



## *Safety Lines Newsletter*

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As of 1 July, 2007, the Departments of Operations and Marine Safety will proceed with the first steps in a reorganization process. This process is intended to align the departments more closely with the active duty organization and to move towards a joint "Prevention" and "Response" configuration as detailed in the Proposal for Alignment of March 4, 2007.

On July 1, the following will be implemented:

1. The Marine Safety Department will be re-titled the Marine Safety (Prevention) Department
2. The Operations Department will be re-titled the Operations (Response) Department
3. The Aids to Navigation Division, its duties and incumbent personnel will be transferred from Response to Prevention.
4. The Incident Management Division, its duties and incumbent personnel will be transferred from Prevention to Response.

David Elliot  
Department Chief, Response

Greg Kester  
Department Chief, Prevention

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## Leading the way in MARINE SAFETY

By

**Brian McMahon, FSO-PA, D1NR 4-15**

Inspired by the Coast Guard's call for "saving people from the sea, and the sea from people", The First District's Division 2 has been a leader in supporting the Auxiliary Marine Safety program. In recognition of their contributions, the Coast Guard Sector Commander has authorized its Auxiliary "Trident" device for DVC-MS Kevin Cady, RCO Paul Smith-Valley, ADSO-MS Gordon Nash, and Member Robert Gelles. Two others, FC-24 John M. Dempsey and FSO-MS Wolf Dieter Dehne, are well on their way to completing the requirements of this demanding but prestigious award.

Recently, Division 2 Auxiliarists contributed 3,645 mission hours to the Marine Safety effort in southern Maine and New Hampshire. They have teamed up with the Active and Reserve to conduct weekly land-based marine observation missions, as well as using the Coast Guard owned and Auxiliary-operated UTLT27 boat for Marine Domain Awareness patrols in the summer.

Since water pollution can occur at any time, land-based Marine Environmental Response Harbor Patrols have been authorized year-round; last November, Member Bruce Benson, ADSO-MS Gordon Nash and FSO-FN James Powers visited Owl's Head, Spruce Head, Port Clyde and Tenants Harbors, Maine "showing the flag" and providing Marine Safety information to commercial fishermen.

Typically, these patrols can be conducted by a team of at least two members, and can represent any combination of Active, Reserve and Auxiliary members, as long as at least one member is a Harbor Safety Specialist (or Assistant, if an Auxiliarist).

Division 2 Auxiliarists also make daily Marine Domain Awareness patrols from the Casco Bay Islands Transit District ferries plying the southern Maine waters, and Auxiliarists like DCP Paul Smith-Valley participate in the "orange onboard" Auxiliary presence on whale-watch boats, educating the public about marine safety.

Around the district, FC Gerald James and FSO-SR Sheryl James of FL 35 have been teaching students in Public Education Courses the importance of environmentally and operationally safe boating. The Sea Education Specialists (AUX-MEES) are Auxiliarists who form a speakers' bureau available for presentations to civic and fraternal groups, as well as boating safety classes. Also in Division 3, VFC John McDermott has helped beach clean-up efforts. In Division 4, FSO-VE Richard Fitzgerald and FSO-MS Earle Bertrand have continued their devotion to the Commercial Fishing Vessel Examination program

VCP David Morin in Division 10 is the first Towing Vessel Examiner, ensuring the safety of towboat crews in Narragansett Bay. Finally, DSO-MS Ronald Doescher has been working at the District level with DSO-PE Edwin Manzano and DSO-VE William Weeks to create “shared” Assistant District Staff Officers for Marine Safety, Public Education and Vessel Examination, to incorporate more environmental education in our public courses and Vessel Examiners to remind boaters to sail lightly on our waterways.

Auxiliarists engaged in the Marine Safety program have the opportunity to work directly with the Active side in the Auxiliary’s broadest Direct Operational Support mission. (See the following story on HAR-PATs) Gold side? Silver side? At the N-TRAIN conference in St. Louis, CAPT Susan Engbert USCG noted that “We’re all blue”, we all share the same goals, and increasingly we’re working side-by-side.

