans.

She earned an Associate's Degree in Business Administration and a Web Administrator Certification from St. Louis University.

As if her busy home and volunteer life isn't enough to keep her occupied, Barbara has been a motorcycle rider and a Civil War re-enactor/teacher. She is married to Daniel who is also in the Auxiliary. They have 10 grandchildren to keep them busy when not doing Coast Guard work.

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## Rainforests of the Oceans' are Under Siege



**By MCPO Linda Reid**  
**Director, SeaPartners**

Coral reefs are among the most diverse ecosystems in the world—often referred to as the “rainforests of the oceans.” They are also among some of the most threatened.



Corals are tiny animals related to jellyfish and sea anemone. Different species build structures of various sizes and shapes. Coral reefs are known to support 4,000 species of fish, 800 hard corals and hundreds of other species.

But scientists estimate that there may be another 1 to 8 million undiscovered species of organisms living in and around reefs worldwide. This biodiversity is considered key to finding new medicines for the 21st century. Storehouses of immense biological wealth, reefs also provide economic and environmental returns to millions of people. In fact coral reefs may provide goods and services worth \$375 billion each year, contributing to local economies through tourism.

### **Trouble in Paradise**

Ironically, one of the greatest threats to coral reefs comes from some of their beneficiaries.

Development to meet the demands of expanding human populations in coastal areas drives an increasing runoff of fresh water that may carry large amounts of sediment, high levels of nutrients from agricultural areas and septic systems, as well as petroleum products and insecticides. The sediments cut the amount of light reaching corals, which causes them to bleach, and increasing amounts of nutrients enhance the growth reef organisms which may out-compete the corals for space on the crowded reefs.

Over fishing of reef fish has unbalanced ecosystems, allowing organisms such as algae that were controlled by large fish populations, to become the dominant form of life on reefs in many regions. Falling catches of older fish forces fishermen to seek younger generations—further reducing the populations. Other pressures come from: tourists seeking coral souvenirs. This demand drives a commercial coral business which targets the healthiest corals. Fuel leaks and spills; dragging anchors, and groundings comprise other dangers to coral reefs.

### **What Can be Done?**

Executive Order 13089 on Coral Reef Protection directs the U.S. Coral Reef Task Force, a multi-agency body that includes the Coast Guard, to inventory, monitor, and identify the major causes and consequences of coral reef ecosystem degradation. It further orders federal agencies to protect coral reef ecosystems and prohibits them from funding or implementing actions harmful to these ecosystems.

Individuals can help this effort to save the coral reefs by by:

- Avoiding direct contact with corals and other marine life;
- Keeping boats clear of shallow areas where they may hit coral;
- Properly managing garbage and sewage so that nothing is dumped in reef areas;
- Refusing to buy souvenirs made from coral, turtles or other marine life, and
- Reducing the use of toxic household products and fertilizers.

*Sources: The U.S. Environmental Protection Agency, National Oceanic and Atmospheric Administration National Ocean Service, the University of the Virgin Islands, and the Coral Reef Task Force.*

# Sources

*Safety Lines will periodically offer sources of information on Marine Safety and Environmental Protection from government and private agencies and organizations.*

## **Federal Government**

### **Department of Transportation**

Maritime Administration

National Maritime Resource and Education Center

<http://marad.dot.gov/NMREC/>

### **Department of the Interior**

Safety and Oil spill Response Research U.S. Minerals Management Services

<http://www.mms.gov/offshore/SafetyandOilSpillResearch.htm>

### **National Oceanic and Atmospheric Administration**

Office of Response and Restoration – “Especially for Kids”

<http://response.restoration.noaa.gov/kids/kids.html>

Information on oil spills and hazardous chemical accidents from the US National Oceanic and Atmospheric Administration including a number of experiments and downloadable photographs

### **Environmental Protection Agency**

Oil Spill Learning Center

<http://www.epa.gov/oilspill/eduhome.htm>

Information from the United States Environment Protection Agency on behavior, clean-up and effects of oil spills includes experiments and a photo gallery

