



Safety Lines

The Newsletter of the
Department of Marine Safety and Environmental

United States Coast Guard Auxiliary
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Marine Safety Department Sets Plans for N-TRAIN 2000

New Year, new millennium – and National staff and DSO's are preparing for N-TRAIN 2000 and an exciting new training program.

We welcome DSO-MS's: Pamela Korejwa, James H. Smith, Linda Boice, Samuel R. Carter, Jr., Joseph Graden, William W. Andres, Donald J. Samuels, Greg B. Kester, Mitchell T. Kamlay, Allen J. Knish, Jay Croy, Damaso "Sarge" Sutis, Harry Reinstein, Tom Liebert, Dan Dail, Calei Ewing and Marie M. Scholle to St. Louis this year.

The year 2000 marks the beginning of the fourth year of the Marine Safety Department in the Coast Guard Auxiliary. We've had the opportunity to watch the development of exciting new programs and opportunities to support the Coast Guard and we're looking forward to strengthening these programs over the coming year.

The last year saw a significant growth in our activity in commercial fishing vessel safety as we tracked the Coast Guard's concerns and developed an extensive program of dockside vessel examinations and a pilot "dockwalkers" program to provide both recreational and commercial boaters with marine safety and environmental protection information.

Our environmental outreach and public education programs continued with each of the Districts supporting the Sea Partners program with Reserve and Active Duty counterparts. We trained Auxiliarists in bilge water sampling and augmented local Coast Guard units to prevent the spread of aquatic nuisance species – critters who hitch a ride in the ballast water of ships from foreign ports and pollute American coastal waters

when they arrive here. And we've worked with the Marine Environmental Education Foundation to promote National Clean Boating Week – a reminder to all boaters to use pumpout stations and not pollute the waters we all enjoy as recreational boaters.

Over the last few years we've worked to make Auxiliarists aware of the need to know, understand and report marine pollution and hazardous materials that they've discovered in the waterways. We've distributed copies of basic training video tapes on HAZMAT awareness to each DSO-MS and DSO-MT and encouraged all members to learn the signs of a HAZMAT event and how to stand off and make a proper report. And we've distributed "basic awareness" tags on marine pollution to every flotilla in the United States in order to make sure that every unit and every patrol has the basic information necessary to identify dangerous situations and to know how to report pollution incidents.

We've made major strides in developing an Auxiliary capability for emergency response planning. The national guide for emergency response planning was presented two years ago and we've organized ongoing efforts to train District staff officers on this program and how to develop emergency response planning capabilities within their Districts. This is a true partnership effort with the Coast Guard and with State and local government emergency response agencies. While the Auxiliary has extensive resources and assets, our ability to use them is directly tied to our participation in a cooperative effort to plan the response program. The new guidelines document does this. We're continuing our efforts to insure that this program is adopted throughout the Auxiliary.

Our work includes a national program on member health and safety, with a top-notch staff of medical and health professionals

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leading the way. We've developed a national program to prevent the spread of blood borne pathogens (human diseases that can be transmitted by blood, saliva and other body fluids) and we've taken the lead in training active duty, Reserve and Auxiliary members in this important need-to-know area. We've developed a "Life Saver" program to take first aid/first responder capabilities to new heights on Coast Guard vessels and we've worked out arrangements for Auxiliary medical professionals to serve side-by-side with active duty and Reserve personnel.

The Department and its programs have provided a new avenue of participation for Auxiliary members and provided new opportunities for members to support the work of our customers: the Coast Guard and the States. The rapid growth and extensive support of Auxiliary programs in this area comes as a direct result of both the Coast Guard's interest in this area and readiness of Auxiliary leadership to accept these new challenges and opportunities.

Rear Admiral Robert North, Assistant Commandant for Marine Safety, highlighted the work of the Auxiliary's marine safety and environmental protection program with the following message sent to all marine safety commands and units in the Coast Guard:

"All units are encouraged to explore increased opportunities for employing Auxiliarists as part of Team Coast Guard in supporting unit missions." (December 1996)

Coast Guard support for Auxiliary marine safety programs continues with N-TRAIN 2000. All DSO's will join Coast Guard headquarters staff, Auxiliary national officers and marine safety staff members for a busy weekend of training and update on marine safety programs and activities.

A special word of thanks is due to the Office of Response (G-MOR) for its continuing support in underwriting the costs of the N-TRAIN conference for the Auxiliary. Let's make the most of this investment by passing the word along and insuring that all district and local M Staff receive this information.

Marine Safety and Operations Programs - A Partnership

What is different about M and O? One of the reasons the Auxiliary Departments of M and O are in the same directorate is to make sure each complements the other.

The M areas involve a lot of prevention activities: strategic planning for hazards and emergencies; safety programs and activities aimed at commercial vessels and crews; and public education to protect the marine environment. The O areas typically involve immediate and real-time activities: SAR, over-flights, communications, etc. In other words, we in M should be providing support to and working with our counterparts in O.

M does not own boats, O does; M does not own aircraft, O does; and, M does not own radios, O does. However, M owns expertise when it comes to safety practices and technical issues associated with vessels, water structures, etc. M owns expertise in areas that provide information about how vessels, both recreational and commercial, affect the water and the marine environment. M owns the talent to develop plans to facilitate port safety, security and pollution prevention, as well as plans to handle chemical or oil releases that could severely damage the marine environment.

We in M can develop activities, programs, plans, etc., then we turn to O to provide the expertise and equipment for operations that will accomplish the desired results. The M program should not be viewed as competition, but rather as a resource to complement and support other programs.

David L. Sargent, DC-M

Safety Lines is distributed to AUXWEB; the National EXCOM; all National Board Members; the Chief Director and all District Directors of Auxiliary; all DSO-MS and DSO-OP officers; and by copy to all District, Division and Flotilla M staff.

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