



SECSENEINST M16798.1

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SECTOR SOUTHEASTERN NEW ENGLAND AUXILIARY OPERATIONS INSTRUCTION  
M16798.1

Subj: SECTOR SOUTHEASTERN NEW ENGLAND AUXILIARY OPERATIONS  
INSTRUCTION

- Ref:
- (a) Auxiliary Manual, COMDTINST M16790.1 (series)
  - (b) Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series)
  - (c) Auxiliary Boat Crew Training Guide, COMDTINST M16794.51 (series)
  - (d) Rescue and Survival Systems Manual, COMDTINST M10470.10 (series)
  - (e) U.S. Coast Guard Addendum to The United States National Search and Rescue Supplement (NSS), COMDTINST M16130.2 (series)
  - (f) U.S. Coast Guard Maritime Law Enforcement Manual, COMDTINST M16247.1 (series)
  - (g) Auxiliary Claims Guide, MLCLANTINST 5890.3 (series)
  - (h) AIRSTA Cape Cod Local Air Operations Manual, 3710.IF
  - (i) Motor Vehicle Manual, COMDTINST M11240.9 (series)
  - (j) Small Boat Waiver Instruction, SECENEINST 16114.1 (series)

1. PURPOSE. The purpose of this document is to establish policy, procedures and standards for safe and efficient Auxiliary Operations.
2. ACTION. This guide must be reviewed annually for accuracy and applicability, upon promulgation of new guidance or any revision of current references. Errors or updates should be brought to the attention of the Sector Southeastern New England Auxiliary Liaison Officer and Auxiliary District Captain.
3. DISCUSSION.
  - a) The mission of the Coast Guard Auxiliary is to assist the Coast Guard in any mission or operation authorized by law and the Commandant. Title 14, United States Code (USC), Section 826 and 14 USC Section 831 authorize the Coast Guard to use suitably trained Auxiliarists and Auxiliary facilities.
  - b) The Auxiliary is an integral part of Sector activities including safety and regatta patrols, search and rescue, training patrols, investigation of aids to navigation discrepancies, standing communications watches, and providing invaluable support for a variety of administrative and logistical tasks.
  - c) Many manuals, instructions and guides exist to assist with the planning and execution of Auxiliary operations. The purpose of this Instruction is to serve as a single reference point for

the majority of routine operations and missions. If additional details or information is required, the referenced material should be used.

4. COMMENTS.

- a) The Auxiliary District Captain for Sector Southeastern New England (DCAPT-S) or a designee is responsible for the content and upkeep of this Instruction and will coordinate with the Commander, Sector Southeastern New England and the Auxiliary District and Sector Operations Officers (DSO-OP and ADSO-OP) for Sector Southeastern New England.
- b) The enclosures of this document can be updated under the signature of the Auxiliary DCAPT-S. The intent is to facilitate the update of contact information and other time-dependent information in these enclosures without the lengthy review cycle that would be appropriate for changes in policy.



C. J. PRINDLE  
Captain, U.S. Coast Guard  
Sector Commander, Sector Southeastern New England

**RECORD OF CHANGES**

<b>CHANGE NUMBER</b>	<b>DATE OF CHANGE</b>	<b>DATE ENTERED</b>	<b>ENTERED BY</b>

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**ACRONYMS AND ABBREVIATIONS USED IN THIS DOCUMENT**

<b>Abbreviation</b>	<b>Definition</b>
ADAFO (form)	Authorization for operation form completed by vessel owners, which allows other coxswains to operate their vessel under orders; part of Form ANSC-7003, Facility Inspection and Offer of Use.
ADSO	Assistant District Staff Officer; Auxiliary staff position as in ADSO-OP (operations).
ALCOAST	Prefix for messages from CG Headquarters directed to “All Members of the Coast Guard.”
AOR	Area of Responsibility; geographic area patrolled by assets from a specific CG unit.
ASC	Auxiliary Sector Coordinator.
ATON	Aids-to-Navigation.
AUX	Auxiliary; as in USCG Auxiliary (USCGAUX).
AUX DATA II	Auxiliary Patrol Order System.
AUXFOR	Auxiliary Field Observation report.
AUXULO	Auxiliary Unit Liaison Officer (an Auxiliarist, one person per Sector; not to be confused with “Auxiliary Liaison” which are active duty officers or petty officers at sector and each unit).
AWARE	Auxiliary callout electronic system from EVERBRIDGE Inc.
B-0	“B-Zero” refers to a vessel under orders and on stand-by for immediate mission assignment at dockside.
BQ	Basically Qualified — A level of Auxiliary member training and certification.
CCP	Credit Card Program; for fueling OPFAC. (Program Eliminated)
CDO	Command Duty Officer.
CHATTER	Means of communication with members with in the AUXDATA II Program
CO / OIC	Commanding Officer / Officer-in-Charge.
COMDTINST	Commandant’s Instruction; prefix for policy manuals promulgated by the Coast Guard.
COMMS / COMMEN	Communications / Communications Center.
D1NR	First District Northern Region.
DIRAUX	Director of Auxiliary.
EPIRB / PEPIRB	Emergency Position Indicator Radio Beacon / Personal Emergency Position Indicator Radio Beacon.
FSO	Flotilla Staff Officer; Auxiliary staff position at the local flotilla unit level.
GAR	Refers to GAR 2.0 a risk assessment that should be conducted prior to any operations and appended to the float plan.
MARB	Marine Assistance Request Broadcast.
MARSEC	Maritime Security Condition.
MOM	Maritime Observation Mission; an Auxiliary non-law enforcement observation & reporting mission.
OIA	Order Issuing Authority.
OP / OPS	Operations.

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OPFAC	Operational facility; AUX boat, aircraft or radio facility that has been inspected and accepted for use as a CG operational asset.
OPORDERS	Operational Orders.
OPTASK	Operational Task or Tasking; as in bi-weekly message from SECBOS detailing operations.
OWT	On-Water-Training.
PATON	Private Aids to Navigation.
PFD	Personal Flotation Device.
PIO	Preliminary Inquiry Officer; conducts initial investigation of a mishap occurring during operations.
PPE	Personal Protection Equipment; such as PFDs or exposure suits.
PWCS	Ports and Waterways Coastal Security; as in PWCS missions.
SAR	Search and Rescue.
SECBOS	Sector Boston; as in USCG Sector Boston.
SENE	USCG Sector Southeastern New England.
SMC	SAR (Search and Rescue) Mission Coordinator.
SO	Staff Officer; Auxiliary staff position at the Division unit level, a Division is composed of 5 flotillas.
TCT	Team Coordination Training
VHF	Very High Frequency; maritime frequencies are found in this radio spectrum.
XO / XPO	Executive Officer / Executive Petty Officer; second in command at a USCG unit

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## CHAPTER 1 ORGANIZATION

- 1.1 Understanding and adhering to the administrative and operational relationship between the Coast Guard and Coast Guard Auxiliary is essential to ensure all matters of operational concern are appropriately passed through the Coast Guard chain of command and the Auxiliary chain of leadership and management.
- 1.2 The Auxiliary Liaison Officer (AUXLO) and the ADSO-OP must work with the Sector Command and Sector Auxiliary chain of leadership and management to provide immediate input and timely response to requirements for Auxiliary support to facilitate Auxiliary services to Sector Southeastern New England (SENE). Names, phone numbers and e-mail addresses for elected officers and operations officers in Auxiliary units subordinate to Sector SENE are listed in Enclosure 6. The Auxiliary District Captain shall be responsible for annual updates to this enclosure.
- 1.3 Enclosure 1 outlines the organizational relationship between Sector SENE, its subordinate units, and the Auxiliary units that support them.
  - 1.3.1 Phone numbers and e-mail addresses listed in enclosures to this instruction are **FOR OFFICIAL USE ONLY** by the U.S. Coast Guard and U.S. Coast Guard Auxiliary. They are subject to provisions of the U.S. Privacy Act of 1974, 5 USC § 552a (2000).
  - 1.3.2 Personnel information in the enclosures to this instruction may change on an annual basis and should be considered as subject to renewal on 01 January of each calendar year. The Auxiliary elects its leadership, the District Captains, Division Commanders/Vice Commanders and Flotilla Commanders/Vice Commanders, to serve one-year terms but they may be re-elected for one additional consecutive term. This elected leadership appoints Operations Officers and all other staff annually. There is no term limit to staff re-appointments (ASC for example).
  - 1.3.3 To facilitate communications between the Auxiliary and Coast Guard commands, each Coast Guard unit's Commanding Officer/Officer in Charge who received the support of an Auxiliary unit shall designate an Auxiliary Liaison to coordinate Auxiliary program management at the unit. These designations shall be in writing with a copy provided to the Sector SENE Auxiliary Liaison Officer.



