



Communications & Training

By Karel Kester, DVC-MO

It seems I've come full circle. When I first started as a member of the M Department, about 6 years ago, I was a Branch Chief in what was then called the Special Projects Division, creating the first editions of Safety Lines and developing the first version of the M Department website. We've come a long way since then.



As Division Chief, it is my responsibility to maintain and increase communications between the M Department and the Auxiliary membership, encouraging sharing of ideas or "Best Practices," and getting the word out on program developments to the membership in general.

Your primary point of contact for information is your Marine Safety Staff Officer chain. They have the current, local information about programs in your area. If they are not able to answer questions, they come to me. I then either answer, or forward the question to the

appropriate person to get accurate, current information.

The most asked questions concern the Trident program. Each Sector implements the program differently based upon their specific needs. The Marine Safety and Environmental Protection program is a needs-based program and those needs are those of the Coast Guard Sectors, not the Auxiliary.

This means that not every qualification is available in every area. Nor can everyone qualify in a specific area who wants to. There are limits on the numbers of Auxiliarists a Sector may be able to support in a specific area based on the cost of training an Auxiliarist against other needs.

The basics of the Trident program are education, qualification and service.

The education component consists of four courses, three Auxiliary courses and one active duty course. The three Auxiliary courses are Introduction to Marine Safety and Environmental Protection, Good Mate and ICS 100.

All are available on-line through the M Department website. The active duty course is Initial Indoctrination to Marine

Safety. While the text for this course is available on-line from the Coast Guard Institute, the examination must be scheduled through an Education Service Officer (ESO) at a Coast Guard unit.

If you have problems scheduling this examination, follow your chain of leadership to your DIRAUX for assistance. All four must be completed as part of the Auxiliary Trident Device qualification.

The qualification portion of the Trident program involves on-the-job training at a Prevention Section. Qualification is not sitting in a classroom or reading a book and passing a test, although that may also be required in some areas. You must go out into the field with the active duty and do the job.

You learn to read the Code of Federal Regulations (CFR) and to recognize violations when in the field. Although you can take no action regarding what you observe, you can, and should, report as per your Standard Operating Procedures. For the Trident device an Auxiliarist must earn four qualifications.

There are 16 Auxiliary-specific qualifications from which to choose. Also, there are 35 Coast Guard qualifications which may also be earned if the local Sector permits.

Service is the bedrock of the Marine Safety and Environmental Protection programs. While qualification for the Trident device requires 96 hours per year in each of 4 years, service is not limited to just 96 hours or just 4 years.

This statement may sound strange, but, unfortunately, we have had Auxiliarists who stop working in the MSEP field

once they earn the Trident device. Like earning a Coxswain device, you've just begun to serve. Now you are a valued, Auxiliary Marine Safety and Environmental Protection professional.

Once trained, use your expertise to train others. Become a force multiplier.



Sector Baltimore awards its first 3 Trident Pins on Dec 12, 2006.

Front: Aux Dorothy Plummer, Aux Robert Cavallaro, MSTC Elisa Fusco (SecBalt Trident Coordinator) Back: MST3 Karl Banks (Trident Mentor), Aux Bruce Becker, MST2 Jacqueline Arsenault (Trident Mentor)

These guys worked extremely hard, and are to be complimented.

Photo submitted by: MSTC Elisa Fusco
Training Officer, Prevention Division
Auxiliary Trident Program Coordinator/Sea Partners
USCG Sector Baltimore

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What's New in the Marine Safety Division

By Kevin Cady, DVC-MS

The Marine Safety Division has a talented group of Branch Chiefs and Branch Assistants on staff. It is responsible for a number of critical areas in support of the U.S. Coast Guard's legacy Marine Safety roles. Our mission is to assist our parent organization, the U.S. Coast Guard, in fulfilling their mandate to protect the public and the environment by promoting safety and security of vessels, ports, and waterways through uniquely qualified members. The Division promotes Marine Safety specific programs in order for Auxiliary members to serve the Coast Guard through direct augmentation.



I am pleased to introduce the following Auxiliary national staff members currently serving in the Marine Safety & Environmental Protection Division:

Bill Tull serves as Branch Chief – Contingency Planning (BC-MSP). He resides in Lake Ozark, Missouri, and is tasked with, among other duties, the Auxiliary participation component of SONS07 (Spill of National Significance).

SONS07 will include federal, state, and local agencies potentially in Chicago, St. Louis, Memphis, and Evansville, Indiana and will test the interoperability of Federal, State, and local agencies. The scenarios being developed include an oil spill in Lake Michigan caused by a

tornado followed a few hours later by several major earthquakes in the New Madrid seismic zone in SE Missouri. There should be lots of opportunity for Auxiliary involvement.

The Branch Chief – Marine Safety Special Projects (BC-MSO) is Mr. Clyde Queen of Ozark, Missouri. Clyde is tasked with assisting the Division Chief in any of the various projects of the Division. He also coordinates sharing of Best Practices for Recreational Boating subcommittees of Area Maritime Security Committees.

Alan Sorum serves as Branch Chief – Marine Safety & Security (BC-MSS). Alan resides in Valdez, Alaska and is tasked with promoting Auxiliary support of Container Inspection Training Assistance Teams (CITATs), promotes Auxiliary direct support of Sector Container Inspection programs, Port Facility inspection support and Commercial Vessel (foreign and domestic) inspections as well as working with others in the “M” Department to develop and promote educational programs to enable Auxiliarists to support all of the above areas, including the development and maintenance of the Personnel Qualification Standards.

Mike Nolan, Branch Assistant - Container Inspections (BA-MSC) resides in San Carlos, California and is tasked with, among other duties, assisting the Marine Safety Branch Chief and is considered the “resident expert” in Container Inspections.