Auxiliarists working alongside Regular forces are expected to share the same training and enthusiasm for the mission. Since Regulars have passed four *Incident Systems Command* courses (100, 200, 700 and 800), along with the *Initial Indoctrination Marine Safety* course from the Coast Guard Institute, Auxiliarists need to complete them as well.

Since Regulars wear the uniform carefully and proudly, Auxiliarists must make a similar effort to look sharp. Just as Regulars are diligent and dependable in carrying out their duties, Auxiliarists working alongside them must show similar dedication to the mission.

As DSO-MS Doescher points out, the motivator for an Auxiliarist to join one of these Marine Safety programs is patriotism- a strong and sincere desire to help the Coast Guard protect our country. The reward is the satisfaction of supporting important missions of the Coast Guard and the high visibility that accompanies the successful efforts of an Auxiliarist.



*Division 2 Auxiliarists have teamed up with the Active and Reserve to conduct weekly land-based marine observation missions, as well as using the Coast Guard owned and Auxiliary-operated UTLT27 boat for Marine Domain Awareness patrols.*



## PQS: Assistant Harbor Safety Specialist

By Peter F. Fagley, BA-MOP

*For many, this is the first step in the Trident Program—and it's fun.*

Assistant Harbor Safety Specialist is a Marine Safety (PQS) qualification, which opens the door to becoming a friend and co-worker of the active duty Coast Guard, and it's a great way to get started on the Trident Designation.

In qualifying for this PQS, the Auxiliarist trainee will complete the *Introduction to Marine Safety and Environmental Protection Course*. It's easy to find this course online at [www.auxmdept.org/index.htm](http://www.auxmdept.org/index.htm) Here you'll find a great outline of the various duties and responsibilities an Auxiliarist will face in the field assisting active duty Coast Guard personnel in the Marine Safety and Environmental Protection area.

The tasks required by the Auxiliarist are listed in the AUX-EK Workbook, which along with the other currently approved PQS's, can be downloaded and printed out from the main M Department website. (See TRIDENT PROGRAM).

*By the way, it's possible your local Coast Guard Command authority may require additional area specific job tasks be included within the PQS structure for this course.*

AUX-EK also requires an Oral Board; this is a general testing by a verifying (active duty) officer/mentor already holding this qualification code. When the test results and all other requirements are completed, the local Coast Guard Command authority will issue a letter qualifying the candidate as an *Auxiliary Assistant Harbor Safety Specialist*.

The intent is to familiarize Auxiliarists with the duties and responsibilities of the Harbor Safety Specialist, so the tasks are grouped together under the following headings: General, Redeployment, Deployment, Knowledge of Permit and Harbor/Zone Control Programs, Knowledge of Captain of the Port (COTP) Orders for Harbor/Zone Control and Knowledge of Waste Reception Facilities.

The key element here is the arrangement of 'on the job' tasks and the opportunity for the Auxiliarist to be assigned to duty with active duty Coast Guard personnel on their Harbor and Shoreside patrols and inspections. This familiarization with your Area of Responsibility (AOR) will prepare you for the additional PQS's dealing with the more specific areas of Coast Guard concern within the Vessels, Ports and Facilities in your area.

*Auxiliarists Wolf-Dieter R. Dehne, VFC, SO-MS, INR28 and Peter F. Fagley, BA-MOP, INR28 on HARPAT, Great Bay Marina, Newington, New Hampshire"*

My typical HARPAT (Harbor Patrol) takes place at the Marine Safety Office, Station Portsmouth Harbor, New Hampshire. Normally there are at least one active duty MST (Marine Science Technician) and one or two Auxiliarists on board. After a briefing by the Commanding Officer, we head out by car (for our Shoreside Patrol) to inspect facilities in our AOR. On this day we drive south to the Massachusetts-New Hampshire State line, the Southern reaches of our AOR. Along the way we stop at most of the fuel facilities and commercial fishing docks and at each stop we check fuel handling and for improper use or storage of various marine materials.

Along this part of the New England Coast commercial fishermen share the limited water access with whale watching vessels and pleasure craft. At each stop we hand out Coast Guard information to the owner/operators of these facilities. It's important that we respect the commercial nature of these businesses and keep open the lines of communications with all parties.