**CHAPTER 2 ASSIGNMENT TO PATROL**

- 2.1 Sector SENE is the Order Issuing Authority (OIA) which authorizes Auxiliary operational facilities to conduct patrols within the Sector SENE Area of Responsibility (AOR) as required by Commander, Sector SENE.
- 2.2 Patrols shall be coordinated with each Operational Facility's (OPFAC) respective controlling unit. The CO/OIC or Operations Officer at their controlling unit will determine areas of patrols, needs of the unit, and to coordinate training. When a request for a patrol has been made, entered into the AUX DATA II and approved by the OIA, the patrol can be conducted.

## CHAPTER 3 AUXDATA II PATROL ORDER MANAGEMENT

- 3.1 In 2020 AUXDATA II replaced both AUXDATA and AOMS as the single management tool for all Auxiliary Operations. Both the OPFAC Offer for Use and the Patrol Order Request/Approval process is now handled in AUXDATA II. The primary purpose of the AUXDATA II Patrol Order module is to provide a management tool that ensures the accuracy of data collected, generated, and submitted for the timely reimbursement of expenses associated with the movement of Auxiliary facilities under Coast Guard orders.
- 3.2 The primary functions of AUXDATA II with regard to Operations are:
  - 3.2.1 Document and approve facilities that are offered for use.
  - 3.2.2 Request/issue patrol orders.
  - 3.2.3 Document cost, crew hours and mission details of a patrol.
  - 3.2.4 Verify/approve reimbursements.
- 3.3 Sector SENE will serve as the OIA for patrols within the Sector AOR. Patrol requests must be submitted via AUXDATA II by qualified Auxiliary facility owners or coxswains. Once the patrol has been requested, the OIA will review the request, and either approve or reject the request. All patrol order requests must have final approval from the OIA prior to execution. The OIA holds full discretion to approve or deny for any standard they deem necessary for risk management.
- 3.4 All Patrols are subject to cancellation if they are not in direct support for Active Duty Stations. This shall be voiced in the comment section of the AUXDATA II order request or sent to the owner/coxswain through Chatter.
- 3.5 An owner or coxswain may cancel approved patrols. To do so they must access the Patrol Order, change the status to “Cancelled” and select a reason for the cancellation from the pick list provided.
- 3.6 All patrol requests must be submitted via AUXDATA II no later than 7 days prior to the scheduled patrol. Orders may not be approved if requested within 7 days of the intended patrol. Orders created less than seven (7) days in advance must be brought to the AUXLO’s attention via phone for explanation.
- 3.7 Requests shall be accompanied with “Comments” with “Key Words”. These “Key Words” are utilized to show deliberate intent to directly assist the AD unit of whose AOR the Auxiliary facility is assisting. The “Key Words” are as follows:

- 3.7.1 Direct assistance, Assistance, Communicated with, Requested, In support of, To help.
- 3.8 OPFAC owners must request orders via AUXDATA II. Coxswains who are not the owner of the OPFAC may also request orders via AUXDATA II. In this case, however, the non-owner coxswain must be identified in AUXDATA II and through the AUXDATA II Facility Module as an authorized Operator for the OPFAC.
- 3.9 Patrol planning and scheduling activities must be coordinated through the appropriate staff officers in the Auxiliary chain of leadership and management: Flotilla Operations Officer (FSO-OP), Division Operations Officer (SO-OP) and the Assistant District Operations Officer (ADSO-OP) Sector SENE.
- 3.10 In the event an Auxiliary OPFAC is needed for immediate mission needs, verbal orders may be requested via the controlling unit to the Sector Command Center. The Command Duty Officer (CDO), the Sector AUXLO, or higher Sector authority must approve verbal orders. The verbal order must be logged in the unit logs, however that is done or via an email. Either is acceptable so long as the Auxiliarist is properly assigned to duty. Properly designated OPFACs may be used for patrols or search and rescue (SAR) callouts.
- 3.11 Questions and assistance with AUXDATA II.
- 3.11.1 Active duty personnel with questions about AUXDATA II should be referred to the Sector SENE OIA or the District Information Services (DSO-IS) staff officer. Contact information for these personnel is included in this Guide in Enclosure 6. Questions may also be referred to the Sector or unit Auxiliary Liaison.
- 3.11.2 Auxiliary personnel with questions about AUXDATA II should follow the Auxiliary chain of leadership and management and consult with their FSO-OP (Flotilla Staff Officer-Operations) and/or FSO-IS. Issues not resolved at that level can be referred on to the specific Division SO-OP, Division SO-IS and the Sector SENE ADSO-OP through the Chain of Leadership and Management.

**CHAPTER 4 CGAUX PATROL ORDERS**

- 4.1 All patrol orders provide for liability coverage. Patrol orders also provide payment for authorized expenses incurred during the mission.
- 4.2 After conducting a patrol, it is the owner/coxswain's responsibility to complete the documentation necessary for reimbursement (as applicable). Following the patrol, the Patrol Order Record, including the Activity Logs documenting crew time, must be completed, electronically signed and submitted through AUXDATA II. Any receipts must be scanned and uploaded to the Patrol Order Record. The Patrol Order record is submitted when the status field is changed to "Complete".
- 4.3 Non-reimbursable patrol orders provide for liability coverage only. After conducting a patrol under non-reimbursable orders, it is the owner/coxswain's responsibility to complete, electronically sign and submit the Patrol Order Record in AUXDATA II.
- 4.4 The Patrol Oder Record in AUXDATA II should be submitted within seven (7) days of completing the patrol. After 30 days the system will automatically cancel the patrol. To reactivate a cancelled patrol, the owner/coxswain must contact the AUXLO.

## CHAPTER 5 AUXILIARY MEMBER CALL OUT AND ACCOUNTABILITY

- 5.1 EVERBRIDGE is the First District Northern Region Auxiliary automated emergency call-out system. Designated users of the system may notify select groups of members such as coxswains and crews or unit staff officers of a call-out. The AWARE system eliminates a need for calling trees and the need for one person to make several calls. The designated user can choose to send a message via phone, cell phone, text message, email or all of these means as selected by the member.
- 5.2 AWARE is also used as a method to reach every Auxiliary member within First District Northern Region to ensure their well-being and safety in the event of a natural disaster or large-scale incident. The Commander, First Coast Guard District and the Commander, Sector SENE believe that it is essential to have full accountability of all team Coast Guard members and Auxiliary members may not opt-out of an accountability call list.
- 5.3 Sector SENE designated users are the District Commodore, District Chief of Staff, District Captain South, Division Commanders, Flotilla Commanders, Assistant District Staff Officer-Operations and Auxiliary Sector Coordinator. Designated officers must ensure that they identify a back-up officer to perform this function if required and that all authorized users are familiar with call-out and accountability procedures including proper reporting.
- 5.4 Members who receive an emergency message may easily and automatically acknowledge that message. This ensures that the originator of the message knows who has received the message and who may be available to respond.
- 5.5 Call-outs and accountability operations or drills may only be initiated by the Commander, Sector SENE or the Commander, First Coast Guard District. However, Auxiliary District, Division and Flotilla units should determine and follow a unit's Training and Exercise Program, similar to the program in the DHS Homeland Security and Exercise Evaluation Program (HSEEP) with regular call-out or accountability drills.
- 5.6 Determination of AWARE database membership, as well as upkeep of said lists, is the responsibility of individual Flotilla and Division Commanders and First District Northern Region DSOs.
- 5.7 The use of Auxiliary facilities and personnel as a force multiplier is a necessity for Coast Guard operations. In some instances, Auxiliary support may be required for an unplanned event. In order to provide a rapid means of mobilizing Auxiliary resources, each Auxiliary Division in Sector SENE will promulgate a call out plan in cooperation and consultation with the active duty unit it supports.
- 5.7.1 The call out plan shall include a call out list of personnel and operational assets to facilitate the rapid identification of available resources.

