



Safety Lines

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- 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 XOs of all MSOs, MSDs and MSUs

CVE: Building a Better Program

Key goals of the Commercial Vessel Examination Division this year are improving the lines of communication within the Auxiliary commercial fishing vessel examination program, promoting the program more widely among the captains and crews we serve, recruiting new examiners, and building new relationships with the Coast Guard's commercial fishing vessel safety program.



Denise Castrogiovanni
DVC-MV

Communicating the Program's Benefits

We often neglect to provide the information needed to help others understand the benefits that the CFVS program brings to the Coast Guard, the Auxiliary Districts, and—most importantly—to all the vessel captains and crews we interact with.

One way we will achieve greater communication is by ensuring that key information gets distributed up and down the various chains of command at all levels within the Auxiliary and Coast Guard. It is very important that all of our CFV exams are reported accurately and in a timely manner into the CG MISLE System and Auxdata. I believe the CFVE presentation at N-TRAIN and cooperation between our Branch Chiefs and our DSO-MS has helped make important strides toward this goal. Branch Chiefs have been receiving monthly reports detailing CFVE activities in several of our Districts, and there is now wider distribution within the Coast Guard and the Auxiliary. My aim is for the missions, goals and accomplishments of all Districts to be represented equally in the system and I am working on this with the District CFVE coordinators, the MSOs and G-MOC-3 staff.

Promoting Standards and Recruitment

We are nearing the finalization and approval of the "Auxiliary CFVS Policies and Guidelines." This will help us enforce the requirements established by the Coast Guard for Auxiliary support of the CFVS program. Our mission will be to ensure that the integrity of the program remains at its highest level by monitoring standards, safety issues and making sure yearly recertification of each Auxiliary examiner has been accomplished.

We also are looking at ways of using Auxiliary dock walkers to better promote the CFVS program among vessel captains in each of the Districts, and at the same time creating new techniques for recruiting more examiners to enhance the program. While pursuing these new goals, the division is also addressing means for keeping the current examiners satisfied with the service they are performing. I have solicited suggestions from all our team members and am applying some concepts that have worked well in some of the Districts.

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Reaching Out

Another project the Division is studying is a traveling CFVS program aimed at reaching as many captains and crews as possible with safety requirements and other information aimed at keeping them safe at sea. As part of achieving this aim, the Division is working on the concept of a traveling CFVS Qualification School to reach out across the country to those Auxiliary members interested in becoming CFVE-certified. This effort will help to bring aboard and build a larger corps of examiners to assist the Coast Guard's program. This will expand the program's reach in targeted areas that currently have limited Coast Guard and Auxiliary resources. We are also looking at developing a recognition program for outstanding examiners. It is an essential that their dedicated efforts should be acknowledged.

One final note, in various meetings I have attended, I have learned that the Auxiliary's involvement within the CFVS program is greatly appreciated and recognized by Coast Guard personal and district commercial fishing vessel safety coordinators nationwide. Because of that, I believe that together we can build on new visions and create greater opportunities for the program now and in the future.



M Profile

Editor's Note: This edition of Safety Lines continues a new feature, the M Profile, introducing you to members of the M Department staff.

Jim Umberger, BC-MSW

The M Department's branch chief for Waterways Management, Jim Umberger, is continuing a long career in the Coast Guard on the volunteer side. After spending 35 years on active duty, the retired veteran returned to service as a member of the Auxiliary. During his active duty time, he commanded three cutters and was a Captain of the Port, among other assignments,

Jim had retired as a Coast Guard captain in 1992 and pursued what he describes as a "nice second career in the marine industry." Life was pretty good, and then 9/11 came along. Jim felt called to the colors again. Although unable to get recalled to active duty, he still found a way to serve by joining the silver side. "I tell folks the Coast Guard refused me because I had a MEDICARE card and they didn't know how to give me an entrance physical," he joked.



Jim Umberger, BC-MSW

The Auxiliary wasn't new to Jim, now a member of Flotilla 48 in Slidell, La. One of his active duty assignments was DIRAUX in the 7th District. The work of the M Department is also familiar. He was the U.S.C.G.'s branch chief for Marine Environmental Protection in the 8th District as well as Chief of Port Operations and later Commanding Officer of the Vessel Traffic Service in New Orleans, alternate COTP in Charleston, SC and Captain of the Port in Chicago.

Asked what drew him to the BC-MSW post, he replied, "COMO Hertle recruited me for it. My purpose in joining the national staff was to find a position where I could help the gold side "M" people better understand what the Auxiliary has to offer them, and to help the silver side better understand what the gold side "M" programs are and what help they need. My unique active duty experience lends itself to that effort."

While heading the waterways management branch, Jim also has found time to regularly augment the Port Ops Department and the Regional Exam Center at MSO New Orleans since April 2003 and hold District, Division and Flotilla staff positions.

The New York native has called New Orleans home since 1973. His wife, Janice, is a native of the Big Easy. He has four children, now adults, who still live there.

Sources

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

Educational, Non-Governmental, Private

Aquatic Network

<http://www.aquanet.com>

Covers aquaculture, fisheries, marine science, oceanography, etc.

Center for Marine Conservation

<http://www.cmc-ocean.org/>

Information on coral reefs, clean ocean program, marine wildlife & fishing conservation, current projects, etc.



WorldFish Center

<http://www.worldfishcenter.org/>

An international scientific research organization with a mission is to reduce poverty and hunger by improving fisheries and aquaculture. Most of its work is carried out in developing countries.

