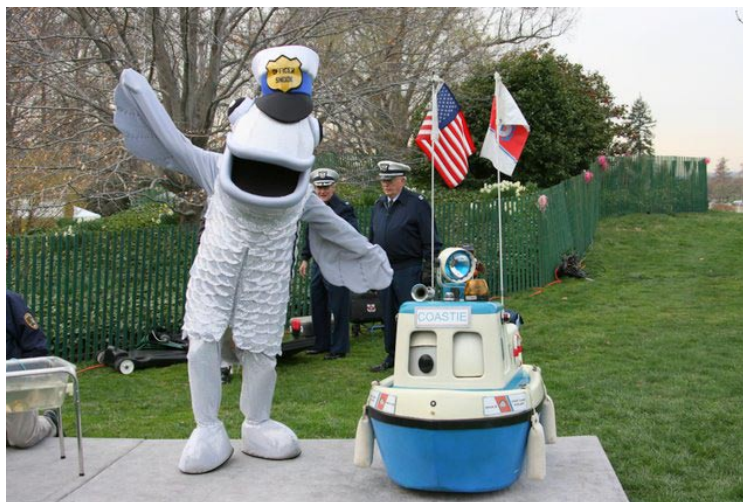


Safety Lines

Volume 9

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Officer Snook and Coastie Go to the Whitehouse...



Seen on the Whitehouse Lawn, Officer Snook was LTJG Kelley Tiffany..



Carolyn and Robert (Bob) Riggins, David Adams and CPO Michelle Birchfield, The man in the back that is blocked is David Condino from CG-5222. Photos by Margaret (Peg) Brady of CEQ, Deputy Associate Director for Ocean & Coastal Policy



Coast Guard REC Assistance in The Heartland

By Clyde Queen, CPO (RET.), BC-MSO

Merchant Mariners are saved thousands of dollars by Coast Guard Auxiliarists staffing the various remote Regional Examination Centers (REC). The recently opened a Remote Customer Assistance Office at Branson, MO has received the gratitude of numerous Merchant Mariners who did not have to make a trip to St. Louis to process their applications for an original license, or to renew their licenses.

The Auxiliarists staffing the Branson RCAO are highly dedicated men and women who often travel great distances to provide this valuable service for the applicants. Applicants who have come through the Branson REC have expressed their appreciation for this time and money saving process.

The participating Auxiliarists have attended the Regional Examination Center training and have been given official Letters of Designation by the Coast Guard. They are authorized to administer oaths to persons applying for a Merchant Marine Officer's license.

All documents submitted with the application are thoroughly scrutinized by the Auxiliarists, and all fingerprints taken must be acceptable by the FBI. Usually, one Auxiliarist examines the documents while the fingerprint technician rolls the fingerprints. It is not at all surprising that new candidates for the Coast Guard Auxiliary come into the Remote Customer Assistance Office. Most candidates are experienced seamen with years of experience on the water.

Renewing a Merchant Marine License is not a complicated process, but it does include several steps that must be meticulously completed. The RCAO volunteers inspect all documents pertaining to the application for a renewal, or original license. Licenses and Merchant Marine Documents (MMD), are only valid for five years.

An applicant starts with the basic form CG-719-B, which must include proof of qualifications, identity, citizenship or nationality, up to date service certifications and proof of physical qualifications.

The application includes a Drug Free Certification, attesting that the Merchant Mariner has passed a drug test within the past 185 days. The second part of this certification requires a statement from the Mariner's employer stating that he or she has been working under a random testing program for at least 60 days of the past 185 days, and has not failed or refused to participate in a chemical test for dangerous drugs.

Evidence of sea service must be provided if the applicant is applying for a professional requirement such as Able Seaman. An Able Seaman must have had at least one year of sea service during the past five years, or, pass a comprehensive open-book examination, or, complete an approved refresher training course, or present evidence of employment in a position closely related to the operation, construction or repair of vessels for at least three years of the past five years.

There are additional requirements for a Merchant Marine License, but this gives you an idea of what Remote Customer Assistance Office examiners look for. At the end of the day, the Auxiliary team mails in all applications and supporting documents to the St. Louis REC along with a transmittal sheet listing all of the applicants for the day.