- 5.7.2 The call out list will be amended as necessary and reviewed annually.
- 5.7.3 Only properly designated OPFACs may be used for patrols or SAR callouts.
- 5.8 In addition to scheduled patrols, Auxiliary resources may be called out whenever the active duty unit requires said resources. Missions may include, but are not limited to:
  - 5.8.1 SAR response or standby.
  - 5.8.2 Pollution response.
  - 5.8.3 Public affairs.
  - 5.8.4 Training support.
  - 5.8.5 Logistic support.
  - 5.8.6 A surge operation that depletes unit resources.
- 5.9 Verbal orders may be requested from the Sector Command Center by the controlling unit.
- 5.10 The Sector OIA, or higher Sector Authority (if OIA is not reachable) must approve verbal orders (reference (b)).
- 5.11 The CDO (in consultation with the Sector OIA or higher Sector Authority) will issue a temporary order when verbal orders are approved. Sub-units are not authorized to issue verbal orders.
- 5.12 Controlling units using the Auxiliary to support a B-0 boat readiness posture will coordinate such plans with the Sector Response Department.

**CHAPTER 6 AUXILIARY AUGMENTATION**

- 6.1 Auxiliarists are authorized by reference (b) to augment Coast Guard units by providing a variety of administrative and operational support. The specific policies for support missions of the Coast Guard are stated in the Auxiliary Manual (reference (a)).
- 6.2 Boat crew augmentation by Auxiliarists is encouraged onboard all USCG Station small boats within Sector SENE. In accordance with references (b) and (c), Auxiliarists can be authorized onboard as part of a regular crew when boats are involved in missions in local waters. This requires training and maintenance of currency to the standards of Coast Guard active duty crew members. During the post SAR boarding required following a SAR case, Auxiliarists shall only observe and must take no action which could be interpreted as being part of the boarding operation.
- 6.3 Auxiliarists with a valid state driver's license may use government vehicles for official business, only after obtaining permission from the Sector Commander, Sector Logistics Officer, unit Commanding Officer or Officer-In-Charge or their designee. Specific rules governing the use of government vehicles must be adhered to by all users and passengers and may be found in reference (i).
- 6.4 Whenever Auxiliarists are onboard Coast Guard assets, they shall be in appropriate uniform in order to clearly identify them as Coast Guard Auxiliary personnel.

**CHAPTER 7 CREW REQUIREMENTS; OPERATING PARAMETERS**

- 7.1 Except where identified otherwise, the following guidance is taken from reference (b).
- 7.2 All underway facilities under orders will be fully crewed and mission capable including during transits between homeport and patrol area. Active duty Coast Guard members may be counted toward minimum crew only if they are qualified in the Coast Guard Active Duty Boat Crew Program and only if entered in AUXDATAII as an active duty crewmember
- 7.3 Auxiliary heavy weather (i.e., sustained gale force or stronger wind) operations are not permitted.
- 7.4 Minimum Auxiliary Facility Crewing Requirements.

- 7.4.1 The below standards are minimums when operating in water temperatures of 60°F or greater (see Chapter 14 for cold-water operations). OIAs or the coxswain may increase these standards taking into account the facility capabilities, mission, crew experience, and environmental factors.

	Coxswain	Crew	Total
Vessels under 26'	1	1	2
26' to less than 40'	1	2	3
40' to less than 65'	1	3	4
Vessels 65' & over	1	4	5

- 7.4.2 A trainee or an authorized guest aboard a facility cannot be used to fulfill the minimum crew requirements as listed in the table above. Requirements, as listed, must be fulfilled by Auxiliarists or other Coast Guard personnel fully qualified as coxswain or crew. Coxswains are responsible for assuring that all crew, including themselves, are qualified and capable before getting underway.
- 7.4.3 These requirements are minimums; OIAs and coxswains may, and are encouraged to, add personnel to increase mission effectiveness and efficiency. Furthermore, the OIA or the coxswain may decide to increase standards due to the nature of the mission, facility capabilities, crew experience, or environmental factors.
- 7.5 Maximum operating parameters shall be determined using the Sector SENE Auxiliary GAR 2.0 Model which includes a risk assessment evaluation under the auspices of the controlling unit and ADSO-Operations. The requirement for the GAR Risk Assessment is in addition to guidance from reference (b).



**CHAPTER 8 OPERATIONAL RISK MANAGEMENT AND FATIGUE STANDARDS**

- 8.1 It is imperative that operational risk management precedes and is used continuously throughout every mission until its safe conclusion, including, but not limited to, GAR 2.0 Risk Assessment Evaluation under the auspices of the controlling unit prior to getting underway. The precepts of Risk Management (RM) shall be strictly applied to all Auxiliary missions.
- 8.2 Evidence exists to associate a high percentage of mishaps with prolonged operations and crew fatigue. Since fatigue adversely affects operational capability and safety, the practice of crew endurance management shall be applied during Auxiliary operations.
- 8.3 Crews must be assured sufficient rest/recovery time in accordance with all applicable provisions of reference (b).
- 8.4 As general guidance, units should refer to the Boat Crew Fatigue table in reference (b) and conduct critical risk-assessments for all Auxiliary operations.
- 8.5 Fatigue Waivers. The Sector Response and Prevention Department Heads have delegated authority to grant fatigue waivers for AUX crews. AUX crews shall notify the controlling unit if they are expecting to go over the maximum underway hours. Controlling unit will follow guidance in reference (j).
- 8.6 Once an Auxiliary patrol has reached the maximum hours underway as indicated in reference (b) they are available for emergency SAR only. Auxiliary facility operators must advise the controlling unit when the facility is approaching its maximum operating hours.
- 8.7 Any mission occurring between 2300-0500 should be considered "higher risk" because it interrupts normal crew physiological cycles.
- 8.8 Each Auxiliarist has a responsibility to evaluate whether he or she can handle the added stress of a mission. Effects of prescription drugs, weather, sea state, length of patrol, physical exertion and illness are just a few of the factors that affect safe mission completion.
- 8.9 If there is any doubt, the coxswain shall terminate the patrol. The safety of the Auxiliary crew and the boating public outweigh the importance of completing the mission.

## CHAPTER 9 PERSONAL PROTECTIVE EQUIPMENT (PPE) FOR AUXILIARISTS

- 9.1 Personal Protective Equipment (PPE) requirements are established in reference (d) and may be referenced in greater detail in that manual.
- 9.2 To maximize the use of the Auxiliary for a year round on-water presence, it is necessary that crews wear various types of PPE. All Auxiliary crews must don the required PPE in accordance with reference (b) prior to departing on a mission.
- 9.3 The table identifying the required PPE is contained in Enclosure (2). Between 01 October and 15 May, Auxiliarists shall consult with the controlling unit to determine the water/air temperature and required PPE prior to conducting patrols. Anytime the water temperature is below 60°F, hypothermia protection is required.
- 9.4 All crewmembers and guests are required to don the required PPE prior to getting underway. The coxswain is ultimately responsible for ensuring all PPE is worn correctly; however, all crewmembers shall identify any PPE discrepancies. No persons shall get underway without the required PPE.
- 9.4.1 Commanding Officers and Officers-In-Charge, on a single mission basis only, may modify the requirement for *wearing* a hypothermia protective device only after a determination that the risk associated with crew performance degradation, thermal stress, and environmental considerations are offset by the benefits associated with the waiver. The requirement to wear the PPE may only be modified up or down one level.
- 9.4.2 This waiver provision is provided to ensure the unit has optimal flexibility in mission planning. However, the waiver provision is not authorization to justify granting blanket waivers as unit standard operating procedure.
- 9.4.3 Additionally, when operating with a waiver, the required hypothermia protective devices must be onboard and donned by all crewmembers if the conditions for which the waiver was granted change.
- 9.5 Operating during the winter months exposes crews to an extremely harsh environment where survivability is critical. The physical condition of an individual or any physical impairment should be carefully scrutinized before any Auxiliarist is considered for participation in winter operations. Each Auxiliarist issued a dry suit will be required to complete an annual open water survival exercise. This survival exercise may be scheduled with one of the Sector sub-units.
- 9.6 Only those personnel who qualify in the use of dry suits may receive dry suits and the associated gear for cold weather operations will be allowed to operate when both the air and water temperature is below 50°F.