MOTE Marine Lab (Sarasota, Florida)

<http://www.marinelab.sarasota.fl.us/>

A nonprofit laboratory covering areas of research such as marine aquaculture, coastal ecology, ecotoxicology, and fisheries enhancement.

Water Environment Federation

<http://www.wef.org/>

A not-for-profit technical and educational organization with members from varied disciplines who work on preserving and enhancing the global water environment.

Belle W. Baruch Institute for Marine and Coastal Sciences (University of South Carolina)

<http://www.cas.sc.edu/baruch/>

Conducts basic and applied research in marine and coastal environments.

Center of Marine Biotechnology

<http://www.umbi.umd.edu/~comb/index.html>

Part of the University of Maryland Biotechnology Institute, COMB is an internationally recognized research laboratory devoted to the application of molecular biology and molecular genetics to marine organisms.

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Auxiliarists Fill Critical Role in CANUSLANT Joint Response Exercise

Paul Smith-Valley, Division Captain 1NR2

THIS IS A DRILL, THIS IS A DRILL: A T/V [tank vessel] is in trouble, after a collision in the Gulf of Maine - US side of the Hague Line - taking on water and spilling gas or diesel into #3 starboard wing tank. Foul weather is nearing from the south. The captain has requested a place of refuge to attempt repairs and possible lighter cargo. **THIS IS A DRILL, THIS IS A DRILL.**

150 stake-holders such as state, provincial, and federal environmental and legal specialists, salvors, shipping company owners and captains, Canadian Coast Guard, US Coast Guard, Transport Canada, and NOAA gathered under the auspices of the CANUSLANT Joint Response Team [JRT] to focus on joint cross-borders Place of Refuge decision making process. This continues a series of discussions, conferences and exercises first begun in 1981 to deal with potential maritime casualties in our coastal and off-shore waters of the Maritime Provinces and New England states. Meeting at the College of the Atlantic in Bar Harbor, Maine, in mid-June, CANUSLANT 2005 is part of the biennial joint exercises conducted under the Joint Marine Pollution Contingency Plan.

The Exercise Design Team, co-chaired by Scott Lundgren, USCG D-1 [mor] Branch Chief for Response and Preparedness, and Garnet Spicer, Response Officer, Canadian Coast Guard Maritimes Region, worked over a ten month period and produced an outstanding program of education, break-out groups, table-top exercise and equipment deployment.

Team Coast Guard provided logistical supported for the four day exercise; the team included personnel from MSO Portland, Group Southwest Harbor, and five Auxiliarists - three under orders TDY from MSO Portland and two from MSFO Belfast. The Auxiliarists served as registrars, equipment porters, meeting hall set-up and break-down furniture arrangers, and runners – fully integrated with the rest of the logistics team members. Frank and Libby Wiswall, from MSFO Belfast, served as Legal Break-Out group member and secretary, respectively. Bob Gelles, Gordon Nash, and Paul Smith-Valley even attended the safety brief and load-out of Vessel of Opportunity Sea Skimming [VOSS] equipment aboard USCGC Abbie Burgess early on a windy cold morning at Group SW Harbor.

Responsibility for the registration process gave all Auxiliarists a chance to meet, personally, each player and stakeholder, from the Co-Chairs of the JRT - Nancy Hurlburt, Director, Maritime Services, Canadian Coast Guard Maritimes Region and CAPT Mary Landry, USCG D-1 [M] - to recent hires at Maine Inland Fisheries and Wildlife. In addition, the Auxiliary was tasked with managing the on-the-water tour to observe the equipment deployment in Frenchman's Bay on the final afternoon. Each Auxiliarist received words of appreciation from many conferees.

The conference began work with education presentations on marine mammals indigenous to the unique Gulf of Maine habitat, case studies of prior Port of Refuge events, and a panel discussion on Port of Refuge concerns and contingencies.

Break-out groups were oriented around specific issue such as Command and Control, Legal, Environmental, Salvage, Community/Public Safety, Public Communications, and Response. These were facilitated discussion groups, with participants charged to identify top issues for that group and recommendations for resolution of those issues. Several common themes emerged, all of which will provide the agenda for continuing efforts to refine the decision-making processes of cross-border response.

The table-top exercise, operating under the Incident Command System model, sought to seek resolution to a vessel in distress - see first paragraph - with regards to communication and place-of-refuge decision-making issues only. Located in separate buildings and rooms on campus, the US Coast Guard, Transport Canada and Canadian Coast Guard, and OSG Ship Management, Inc. as responsible party, were the prime players. Advisors and technical support from a wide variety of agencies and interests were available as resources to the exercise leaders.

Lessons learned and tasks still do be done:

1. The planning and format of the four day exercise was, in the minds of the veterans, the best one yet.
2. A decision-making protocol, similar to that used in the Pacific Northwest, should be developed.
3. The decision on locating a place of refuge might have gone a bit faster if there were direct communications between the table-top groups.
4. Protective legislation will inhibit cross-border transfers of salvage and lightering equipment by land. Protocols to deal with this need to be established.
5. Communications can always be improved.
6. Communications with the public should emanate from a single source, to prevent confusion and rumors. Everyone needs to be singing from the same page of music, as it were.

These, and other issues identified for ongoing work, will undoubtedly be core issues in the next biennial CANUSLANT. All of these comments are the opinion of the author and are not to be construed as an official report - simply a personal recollection.

The Marine Safety and Environmental Protection Department



WANTS YOU!

On The Trident Team



www.auxmdept.org/trident.html

Saving People from the Sea and the Sea from People