Promotional Materials back in Stock

By Mary Larsen

Good news from Sea Partners and America's Waterway Watch, the programs now have supplies. Included in these supplies are a new series of posters designed for use in protected outdoor areas, with various regional backgrounds to spread the AWW message. There are eleven locales in all and they are listed in the ANSC inventory so go online and check them out. And even more good news, The Inky the Whale coloring book is back in stock! As most of us know, this publication is extremely popular and gets a great message out to young people. With the addition of the coloring book, the Sea Partners program once again has enough supplies to fill your orders.

Please remember that we are partnering with members of the U.S. Power Squadrons in our outreach efforts and need to make contact locally with them and see that they have supplies as well.

The message from both Sea Partners and AWW was featured at a recent training conference held in the Seventh District. At that conference over two days of sessions covered a wide array of marine safety topics and the outreach programs were included. The audience of forty or so members had questions and suggestions for the program.

At the end of January, N-Train brought together district staff officers for the M Department. They left with posters and copies of the AWW CD and ideas for working with the boating public.

We learned from both training conferences that including AWW in public education has become the accepted practice and that most try to bring in Sea Partners information as well.

The display units for AWW are in use throughout the country. They are so popular that Randy Ernst, who manages ANSC, has asked Tom Brown to develop a tracking system for them. Tom is an Auxiliarist who works at ANSC on a weekly basis. He and Lenore Combs will be working to make sure we know where the displays are at all times.

America's Waterway Watch has been a topic on the agenda for recent conferences and the outreach programs have been the focus of sessions at three of them as well.

Good Question ...

I am a UPV working out of 8ER Div 8 and I also volunteer 5 days a week at the MSU where I obtained my UPV Qual. Volume 9 of the Safety Lines said that in the past, anyone could perform a UPV and get credit for it.

The USCG unit which I qualified at stated that I also be MISLE (Marine Information for Safety and Law Enforcement) qualified as the USCG considered a UPV inspection to be a "consensual boarding" and as such, has to be entered into the MISLE database as such. And in addition to this, the USCG here requires me to be under USCG orders when I perform a UPV inspection. And while under orders, I must make my initial contact with the documented person from MSU Paducah.

So, comes my question: if in the past anyone could perform a UPV inspection, how did they manage to get that information into the MISLE database as one needs to be MISLE qualified and have USCG access to a USCG workstation to gain access to this program? This program is not accessible from the outside world.

The Reply

Each Sector handles the program differently. Some Sectors do not require the inspector to be under orders, but only under Assignment to Duty.

According to the Code of Federal Regulations, it has always been required to be designated by the OCMI (Officer in Charge-Marine Inspections)/COTP (Captain of the Port) to inspect UPVs, however; many Auxiliarists did the inspections without such designation. Last year the M Department requested a change to AUXDATA, which required completion of the UPV PQS to be allowed to claim credit for such examinations.

As far as MISLE entry, again how they are entered varies from Sector to Sector. In some Sectors, the Auxiliarist is granted access and enters the information themselves. In others, they turn in the information and it is entered by one of the Petty Officers. In the past (prior to the UPV PQS or requirement for qualification for entry into AUXDATA) Auxiliarists without proper training did not report their inspections to the Sector so they were not entered into MISLE. They were only reported in AUXDATA.

A NEW APPROACH FOR THE AUXILIARY CHART UPDATING PROGRAM

By Frank Larkin, DVC-MN

What is your view of the Auxiliary Chart Updating Program? There are a few new terms that may change your mind about this program—**Change Analysis** and **CSI-Charted Scene Investigation**. This program is definitely for members who want to use their minds and solve problems. They may have to do a little investigation in the process and gather evidence to prove their points. Our Navigation System Division goals of accuracy, credibility and professionalism play a significant role in formulating this program's new approach. After all, you wouldn't want an organization of the Federal Government to make changes on an official document or publication without proper evidence and proof. This is where you become involved in helping to resolve this problem.

The Auxiliary's Chart Updating and Small Craft Facility program reporting, therefore, must achieve a very high level of accuracy and credibility in order to be useful to NOAA. cursory observations without documented evidence and proof are a waste of your time and effort, paper and stamps. However, don't get turned off. It really is not that difficult to perform effective observations and investigations, and it is a very interesting experience and fun.