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- 9.7 Personal Clothing and Equipment Record, AF Form 538, or an approved comparable method shall be used to document the issuance of personal clothing and equipment. Accountability is maintained by the issuing command through periodic inventory inspections. A copy of AF Form 538 will be forwarded to the DIRAUX for accountability when requested.
- 9.7.1 Auxiliarists who receive dry suits from their local CG station will be required to ensure the proper preventive maintenance (PMS) is completed and documented for their equipment by their controlling USCG station.
- 9.7.2 If an Auxiliarist decides to opt out of the winter operations program, the dry suit and carry bag must be returned to their controlling USCG station.
- 9.7.3 In addition, an annual inventory will be required to ensure the PMS is being conducted and the accountability of all items is reported to the OIA. It is recommended that the annual inventory and PMS be scheduled with the facilities local USCG station.
- 9.7.4 Auxiliary boat crews, when operating under orders, shall wear the appropriate Coast Guard approved type I, II, III or V inherently buoyant or Coast Guard approved automatic inflatable PFD at the controlling unit's discretion.
- 9.7.5 The use of automatic inflatable PFDs is authorized on Auxiliary facilities under orders in accordance with reference (c) providing the following conditions are met:
- 9.7.5.1 The device must be USCG approved.
- 9.7.5.2 The device must be properly maintained and operated.
- 9.7.5.3 The member wearing the device must be trained and completely familiar with it.
- 9.7.5.4 The device shall not be worn below decks

## CHAPTER 10 CONDUCT OF PATROLS

- 10.1 The boundaries for patrol areas within Sector's Area of Responsibility (AOR) are outlined in Enclosure 3.
  - 10.1.1 Auxiliary OPFAC must contact the controlling unit by phone one hour prior to getting underway and provide the Operational Order Number, facility identification, number of people on board, patrol area, estimated underway time, and receive any requests or information from the Station. Once underway OPFAC will call controlling unit to advise they are underway through VHF radio. Units are not to ask for operator/crew names over the radio; however, member numbers may be transmitted.
  - 10.1.2 The coxswain will query the unit about any events scheduled for the patrol area or special instructions and determine proper personnel protective requirements for weather (i.e. mustangs, dry suits). Permission must be obtained from the controlling unit to secure from patrol.
  - 10.1.3 When all crew are aboard, a communications check will be made with the controlling station via VHF radio. You may log in at this time in a B-0 status but inform the station that you will call the station with the underway time and GAR score just prior to getting underway. The crew can now perform pre-underway briefing, check of PMS equipment, assignment of duties, and non-underway operational training as necessary.
  - 10.1.4 Just prior to getting underway call the station and provide underway time, GAR score, and number of people on board. A float plan will also be conducted at this time.
  - 10.1.5 The float plan shall include names of all persons on board, a phone number for a point of contact ashore, the intended route/operating area, and estimated departure and return time. This information shall be phoned, faxed, or e-mailed to the controlling unit within 24 hours prior to commencing the patrol.
- 10.2 If a situation prevents the crew from meeting the mission objectives such as weather, mechanical failure of the OPFAC, or crew shortages, then the patrol should be canceled. If for any reason a facility or crewmember becomes less than 100% capable, the coxswain shall immediately notify the controlling unit and re-evaluate based on a GAR risk assessment and secure from patrol if necessary. Controlling units and coxswains shall ensure strict adherence to crew fatigue standards.
- 10.3 If the weather is poor on the day of a patrol (i.e., high wind, rain), the operator of the Auxiliary facility under orders will call the controlling unit at least two hours before the scheduled patrol. Based upon forecasted weather and other factors

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(i.e., status of the unit's boats), the controlling unit and vessel operator will decide whether to cancel the patrol or place the Auxiliary facility in a B-0 status at the dock (either the unit dock or the marina where the Auxiliary facility is normally docked). The unit command cadre will be notified any time Auxiliary patrols are cancelled.

10.4 Establishment of a communications schedule with a controlling unit is required for ALL underway missions for purposes of safety and coastal zone SAR response. OPS NORMAL reports must be made to the controlling unit according to the established unit policy/schedule. It is the responsibility of the coxswain to ensure OPS NORMAL reports are provided in a timely manner.

10.5 Auxiliary facilities are issued a six-digit identification number from the Office of the Director of Auxiliary, First District-Northern (DIRAUX 1NR), which will be used in place of the facility name while on patrol under orders.

10.5.1 First two digits indicate length overall;

10.5.2 Third digit indicates type of propulsion (1=outboard, 2=1/0, 3=inboard, 4=sail);

10.5.3 The last three digits are District assigned call numbers.

Sample call:	Station XXX, this is AUX 343123 over.
(Full call)	Station XXX, this is AUX 343123 over.
(Abbreviated)	This is aux 123 over.

10.5.4 If the public safety lights are used, they shall meet the technical requirements identified in reference (e). Annex V of reference (e) (Pilot Rules 88.12) is the controlling authority that allows the use of an optional alternately flashing red and yellow light by public safety vessels engaged in public safety activities. The use of a flashing blue light by an Auxiliary facility is prohibited.

10.6 As controlled by reference (b) Auxiliary facilities under patrol orders may use the public safety ID light in the following situations:

10.6.1 When patrolling regattas and marine events.

10.6.2 When assisting Coast Guard assets in maintaining safety zones.

10.6.3 When needed for brief periods to identify the vessel as an Auxiliary facility. Examples of usage include: warning boats away from hazardous situations; when SAR activities take place within the boundaries of a regatta, marine event, or safety

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zone; and assisting boaters in distress to locate the Auxiliary facility during a SAR case.

- 10.7 As describe in reference (b), an Auxiliary facility may not display the public safety light as a towing light.
- 10.8 Fuel (gasoline or diesel fuel), oil, ice and fuel additives are the only items authorized to be included in any purchase under this program. A scanned copy of the receipt is required to be added on file.
- 10.8.1 To maintain the integrity of the accounting system, operational facilities under orders are required to be fully fueled at the start of the patrol and refueled when the patrol is terminated. This will ensure that only the fuel actually expended while on patrol is reimbursed by the Coast Guard. Auxiliarists will be required to pay expenses out of pocket including those covered under reimbursable orders and not received in kind.
- 10.8.2 Owners shall obtain an itemized receipt for all purchases. Receipts must show the vendor's name, purchase date, quantity, price per gallon and total price.
- 10.8.3 Attach the fuel receipt to the Auxiliary Patrol Orders by attachment in AUXDATAII. Once the AUXDATAII order is complete, sign and submit within seven (7) days of completing the patrol.
- 10.8.4 Auxiliarists may, on occasion, fuel their operational facilities directly from a controlling unit's fuel tanks. This constitutes "received in kind." Auxiliarists refueling at a controlling unit shall obtain a receipt (date, unit OPFAC and total gallons) from the unit and attach it to their Patrol Orders via attachment in AUXDATA II. Orders shall be submitted to AUXDATAII within 15 days of completing the patrol.
- 10.8.5 Auxiliary facilities are not directly involved with vessels carrying hazardous materials. Unless specifically tasked by the facility's operational control, Auxiliary facilities are to remain well clear of such operations.

