



# Safety Lines

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- DSOs-MS
- All Auxiliary M Staff
- Officers via M List  
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### **USCG**

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

## Trident Program



### **Improving With Age**

By Ron De Laby

The Trident program is now in its third year and progress continues. Our goal is to make the program as user friendly as possible and to that end we have included Trident courses, tests and PQS's on our new department website. You are invited to try it out at <http://www.auxmdept.org/trident.html>.

A giant leap forward for us was the approval of new PQS positions. As stated in [ALCOAST 255/05](#), there is now increased Auxiliary Support for Marine Safety, Security and Environmental Protection with six new and one revised Protection Specific Auxiliary Qualifications.

The new courses are now posted and available on the Trident site. Remember that these are available on an "as needed" basis. We would like to give you a brief idea of the course material so you can decide for yourself which course best suits your needs.

**Port State Control Boarding Team Assistant AUX-AEI** – This PQS will enable the Auxiliarist to acquire the minimum competencies to assist a qualified Port State Control Officer in conducting Port State Control boardings. A provision worth noting is that Auxiliarists should not participate in boardings where members of the boarding team are armed or where the vessel's cargo presents an elevated health or safety concerns such as Explosive loads, Liquefied Hazardous Gases, carcinogenic cargoes and so forth. You should also note that one of the testing requirements for completing this course is IIMS. This course replaces two previous courses listed as Initial Indoctrination to Marine Inspections (IIMI) and Initial Indoctrination Port Operations (IIPO). At this time IIMS is only available through your MSO or education officer.

**Auxiliary Assistant Contingency Preparedness Specialist AUX-ACP** – This PQS will provide you with the minimum competencies to assist your local Marine Safety Office in incident planning. You may need specific security clearance levels as determined by your respective command. If such clearance is required, it is up to the command to make such a request. The testing requirements include IIMS as

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well as ICS 100 and 200. The ICS courses are available on the Trident site under tests.

**Auxiliary Assistant License and Document Examiner AUX-LDEX** – This PQS provides you with the minimum competencies to work in a Regional Examination Center and assist with proctoring mariner licensing exams. The test for the PQS is also IIMS.

**Auxiliary Assistant License and Document Evaluator AUX-LDEV** – Not to be confused with AUX-LDEX, the Document Evaluator prepares you for work in a Regional Examination Center to assist with processing applications for Mariners' Credentials. Once completed, the PQS does not authorize Auxiliarists to issue or evaluate mariner license documents. The test portion of this PQS is the successful completion of IIMS.

**Auxiliary Port State Control Dispatcher AUX-PSC** – The AUX-PSC allows you to perform the vetting and dispatch functions in the Port State Control office of a Vessel Safety Branch. The test is again, IIMS.

**Auxiliary Uninspected Tow Vessel Examiner AUX-UTV** – If vessel exams appeal to you, here is an opportunity to examine Uninspected Tow Vessels (UTV) and their associated equipment for compliance with the applicable safety regulations in 46 CFR. The test? You guessed it: IIMS.

Finally, the **Assistant Facilities Inspector AUX-EU** – has been upgraded to include Maritime Security Inspection job tasks.

Watch for new PQS's from time to time. As Trident grows, so will the opportunities for everyone to participate and earn the Trident Device.



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## TRIDENT BEST PRACTICES – NORTHERN NEW ENGLAND

Kevin Cady, BA-MSS

In late 2003, Marine Safety Office Portland, Maine began a comprehensive augmentation of the Coast Guard Auxiliary into daily operations. MSO command staff dedicated active duty and reserve members to coordinate the training of Auxiliary members under the newly rolled-out National Trident training Performance Qualification Standards. The uniqueness of the program was the direct involvement with Auxiliarists of active-duty and reserve Marine Science Technicians in an all-encompassing Team Coast Guard training approach. Auxiliary members from Division 2 were invited to participate and augment active-duty billets in the Portland, Me., Boothbay, Me., and Portsmouth, NH. Areas of Responsibility.

In 2004, the weekly Trident training program was rolled-out beginning with Asst. Harbor Safety Specialist, followed by Asst. Pollution Investigator and in 2005 Uninspected Passenger Vessel Examiner / Commercial Fishing Vessel Examiner. Members have also qualified as Asst. Facility Inspector / Asst. Facility Security Inspector. In the fall of 2005, it is anticipated that members will qualify as Asst. Pollution Response Specialists. To date, the division consistently includes over 40 Auxiliarists involved in the Trident program.

The dozens of Trident PQS designation results thus far include Asst. Harbor Safety Specialists, Asst. Pollution Investigators, Asst. Facility (Security) Inspectors, Uninspected Passenger Vessel Examiners / Commercial Fishing Vessel Examiners anticipated by July 05. The total Auxiliary Marine Safety augmentation hours for 2004 were 2,613 and the first four months of 2005 tallies an impressive 1,399. Multiple Auxiliary Trident M-Pro pins have been awarded by the command with many more to be awarded in the near future.

Monthly *scheduled* operations include four weekly land-based Harbor Patrols in government owned vehicles teamed with active-duty, reserve and auxiliary members. Auxiliary members qualified as Asst. Harbor Safety Specialists and Pollution Investigators qualify for this type of patrol. The Coast Guard owned and Auxiliary operated UTLT27 is utilized to provide a water based HARPAT platform conducted by Petty Officers while underway weekly during the summer months. During the winter months, the AUX - UTLT27 is utilized as a platform for LNG tanker escorts into Portsmouth, NH Harbor. A daily Maritime Domain Awareness patrol was instituted with two Auxiliarists aboard an underway Casco Bay Islands Transit District vessel. A scheduled Marine Environmental Response patrol twice a week as a pilot program began in 2005 comprised of two Auxiliarists in either a government owned vehicle or in an Auxiliary designated operational radio facility. On an as needed basis, Auxiliary members augment active duty members in Port State Control boardings and the inspection of marine transfer facilities.