Chart and Small Craft Facility investigations are best accomplished as teams or groups. This provides a great opportunity to form Division Chart Updating Teams. The division and flotilla AN staff officers form the cadre for this team. However, every interested member should be allowed to participate.

The focus of the Chart Updating program planning is on "**Change Analysis**." This term suggests the reviewing of what is charted versus the observing of what actually exists on the ground. There are hundreds of opportunities for this activity, starting with naming errors, to missing structures, to new structures, and so forth. **Look for what is different and make a list of the changes that you identify.** This planning exercise is a great team project for an individual or can be conducted at team meetings. Review the largest scale nautical chart, the Light List, the Coast Pilot for an area. Make your initial list as comprehensive as possible. Did I mention that Chart Updating is a great opportunity for the Auxiliary Fellowship Cornerstone? Meet for lunch at a restaurant or club and spend some time developing plans for various Chart Updating opportunities.

Once a Chart Updating or Small Craft Facility opportunity list exists, focus your planning on the Chart Updating event. Zero in on a specific area that you want to check. Pre-prepare a list of the particular tasks that need observation and investigation within a small area. Write a brief description for each task on a worksheet. This gives the observer a goal for investigating the task. A chart-updating plan can involve a single task or, more frequently, will have multiple tasks, such as a marina or boat ramp where there will be a need to take fixes at each dock or ramp or at other facilities and buildings around the confines of the marina. Define each observation as a separate task and pre-number them. Assign tasks to individual team members or groups of members. Finally, schedule a date and time for the event. Also, if needed, schedule OPFAC support to accomplish the on-the-water tasks. You will get a better turnout when you plan some type of fellowship activity with your event. If you have Chart Updating novices or new members, schedule a Chart Updating training session in the morning, plan a fellowship event for lunch, and complete the on-scene observations for the afternoon.

A **CSI-Charted Scene Investigation** starts prior to the scheduled on-scene activities. Check out the Internet for information about the site that you are updating. Print out and include the information that you find as part of your evidence. Print out GOOGLE aerial photos of the area for your observers. Check the on-line NOAA Charts for the area and print out a chartlet for each observer. Mark up these chartlets with any notes that may be helpful to the observer. Also check any official publications about the area. Make copies and include them as attachments to your final report. These initial CSI investigations may initiate additional tasks.

If your chart updating activity requires the need to entering private property, be sure to secure the owner's permission beforehand.

When you are planning to check out a marina, include a Small Craft Facility Update report in your plans. Also, collect the business cards of the owners and any brochures about the facility as evidence of their existence. A print out of a facility's web site is also good evidence. Attach a separate chartlet from a NOAA Chart to your report that identifies the exact location of the facility. Plot your findings on the chartlet. Google aerial photographs do not satisfy the requirement. Don't forget to invite a Program Visitor qualified member and a Marine Safety qualified member so they can perform official visits at the facility.



Remind your members to bring along their navigation tools. Hand-held GPS sets that have WAAS (Wide Area Augmentation System) capability are invaluable. Tape measures, portable depth sounders, sounding poles, pencils, plotting tools, the largest scale chart of the area updated to the latest LNM, the pages of the Light List and the Coast Pilot for your AOR, are all required chart updating tools. Include a digital camera with the computer cord so that the digital photos can be downloaded to a central laptop computer and printed as attachments to the final report.

When you develop a detailed plan, you will find that the on-scene observations will be accomplished in quick order. Before you begin the on-scene observation process, pre-calibrate all the electronic navigation tools that will be used to collect on-scene data. Accomplish this quality check as a group just before the on-scene tasks are started. Indicate the procedure that was used to pre-check your GPS and echo sounder instruments on your final report. Also record and report the manufacturer's name and model number of your GPS Set(s). On multiple task events, record the GPS information on each worksheet that the planners provide for this purpose. See the example below.

When echo sounders are used, record the manufacturer's name and model number, operating frequency and area of coverage on your reports. This data is available from your echo sounder's manufacturer operating manual and adds great credibility to your observations.