## CHAPTER 11 TYPES OF PATROLS

### 11.1 Maritime Observation Mission (MOM)

- 11.1.1 MOM is a non-law enforcement mission whose primary purpose is to provide increased maritime domain awareness by observing areas of interest and reporting findings to the controlling unit while maintaining the safety of Auxiliary personnel. Should Auxiliarists observe anything suspicious during the course of normal multi-mission patrols, they should record and report the same immediately via means other than VHF if feasible but shall take no additional action.
- 11.1.2 MOM patrols will normally be accomplished during scheduled patrols and as requested by CG Sector. Specific areas will be assigned on an "as needed" basis and will be contingent upon funds availability. All harbor patrols will be conducted in accordance with reference (b).
- 11.1.3 Sector will coordinate with the Assistant District Staff Officer-Operations (ADSO-OP) to request/schedule MOM patrols.
- 11.1.4 All vessels on MOM patrols will be under the OPCON of the controlling unit that controls the AOR of the patrol.

### 11.2 Other patrols: Marine Events & Regattas, Safety Patrols

- 11.2.1 During the summer season, Sector may host several marine events and regattas that require Coast Guard and Coast Guard Auxiliary safety patrols. Large events such as offshore powerboat races may require deployment of many assets.
- 11.2.2 Sector staff or local units may plan these events and issue OPORDERS delineating the patrol requirement. Auxiliary orders will be issued for specific patrols. For other smaller events, the local controlling unit(s) will coordinate the event.
- 11.2.3 An "Annual Marine Events" listing is provided to all Division Commanders and SO-OPs of each division. This list is sent ahead of time to facilitate scheduling for the season.

### 11.3 PATON (Private Aids-to-Navigation) Patrols;

- 11.3.1 The Coast Guard is required to inspect Private Aids to Navigation (PATON) and is assisted in this mission by the Auxiliary. PATON inspections may be accomplished during a patrol by Auxiliarists who are qualified as an Aids Verifier (AV).
- 11.3.2 PATON patrols may be scheduled separately or in conjunction with other patrols.
- 11.3.3 PATON discrepancies are filed electronically with reports sent to the local ANT Team, not the controlling unit.

- 11.3.4 For PATON, an on-line 7054 Aid Verification Report will be generated by the AV (Aid Verifier) for each scheduled PATON that is verified and for each unscheduled PATON that is checked that is observed with a discrepancy. This report is transmitted by the PATON web based system to the Coast Guard and the owner of the PATON. This is a requirement designated by the District Commander.
- 11.3.5 For Bridges, an on-line Bridge Database Report will be generated by the AV for each Bridge surveyed and for each Bridge that is observed with a discrepancy. This report is transmitted to the DSO for review and transmission to the Bridge Branch in New York.
- 11.3.6 For ATON, aids fall into two categories: Critical and Routine. Critical ATON observations should be phoned directly to the CG ANT that manages the aid. Routine ATON discrepancies should be reported to the CG ANT that manages the aid as soon as possible using the NS-AN04 D1NR Aid to Navigation Report (available on the DINS web site at [www.uscgaan.com](http://www.uscgaan.com)). Only ATON discrepancy reports are forwarded to the Coast Guard.
- 11.3.7 While underway Auxiliarists should also be on the alert for chart updating and small craft facility reporting opportunities.



**CHAPTER 12 COMMUNICATIONS**

- 12.1 Auxiliary facilities will establish and maintain communications with the controlling unit when in transit to, during, and in transit from a patrol.
- 12.2 While on patrol, Auxiliary facilities will keep the controlling unit informed of all events (i.e. entering patrol area, etc.) and conduct communications checks reporting OPS NORMAL and position every 30 minutes unless directed otherwise by the controlling unit. Position reports should include a geographic reference, patrol area chart and/or latitude and longitude, whichever is requested by the controlling unit. Communication requirements during periods of cold-water operations are more stringent (communications checks are typically every 15 minutes, as requested by the controlling unit) and are more fully addressed in Procedure 14, paragraph 14.6.
- 12.3 If a facility crosses unit boundaries, they will request that the next applicable controlling unit begin their radio guard, followed by the previous controlling unit securing their radio guard. For example, if a facility is operating in Station Cape Cod Canal's area and the facility crosses into Station Provincetown's area, the coxswain shall make a radio call to Station Provincetown to start their radio guard, and then to Station Cape Cod Canal to end their radio guard. Station Provincetown will then begin the radio guard and call out to the facility for OPS NORMAL reports and position every 15 minutes.
- 12.4 Under normal conditions, communications with the controlling unit should be completed over marine VHF on the guard channel assigned by the controlling unit. While wireless cell phones are more appropriate for pre-mission briefing, they are a secondary and not primary communication source while on a marine patrol. It is up to the controlling unit to determine when wireless phone communications are appropriate for use while on patrol. However, cell phone communication should be used to pass sensitive information or as an attempt to establish the required "operations normal" communications with the controlling station when no radio contact can be made.
- 12.5 Should a facility be unable to establish communications with the controlling unit after three attempts, the facility shall call Sector directly. The Sector Command Center will take the information, pass it along to the appropriate controlling unit, and assist the facility in establishing communications with the controlling unit.
- 12.6 The Sector will maintain the facility's guard until the controlling unit is able to establish communications. If facility operators cannot contact the Sector utilizing VHF or cell phone, they are required to relay the information via another vessel, shore facility, or proceed to a dock and use a telephone.
- 12.7 Controlling units losing communications with an Auxiliary facility will try hailing on the primary frequency, channel 21A, then on channel 16. The controlling unit will then try hailing on the best available communications frequency, then on the cell phone number

they copied during the pre-mission brief. If there are no results, the controlling unit will launch an asset to search for the lost vessel based on the last known position and float plan.

- 12.8 While underway, facilities equipped with two VHF radios are urged to monitor channel 16 for distress calls on one receiver while monitoring the guard channel assigned by the controlling unit on the other.

## CHAPTER 13 MARITIME SAR ASSISTANCE POLICY

- 13.1 While on patrol, Auxiliary facilities are considered USCG units and are bound by the Maritime SAR Assistance Policy as promulgated in reference (b). This policy outlines and defines the Coast Guard's relationship with regard to commercially available sources of assistance. Parts of this policy are described in the remainder of this procedure.
- 13.2 All Coast Guard Auxiliary coxswains must be familiar with the Maritime SAR Assistance Policy. No Auxiliary facility will undertake a tow of another vessel without the approval of the controlling unit if the disabled vessel has issued a MARB or they have made contact with the USCG.
- 13.3 Coast Guard or Auxiliary resources may be used at any time to assist Auxiliary facilities.
- 13.4 Cases discovered by an Auxiliary facility and no MARB has been made.
- 13.4.1 When an Auxiliary facility on routine safety patrol or otherwise on orders discovers a vessel requesting assistance, but not in radio contact with the Coast Guard, it should relay the request for assistance to the controlling unit and may undertake to provide assistance, if capable. If a tow is undertaken, the Auxiliary facility is required to notify the controlling unit of the identity of the vessel, the location of the vessel, and the destination to which the vessel is being towed.
- 13.4.2 No Auxiliary facility may undertake the tow of another vessel unless the Auxiliarist is reasonably assured of the safety of both vessels and the persons on board. If the Auxiliary facility cannot safely tow a disabled vessel in immediate danger, it may endeavor to remove the persons from the threatened vessel and stand by until a more capable resource arrives on scene.
- 13.4.3 The intent is that the Auxiliarist on scene will decide if assistance can be rendered safely. Once the Auxiliarist has evaluated the situation, the Coast Guard controlling unit will be notified of the situation and intended actions. A MARB will not normally be made if the Auxiliarist's decision is to render assistance. If the Auxiliary coxswain determines that he/she cannot safely render assistance, then a MARB will normally be issued.
- 13.4.4 The decision to overrule an Auxiliary coxswain's decision to render assistance will be made ONLY by the CO/OIC or XO/XPO of the controlling unit. The decision to overrule the Auxiliarist will be based on safety considerations or the need to use the Auxiliary facility for a higher priority mission.
- 13.5 Controlling units should use Operational Facility Data Sheets in making operational situation determinations. Computerized Operational Facility Data Sheets have been provided to each unit and are also available through the Sector Command Center.