On these types of patrols, we observe and verify the ships in port, and we note their status and the general conditions and port/vessel activities. Some Commands will require a detailed patrol report, but this need is left to the individual Command and patrol requirements. One truth: You are always observing.

Our friendly conversations at each stop also contain many necessary questions as required. Every patrol is different and the variety alone makes this job training one of the most interesting PQS's

If you're interested in this PQS, look over the tasks as listed in the AUX-EK Workbook, and talk with your FSO-MS about the various courses available to you in the Marine Safety and Environmental Protection area.

It's a great opportunity because you'll be representing the Commanding Officer of the Marine Safety Office--who represents the Captain of the Port--who represents the District Commander—and the Commandant, and well, you get the picture.

This is truly a duty and service to your country. I am ever mindful of that duty when I wear my ODU uniform and participate with active duty personnel. Often people will approach and thank me for my service, and I have finally stopped explaining that the real thanks goes to the active duty person standing right beside me.

We are all serving and the Marine Safety programs offer many ways in which to make your particular contribution. The **Auxiliary Assistant Harbor Safety Specialist** training is one of the best ways to get started with your contribution.

Every patrol you participate in means one active duty member can attend to something else, a force multiplier. Good luck and please share some of your stories with us as this is your newsletter.

*Saving the Sea from People and People from the Sea*



*“Harpats provide an opportunity for Auxiliarists and Coasties to work together in a team setting.*

*“We're all blue”, we all share the same goals, and increasingly we're working side-by-side”, CAPT Susan Engbert , USCG.*

# The Trident Program PQS's

Click the link for more information on any of these PQS's.

For information on [Safety Lines](#)  
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## We're on the Web!

See us at:

<http://auxmdept.org/links.htm>

[AUX-ACP](#) - Assistant Contingency Preparedness Specialist *Auxiliarist is able to assist their local Marine Safety Office in planning for various incidents.*

[AUX-AEI](#) - Port State Control Boarding Team Assistant *may assist a qualified Port State Control Officer in conducting Port State Control boardings.*

[AUX-CI](#) - Assistant Container Inspector *Auxiliarist is able to complete an exterior Container Inspection, including a review of both the transportation markings/papers and external container integrity.*

[AUX-ED](#) - Assistant Pollution Investigator *is able to assist a qualified Pollution Investigator in completing a PI case*

[AUX-EK](#) - Assistant Harbor Safety Specialist *has the ability to assist a qualified Harbor Safety Officer in conducting a wide variety of Port Safety and Security tasks*

[AUX-ET](#) - Assistant Pollution Response Specialist *is able to assist a qualified FOSCR in an Oil Pollution Response.*

[AUX-EU](#) - Assistant Facilities Inspector, *is able to complete a routine Facility Inspection under supervision, but not to lead a facility inspection team*

[AUX-LDEV](#) - Assistant License & Document Evaluator *is able to work in a Regional Examination Center and assist with processing applications for Mariners' Credentials.*

[AUX-LDEX](#) - Assistant License & Document Examiner *is able to work in a Regional Examination Center and assist with proctoring mariner licensing exams*

[AUX-LR](#) - Assistant Liferaft Inspector *may inspect liferafts and their associated equipment in all routine periodic tests.*

[AUX-MEES](#) - Marine Environmental Education Specialist *may provide short duration (8 hour or less) seminars on selected Marine Environmental Protection.*

[AUX-MSAM](#) - Marine Safety Administrative & Management Specialist *Auxiliarist may successfully fulfill staff positions in a District or National post.*

[AUX-MSW](#) - Marine Safety Watchstander *is qualified in receiving, passing, and recording information and understand Quick Response Sheets (QRS).*

[AUX-PSC](#) - Port State Control Dispatcher *performs the vetting and dispatch functions in the Port State Control office of a Vessel Safety Branch*

[AUX-UPV](#) - Uninspected Passenger Vessel Examiner *may examine the (UPV) and their associated equipment for compliance with the applicable safety regulations.*

[AUX-UTV](#) - Uninspected Towing Vessel Examiner *may examine the (UTV) and associated equipment for compliance with the applicable safety regulations.*