On multi-task chart updating events, set up an on-site data-gathering location where observers are dispatched to investigate specific tasks and, upon completion of the tasks, to collect and review the task worksheets.

When the observer(s) arrive at the task-scene, a few additional instrument checks are completed as each fix and depth reading is taken.



- a. For each **fix**, the observer records either the **EPE**-Estimated Position Error or the **HDOP**-Horizontal Dilution of Position. These read-outs are available from your GPS set. The GPS set should be operating in **3D** (reading 3 satellites) or **3D Differential** (reading 4 satellites). Always record and report the date and time when each fix is taken. Observer reports the results of these GPS readings on their reports. This quality information greatly increases a report's accuracy and report credibility in the eyes of NOAA.
- b. For each **fix**, the observer records either the **EPE**-Estimated Position Error or the **HDOP**-Horizontal Dilution of Position. EPE and HDOP read-outs are available from your GPS set. GPS sets should be operating in **3D** (reading 3 satellites) or **3D Differential** (reading 4 satellites). Record and report the date and time when each fix is taken. Observer reports the results of these GPS readings on their reports. This quality information greatly increases a report's accuracy and report credibility in the eyes of NOAA.
- c. For each **depth**, the observer corrects the depth readings to local datum. When an OPFAC is used, the depth is corrected for the position of the echo sounder's transducer. Add this figure to the echo sounder's depth reading. In tidal areas, the depth is corrected for the height of tide. Height of tide is available from the Almanac Screen on a GPS. Subtract this figure from the echo sounder's depth reading. Record and report the date and time with each depth observation.

Each observer makes a recommendation for each task that they investigate. This recommendation should only be based and supported by the evidence gathered on-scene. The completed task report(s) is returned to the on-site data-gathering location where each task is reviewed and plotted on the NOAA chart. The review team also evaluates the observer's conclusion and recommendation. Sometimes, it may be necessary to redefine the task and dispatch the observer for further investigation.

The review team prepares a final Chart Updating Report for NOAA. On multiple task events, each observer's worksheet must be included. Every bit of evidence that is collected is attached to the final report. Assign control numbers to each task and reference these control numbers on chartlets, the observer worksheets and photos so that the NOAA cartographer will have an easy job understanding the submissions.

A digital photograph is an important piece of evidence and proof for every observation and as support for each task recommendation. Photograph every task. Try to include a charted object in each photograph. Also, reference the task or PLN-Position Locator Number on each photograph. Take and report a fix at the point where the photograph is taken. Also, report the true bearing to the object that you are photographing or include the fix

of the object in your report. For a multiple task event, attach all photos to the task appropriate worksheet. Include a brief sentence about the purpose of each photo and how it contributes to the overall proof of the task.

No.	1	Position Location Number - PLN	12	Time Depth Taken	Observed Depth	Height of Tide	Depth at Datum
Describe the task: Identify the end of Dock C in the marina.				N/A	N/A	0.0	0.0
Report Findings and Proof: Fix and photo taken at the offshore end of C Dock. GPS was operating in 3D Differential mode. Observed LAT/LON plots off 100 feet at 050 True from the currently charted location. Photo labeled PLN 12.				Latitude	EPE / DOP		10.5 ft
				Longitude	Time FIX Taken		1345
Recommendation Correct the charted location of the offshore end of C Dock to the observed LAT/LON.							

Sample of a typical observer worksheet section.

Send your completed Chart Updating and Small Craft Facility reports to your DSO-AN (or designee) for final screening before it is sent to NOAA. Do not send your reports directly to NOAA. You will not receive credit for your NOAA Chart Updating activity when you mail them directly to NOAA.

Finally, your Chart Updating job is not done until you prepare an “ANSC 7030 Activity Report – Mission – Individual” and forward it to your SO-IS. Use Mission Code 41 to report CU-Chart Updating and SCF-Small Craft Facility activity. Each member who participates in this activity may take full credit for their travel time, time on-scene, and time preparing reports.

Direct any questions about the Chart Updating and Small Craft Facility programs to DVC -MN. Frank Larkin at FrankJLarkin@verizon.net or at 978-263-3023, or to BC-MNC, Ed Martin at Ed.Martin@noaa.gov .



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