- 13.5.1 OPFAC Data sheets for OPFACs, which patrol in Sector SENE, will be provided and maintained electronically by the ADSO-OP for the sector. The AUXLO or his designee will distribute them to the controlling stations and provide necessary updates
- 13.5.2 Annually before the first patrol for an OPFAC, the facility owner will forward an electronic copy of the OPFAC Data Sheet for their vessel to the SO-OP. The SO-OP will forward any OPFAC data sheets electronically to the ADSO-OP for the Sector.

**CHAPTER 14 COLD WATER OPERATIONS (Water temperature from 50°F to 60°F)**

- 14.1 The use of the Auxiliary as a force multiplier is an integral part of the Coast Guard's missions. Historically, cold water operations during the winter months for Auxiliary facilities have been minimal. However, some vessels suitable for winter operations may be utilized beyond the normal recreational boating season.
- 14.1.1 The OIA will determine if an OPFAC is of suitable design for winter operations, i.e. of appropriate size and provides adequate protection from the elements; and
- 14.1.2 Auxiliarists must be equipped with appropriate PPE as per reference (d).
- 14.2 The primary focus for cold water operations is to have a resource available for patrol response. During increased Maritime Security Conditions (MARSEC), additional patrols may be required within the Sector SENE AOR. The use of Auxiliary facilities to assist/augment Coast Guard forces to conduct harbor patrols and/or standby as B-0 resources may reduce employment hours by Coast Guard assets.
- 14.3 A risk assessment evaluation shall be completed before an Auxiliary platform gets underway in cold water conditions.
- 14.4 Auxiliary facilities involved in cold water operations are required to have two separate means of communications before departing on patrol. This may include two separate VHF-FM radios or a VHF-FM radio and a cellular phone. Communications checks must be completed on both devices before getting underway communications checks shall be conducted typically every 15 minutes during cold water operations as requested by the controlling unit.

**CHAPTER 15 GUESTS ABOARD OPFAC**

- 15.1 Auxiliary shall notify the OIA of any guests aboard an Auxiliary facility under orders. Notice of the guest must be given in the comments section of a patrol request in AUXDATAII when the patrol order is being requested. Guests are defined as anyone aboard who is not a qualified Auxiliarist or Auxiliarist trainee.
- 15.2 Qualified Auxiliarist is defined as any basically qualified (BQ) member in proper uniform who may be aboard as an observer, boat crew, coxswain, or as a mission specialist other than boat crew. Auxiliarists who are not crew qualified may not be counted towards the crew compliment required for the facility.
- 15.2.1 Auxiliarists who are not crew qualified but are aboard as mission specialists (i.e. PATON verifiers), must be included in AOMS. Also indicate the purpose of their mission in the notes.
- 15.2.2 Auxiliarists who are not Basic Qualified (BQ) can only be aboard under the terms of this procedure as a guest.
- 15.3 When authorized, guests are not allowed to become involved in any crewmember activity or function on the facility. Guests cannot be counted towards the crew compliment required for the facility.
- 15.4 However, the total number of persons onboard must not exceed the manufacturer's stated maximum capacity.
- 15.5 When guests or passengers are contemplated in advance of orders being issued, the below must be followed:
- 15.5.1 Guest/passenger identity must be in writing. Authorization can be by title (e.g., members of WXXX-TV news team, on-water training students of flotilla X) and by name (e.g., Mrs. Martha C. Cranberry, prospective Auxiliarist).
- 15.5.2 All guests/passengers must wear appropriate flotation and hypothermia protective equipment when underway.
- 15.5.3 Auxiliarists who are not assigned to duty as crewmembers are not guests within the meaning of this restriction. Facility operators may take these Auxiliarists onboard at their discretion, consistent with district and sector policies.
- 15.5.4 The passenger carrying requirements of this paragraph do not apply to persons recovered from the water or assisted during a patrol.

**CHAPTER 16 VESSEL MISHAPS & PERSONNEL INJURIES LOGS**

- 16.1 Current mishap reporting and claims policy are found in the reference (g) and are summarized in reference (a). The procedures to follow for claims submission are described therein.
- 16.2 The following information is provided to assist staff elements at the Division and Flotilla level for assisting their members in filing claims for damage:
- 16.2.1 If any Auxiliarist is involved in a mishap they must immediately notify the Coast Guard. Report all damage to the controlling unit immediately by the most rapid means and to DIRAUX within 24 hours.
- 16.3 All damage claims will be submitted for reimbursement. If approved, the reimbursement will be to the member; the government will not pay a repair facility directly.
- 16.4 To avoid excessive interest charges, all levels of the chain of command are responsible to ensure a claims package is submitted and forwarded in a timely manner.
- 16.5 The member shall not commence repairs until the controlling unit has inspected the damage and received authorization from the Sector to initiate the repairs. The exception would be emergency repairs necessary to assure seaworthiness so that the vessel can safely return to port.
- 16.6 While the Sector may recommend payment of the claim, the final approving authority rests with USCG Legal Services.
- 16.7 Upon notification that damage has occurred to an Auxiliary facility, the controlling unit will assign a Preliminary Inquiry Officer (PIO). The PIO will contact the member and make arrangements to visually inspect the damage and then submit a written report via the chain of command to the Sector.
- 16.8 As part of the preliminary inquiry, the PIO will ensure that all applicable forms are provided to the claimant.
- 16.9 Personnel Injuries:
- 16.9.1 Report all personnel injuries to the controlling Coast Guard unit immediately and to DIRAUX as soon as possible. The controlling unit's goal is to ensure appropriate care is delivered to the injured person/persons as soon as possible. Costs associated with initial care are billed to the Director of Auxiliary, First Coast Guard District Northern Region.

- 16.9.2 The controlling unit shall immediately notify the Sector Command Center of the extent of the injuries and the planned course of action, including the name of the hospital, doctor or medical facility which provided care. The Coast Guard Station will assign a PIO to submit a mishap report as outlined in reference (g).
- 16.9.3 Once the injured party receives initial treatment, follow up care becomes the responsibility of the Director of the Auxiliary.
- 16.9.4 Additional references: section D of reference (b).



**CHAPTER 17 CERTIFICATION OF AUXILIARY OPS FACILITIES**

- 17.1 Form ANSC-7003, Facility Inspection and Offer of Use (latest version), must be completed to apply for certification as an Operational facility. Instructions accompany the form.
- 17.1.1 The Authorization for Operation (ADAFO) information has been integrated into the form as Section VIII. When this section is completed and approved, it will allow coxswains other than the owner to operate a facility. Failure to complete this section of the form will prohibit other coxswains from operating an owner's vessel.
- 17.1.2 Form ANSC-7003 has replaced both the Form CG-2736 and the former Authorization for Operation Form, ADAFO Form 001 (rev 2/96).
- 17.2 Once the vessel owner has requested an inspection of his/her vessel, an authorized auxiliary vessel examiner will be requested or assigned the task. The VE will upload the completed ANSC form 7003 into AUXDATA II. If uploaded and passed by the VE, the DIRAUX will review the AUXDATA II submission for Operational Facility acceptance.

**CHAPTER 18 AUXILIARY FIELD OBSERVATION REPORT**

- 18.1 The AUXFOR is a means for Sector SENE to collect and analyze observations by Auxiliarists during mission activities in order to establish maritime trends. Taking advantage of the fact that Auxiliarists collectively have long established local knowledge and familiarity with waterways and maritime infrastructure in the Sector AOR, the AUXFOR will allow the Sector to determine trends within the harbors, marinas and waterways that may indicate activities that are a threat to public safety or maritime security.
- 18.2 Routine reporting method: Information will be documented on a Sector SENE AUXFOR form (Enclosure 5) and emailed, to the Sector Command Center at [SecSENE@uscg.mil](mailto:SecSENE@uscg.mil). This should be done as soon as possible after securing from the patrol or activity where the observation was made.
- 18.3 Non-routine/urgent reporting method: If an incident or activity is observed, which may constitute an immediate threat to public and maritime safety or security, a report should be made immediately to the controlling unit.
- 18.4 Coxswains should use discretion regarding the means of communicating with the controlling unit. Radio communications, which can be monitored by the public, may not be the most appropriate means and the use of cell phone communications may be warranted.
- 18.5 When immediate/urgent reports are made to the controlling unit, an AUXFOR form must still be completed and emailed to the Sector Command Center as soon as practicable.
- 18.6 Examples of activities or situations justifying an AUXFOR may include but are not limited to the following:
- 18.6.1 Persons aboard vessels or on shore taking photographs or expressing unusual interest in critical maritime infrastructure, port facilities, bridges, etc.
- 18.6.2 Unattended vessels or vehicles in these areas.
- 18.6.3 Missing or damaged fencing or lighting near critical maritime infrastructure.
- 18.6.4 Vessels anchoring, fishing or conducting dive operations in areas not optimal for such activities, especially if they are adjacent to sensitive areas. Small aircraft operating in such areas.