A resident of Jackson, Michigan, Kim Cole serves as Branch Chief - Regional Exam Center Support (BC-MSR). Kim is tasked with the stand-up of

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Auxiliary participation at Coast Guard's Regional Exam Centers nationwide. This is a new and critical program that seeks to identify and train Auxiliary members willing to augment directly with the U.S. Coast Guard in the area of Marine Safety Licensing and to provide coordination between the National Maritime Center and the Auxiliary, to include direct support of Regional Examination Centers, and provide direct support of Maritime Course auditing programs, and support of remote licensing programs.

If you have interest or desire more information in any of these Auxiliary Marine Safety programs, please contact your Marine Safety Staff Officer or visit www.auxmdept.org

Northern. Assisting her will be Judi DiMaio from District 1-Southern. Judi brings much operational experience and enthusiasm, and she has solid environmental credentials, including the AUX-MEES PQS qualification.

We'd be literally lost without the experience, knowledge and continuity provided by the rest of the Division staff: Ralph Bathelt, BC-MER, Mary Ann Chapman, BC-MEO, and Patricia Paterson, BA-MEP. Ralph is from upstate NY and will be focusing on some global climate change issues. Mary Ann is from Washington State and has been involved with Bill Tull from the Marine Safety Division in the planning for the SONS 07 large-scale exercise. Patricia is from Florida and very active in the USCG *Sea Partners Campaign*.

Transitions

by Ron Doescher, DVC-ME

As the incoming Chief of the Environmental Protection Division I will be attempting to fill the shoes of Carl Childs – a tough act to follow. Carl has done a lot to get concerns about our marine environment into the mainstream and has been helpful to me working at District level over the years. His legacy will be a pretty solid foundation to build upon.



In the coming year my goal is to sharpen our focus upon educating our members at-large about the marine environment. Our mission focus is on the seas and inland waterways, and those who use them for recreation and commerce. We must all be more than aware of that environment; we must all have a deeper understanding of what affects it and how it affects us. With that understanding we can better educate our boating public about the negative influences of our human activities on that resource and how they can help.

Along with me, we have some new people staffing the Education and Prevention Branch. Dr. Daniela Maldini will be the Branch Chief and is a respected scientist and educator in the marine environment field. She recently transferred from District 17 to District 1-

On the larger scale, global climate change is real and its impact on the oceans is expected to be dramatic and long-term. Understanding this larger environmental threat and its contributing causes should be part of our Auxiliary member training. Reducing carbon dioxide and other gaseous emissions in

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our personal and professional lives must become part of our total environmental awareness and actions. That awareness, and the mitigating actions we can take, should be passed on to our boating public through our various mission area programs (e.g., PA, PE, PV, VE, OP, etc.).

As you develop local environmental programs, please share your successes (and failures – we learn much from them!) with us. And, let us know if there are specific needs that we might be able to work on at National level.

SEMPER PARATUS!

America's Waterway Watch Program

Mary Larsen, DVC-MW

Within a few days of assuming responsibility for AWW, a request came from the Gold side for briefing material.



We were asked how many Auxiliarists are involved in the Program. My first, initial response would have been close to thirty thousand. The reasoning being, that all of us ideally are involved in waterway watch. In a sense we all are, or should be.

Every Auxiliarist who hands out American's Waterway Watch material when doing a Vessel Safety Check is involved. Every Program Visitor who stocks the rack with AWW materials is involved and every time we teach a class and distribute materials there is more

involvement. Boat show booths, public affairs events, -- all provide opportunities for involvement.

Obviously the request was for the number of program managers, or points of contact serving the AWW program.

Unfortunately, that number is far smaller.

Although ideally, each flotilla has identified a point of contact, or an individual who will ensure that materials are on hand for outreach programs it usually falls to the flotilla staff officer for that program to place an order.

As part of the 2007 goal of increasing visibility for AWW, we plan to enlist the help of district staff officers to spread the word and nudge divisions and flotillas to identify personnel willing to act as contacts.

There is a wealth of excellent information available, -- brochures, decals, posters and training materials but flotillas need to be made aware of their existence and need to order them.

An excellent way to acquaint officers and members with the materials is an exhibit at a district conference. The quality of the AWW material makes it eye catching and members will go away with ideas and samples.

Materials for an exhibit are available on request from the Auxiliary National Supply Center. There is a separate order sheet, followed by an illustration, in the online catalog from ANSC.

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So, starting with N-Train expect to hear more about increasing the number of ambassadors for America's Waterway Watch.

Operation Safe Crab

Lyn Thomas, DVC-MV

In District 11NR, more than 30 volunteers (Auxiliarists, Reservists and Active Duty members taking time off from their regular duties) fanned out in November to inspect crab fishing boats. The occasion was Operation Safe Crab, coinciding with the beginning of the commercial crab fishing season.



The volunteers spent more than 300 hours on the docks, visually surveying every boat and conducting more than 46 dockside examinations and safety checks. Not all reports are in yet, but the most important result was that there were no major casualties or loss of life as the season opened.

There is still the potential for casualties as fishermen work around the clock to get in as much crab as possible by Thanksgiving but the volunteers made a major contribution to a safe start for the season”.

Stephen R. Salmon, DSO-MS 11NR, goes on in his report to say that the crab fishery is the most dangerous in District 11. It's just this kind of initiative and cooperation that makes the Commercial Fishing Vessel Examination program

such a major success, and gives all those involved a real sense of purpose.

The saying is; *no one cares how much you know until they know how much you care*. There can't be any question about the level of caring of the volunteers of D11 for Operation Safe Crab.

Congratulations to all for a job well done and a point well illustrated.



For information on [Safety Lines](#) or to contribute please contact:

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