In order to adequately cover Auxiliary members while “under orders”, the Coast Guard has designated the most active Auxiliarists with *annual non-reimbursable orders* while engaged in all missions authorized by the command. Any members not covered by annual non-reimbursable orders are authorized as “under orders” when the mission is scheduled and approved by the command, such as land-based Harbor Patrols and Marine Environmental Response patrols per the Auxiliary Manual instruction.

Contingency plans have been formulated that allows the Coast Guard command to recall to duty qualified Auxiliarists in the event of a major incident of either terrorist or environmental nature.

From an operational standpoint, the Coast Guard gains a tremendous advantage from the Northern New England Auxiliary Trident program. With MARSEC level increases, as the motivational factor, the ultimate goal of Aux Trident is to backfill active duty billets during these increases. The Auxiliary is capable of augmenting as a force multiplier to the Coast Guard in a multitude of Marine Safety missions both in direct support and, in many cases, full augmentation in non-law enforcement related missions.

Saving People from the Sea and the Sea from People

# DIVING

## More than Coral Reefs are Available

Coral Reef article courtesy of



Photo courtesy of Google

Coral reefs aren't the only places to dive. There are many spectacular places to dive where there are no reef-building corals. Some of them require specialty certifications and extra precautions, but others can be enjoyed with nothing more than an open-water certification, and a few are accessible to free diving and snorkeling.

**Kelp forest:** *Kelp* are large seaweed that thrive in underwater forests in cool, temperate waters. Gliding through these towering giants, in a cathedral-like atmosphere with long shafts of light flickering through the long and sinuous leaves, or *fronds*, is an experience you never forget. The Monterey area, in northern California, and the Channel Islands in Southern California, are some of the best places to dive in a kelp forest. Water temperature in the kelp forest usually hovers in the 60s in summer, dropping into the 50s in winter. A heavy wetsuit or a dry suit is required. Winter can bring rough water and heavy surf, but sometimes better visibility. Average visibility is about 60 feet, but it can be much less.



Photo courtesy of Nigel Moyter



Photo courtesy of  
Dan E. Bailey

**Wrecks:** Wrecks have their own undeniable fascination. There is something compelling about swimming over or through the sunken endeavors of other human beings. War wrecks are probably the most compelling of all, and the western Pacific has an abundance of them.

**Artificial reefs:** Artificial reefs are a relatively new idea. Essentially, they are sunken wrecks — obsolete ships or planes — purposely sunken to attract marine life and divers. The southeast coast of Florida has a number of these sunken artifacts. A number of ships have been scuttled off British Columbia, along with one in the Cayman Islands, and more are planned.



Photo courtesy of Google



Photo courtesy of Google

**Cenotes:** On the Yucatan peninsula, as in many low-lying tropical areas, the bedrock is limestone, the remains of ancient coral reefs. This limestone is often riddled with caves, and the caves are frequently flooded with groundwater. In places, there are vertical shafts that extend to the surface; in other areas, the ceilings of these subterranean caverns may collapse to form *cenotes* (see-NO-tays). These sunken ponds are often connected to enormous labyrinths of submarine caves filled with lots of spooky and wonderful formations such as stalactites, stalagmites, and flowstone.

**Freshwater:** Cenotes aren't the only kind of freshwater environment where you can dive. Lots of divers explore lakes, sunken quarries, rivers, and other freshwater environments — there are undoubtedly those who have never dived in ocean water at all. A cubic foot of freshwater weighs a little more than 62 pounds, while the same amount of seawater weighs 64 pounds due to all the dissolved salts. What it means is you won't need quite as much weight when diving in freshwater as you do in saltwater.

## THE WORKINGS OF THE AUXAIR GROUP OF DIVISION 16



The AUXAIR group of Div 16 works alongside the regular CG pilots as stated in MDA patrols from Indiana on Lake Michigan to Whitefish Bay on Lake Superior and covering northern Lake Huron. We take up CG pilots so that they can familiarize themselves with the local area of responsibility. We fly a CG observer from Group Soo over the northern area in the early spring to determine ice coverage and thickness so that icebreakers can be directed to trouble areas.

We fly ELT missions along the northern border. We are always on the lookout for oil mishaps or other discharges in the lakes. We make ourselves available for

any SAR cases that arise while aloft, and a few have come up. We recently supported the terror drill at Sault Ste. Marie by providing air assistance and flying local CG personnel over the area while the Corp of Engineers built a temporary bridgehead over the St. Mary's river.



Monthly we fly a logistics flight to Selfridge ANG base in Mt. Clemens, taking equipment to the base for repair and adjustment. Every year we fly over the Chicago to Mackinaw and Port Huron to Mackinaw races to give the CG and race directors an overall picture of where the race fleet is located.



Mackinaw Island from the SW

We have certain "points of interest" that we monitor as we over fly our AOR. We are always on the lookout for other anomalies that may come up such as a forest fire recently spotted in a remote area by Don Warren and reported early, keeping the damage to only a few acres.

Please contact Jim Johnson at [jimj2000@juno.com](mailto:jimj2000@juno.com) for additional information. Jim is a pilot and my AV guru in Traverse City.

Al Werdehoff, FC, AuxAir Observer, 16-05