- 18.6.5 Transfer of persons or materials between vessels at sea or offloading of passengers or materials outside of ports or normal docking facilities; vessels landing at unusual locations.
- 18.6.6 Persons on vessels tossing or recovering material from the waterways or shoreline.
- 18.6.7 Items or containers being recovered that were attached to mooring balls or lines.
- 18.6.8 Vessels with altered or painted over identification markings such as registration numbers, names and homeport.
- 18.6.9 Fishing vessels routinely underway, leaving and returning to port, but whose gear always appears new and unused. Fishing vessels routinely underway which lack necessary gear and equipment.
- 18.6.10 Persons regularly seen aboard fishing vessels or work vessels that do not appear to be properly attired for activities associated with the vessels.
- 18.6.11 Vessels operating at night without running lights.
- 18.6.12 Light signals between vessels.

## CHAPTER 19 AUXILIARY PERSONAL WATERCRAFT PROGRAM – OPERATIONAL POLICY

- 19.1 PURPOSE. To establish procedures for the use of personal watercraft (PWC) within Sector SENE's Area of Responsibility (AOR) for Coast Guard Auxiliarists. The governing guidance for U.S. Coast Guard Auxiliary PWC use is located in references (b) and (c). This Instruction outlines training, qualification, and re-certification requirements for PWC operators within the Sector. It also stipulates equipment requirements and standard procedures for PWC operations.
- 19.2 ACTION. The Director of Auxiliary First Northern Region (DIRAUX) has authorized Sector SENE to implement and utilize PWC patrols in accordance with references (b) and (f). Sector SENE is designated as the Operational Commander (OPCON) for PWC patrols. OPCON shall identify specific mission types applicable for PWC operations and establish areas for PWC operations, and issue patrol orders as deemed appropriate.
- 19.3 DEFINITION OF PWC. A Personal Watercraft (PWC) is a small vessel that is propelled by an internal combustion engine powering a jet pump or propeller. It is designed to carry from one to three persons, and be operated by a person sitting, standing, or kneeling on the vessel rather than sitting or standing inside the vessel. PWCs offered for use as a facility must be of the "sit down" type designed for at least two riders.
- 19.4 DISCUSSION. Reference (b) authorizes the use of PWCs for Auxiliary surface operations and outlines proper operating procedures.
- 19.4.1 The Coast Guard Auxiliary has been active in establishing and teaching PWC Boating Safety Courses to the public in accordance with applicable state boating education requirements. Since the Auxiliary is teaching PWC safety, operating PWCs on the water enhances their interface with the PWC community. It will afford the Auxiliary increased opportunities for visibly demonstrating responsible and safe PWC operations.
- 19.4.2 PWCs are a trailerable and highly maneuverable resource with fast response capability. Monetary savings can be achieved, reducing fuel consumption and crew costs, by employing PWCs for patrols and marine events. Their shallow draft makes them particularly useful in areas that were previously unreachable by Coast Guard Active Duty and other Auxiliary craft.
- 19.4.3 Due to operating limitations and safety concerns, some missions and operating areas are not well-suited for deploying PWCs. PWCs will not deploy as individual elements, but as part of a two asset package. Employment of PWCs is clearly at the discretion of the OIA.

- 19.4.4 PWC mission types include, but are not limited to, the following: Safety patrols, environmental response, and search and rescue in areas currently under patrolled or not patrolled by Auxiliary or Active Duty resources due to shallow water. Operations in confined areas such as docks/fairways at marinas and yacht clubs, or when maneuvering in large concentrations of recreational vessels; making close approaches to ATON and bridges for verification and inspection; and patrolling some large marine events more efficiently and safely than larger vessels, particularly hand powered craft and swimming events.
- 19.5 OPERATIONAL POLICIES/LIMITATIONS. In addition to limitations in reference (b), Auxiliary PWC patrols within the Sector's AOR will be limited as follows:
- 19.5.1 PWC patrols within the Sector's AOR will only be executed during months when the water temperature is above 60°F. A written waiver must be approved by OPCON to authorize PWC patrols when the water temperature is below 60°F.
- 19.5.2 Auxiliary PWC patrols within the Sector's AOR are limited to a maximum offshore distance of three nautical miles. A written waiver must be approved by OPCON to authorize PWC patrols that operate beyond three nautical miles offshore.
- 19.5.3 Auxiliary PWC operators within the Sector's AOR will utilize the VHF channel assigned by the controlling unit (VHF-21A as a primary communications channel and VHF-16 as a secondary communications channel).
- 19.5.4 In accordance with reference (b), all other operational policies and limitations are in effect for Auxiliary PWC patrols within the Sector's AOR.
- 19.6 RESPONSIBILITIES.
- 19.6.1 Director of Auxiliary:
- 19.6.1.1 Acts as PWC program manager. Monitor and update program standards and administrative requirements as necessary in accordance with references (a) and (b).
- 19.6.1.2 Coordinates the use of Qualification Examiners (QEs) to conduct initial qualification and annual currency maintenance requirement for PWC operators within their region.
- 19.6.1.3 Provides a list of qualified PWC operators, along with a list of approved PWC facilities to the Order Issuing Authority.

19.6.2 Order Issuing Authority:

19.6.2.1 Shall designate PWC areas of operations.

19.6.2.2 Issue orders to qualified operators for PWC patrols.

19.6.3 Auxiliary Members:

19.6.3.1 To request designation as a facility for personally owned PWCs, a Non-Owner Authorization certificate must be submitted to designate additional operator usage. Members shall insure annual inspection requirements have been met. The Director of Auxiliary must accept the Offer for Use Form before a PWC can be assigned orders.

19.6.3.2 Conduct missions authorized by and in areas specifically designated by the Order Issuing Authority.

**CHAPTER 20 AIR ASSETS**

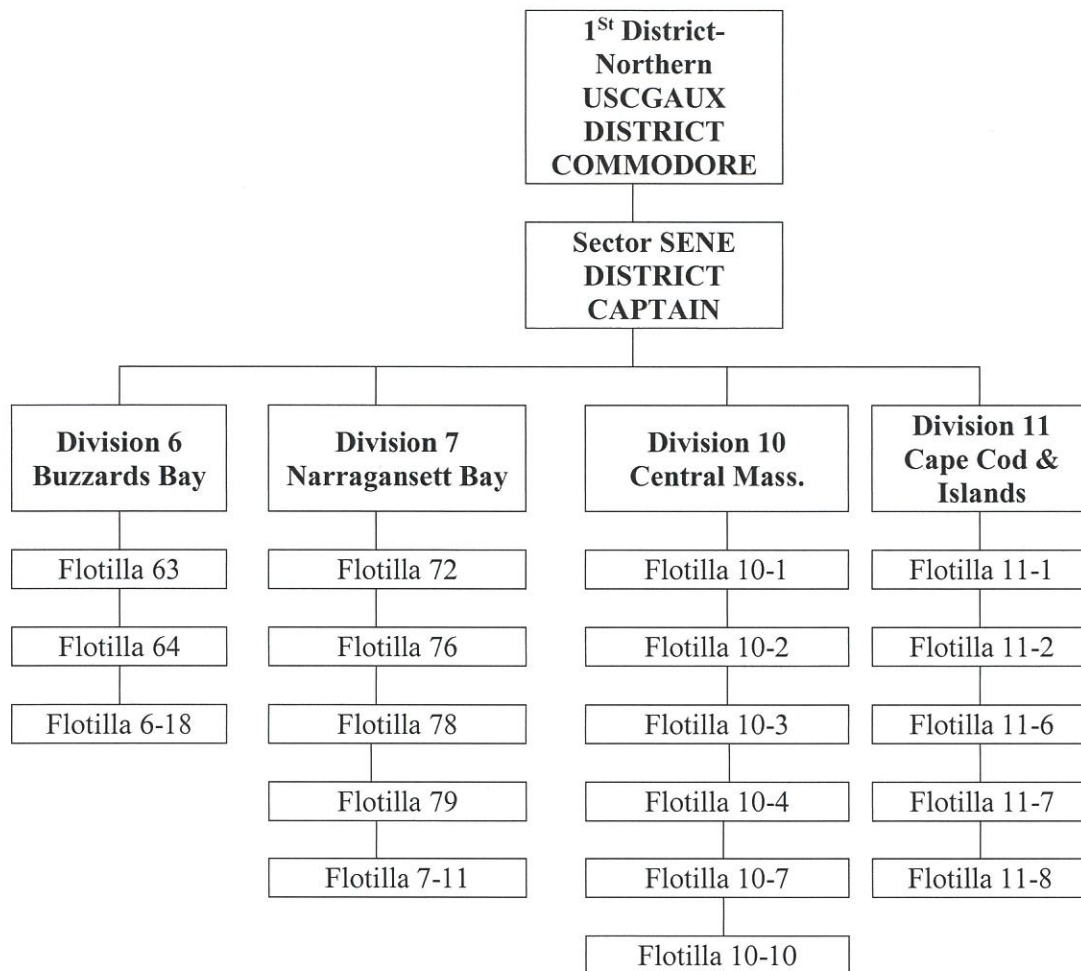
- 20.1 The Air Station (AIRSTA) Cape Cod Commanding Officer is the order issuing and launch authority for all Auxiliary aircraft. Requests for Auxiliary air assets should be made to the AIRSTA AUXLO via the Sector AUXLO. Time critical requests (less than three (3) days' notice) may be made by the Sector Command Center directly to the AIRSTA Operations Duty Officer.
- 20.2 Sector Maritime Observation Missions (MOM) Auxiliary air patrols can be conducted on a recurrent schedule, if approved. MOM patrols shall be planned and scheduled using standard routes generated and approved by the AIRSTA.
- 20.3 Active duty Coast Guard personnel who may benefit from area familiarization are permitted one area familiarization flight when assigned to a new duty unit.
- 20.4 Auxiliary aviation may be used for official transportation whenever it is deemed cost effective.
- 20.5 All operations utilizing Auxiliary aviation shall comply with Annex 1, Section B of reference (b) and Chapter 5 of reference (h).
- 20.6 A post operation debrief of mission events shall be submitted to the Command Center email inbox after every patrol.

**CHAPTER 21 VESSEL EXAMINERS**

- 21.1 All Vessel Examiners are authorized to provide administrative assistance to the Sector AUXLO and the Prevention Department Head. Auxiliarists may not conduct vessel examinations on uninspected passenger vessels unless as a qualified Auxiliary Uninspected Passenger Vessel Examiner.
- 21.2 Auxiliary vessel examiners are to adhere to the direction of the Sector and the Prevention Department Head and the requirements of the SOP.
- 21.3 Results of vessel exam activities, as well as local travel claims, are to be submitted to the Prevention Department Head for approval at Sector SENE.



**Enclosure 1 ORGANIZATION CHART SECSENE AUX UNITS**




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**Enclosure 2    COMMANDANT POLICY - PPE**

Rescue and Survival Systems Manual  
Chapter 3 Rescue Equipment and Protective Clothing

## **B.1 Command Responsibility and Waiver Authorization**

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**B.1.a**  
**Command**  
**Responsibility**

The Commanding Officer or Officer-In-Charge must carefully weigh the urgency of each mission. Mission planning for underway operations shall include an assessment of personnel survivability and risk management. This analysis shall be based on the possibility that personnel might be forced into a survival situation during any phase of the mission. All CG personnel and scheduled passengers carried in boats shall wear hypothermia protective devices in accordance with **Figure 3-1: 50/50 Box**. If sea and weather conditions are unknown, CG personnel should always be prepared for the most adverse conditions by carrying extra thermal protection. Commanding Officers, Officers in Charge and Coxswains responsible for shore and cutter based boats shall ensure that all CG personnel understand and comply with these requirements. Specifically, when a boat is deployed from a cutter or station, personnel shall be appropriately outfitted for the environmental conditions expected to be encountered. Regardless of weather and other equipment, personal flotation devices and the boat crew survival vests with properly maintained and functional equipment shall be worn by all CG personnel.

**NOTE** *GR*

Scheduled passengers who have not been formally trained to use military specification pyrotechnics shall not wear equipment that contains MK 79 or MK 124 pyrotechnics. Scheduled passengers shall be outfitted with PFDs that contain a whistle and personal marker lights or strobe light.

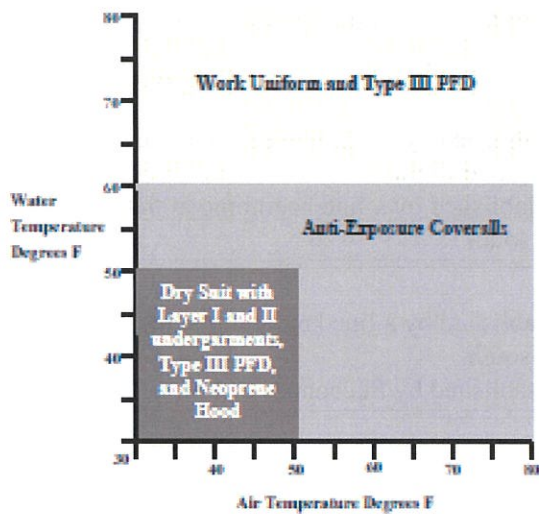
Part 2 – Policy  
Chapter 3 – Issue and Inspection Policy



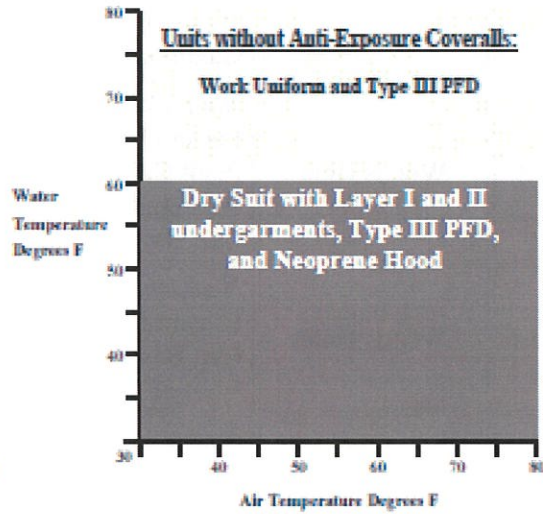
**B.2. Minimum Cold-Weather Equipment Tables**

The following tables reflect the minimum required equipment. Additional protection may be worn at the crewmembers discretion. Use either table as follows:

- (01) Draw a horizontal line across the table that is equal to the water temperature for the mission.
- (02) Draw a vertical line up the table that is equal to the air temperature for the mission.
- (03) Don the equipment identified in the shaded area where the lines intersect.



**Table 2-5**  
**50/50 Box**



**Table 2-6**  
**Flat 60 Box**

**B.3. Anti-Exposure Coveralls**

Personnel shall wear anti-exposure coveralls when operating in conditions requiring anti-exposure coverall use. Refer to **Table 2-5** and **Table 2-6** to determine when anti-exposure coverall use is required.

Anti-exposure coveralls are no longer required to be personally issued at units (shore or cutters) assigned to CG Sectors Guam, Honolulu, Key West, Miami and San Juan. If personnel assigned to cold weather units have been issued an authorized Maritime Cold Weather Suit System (MCWSS) or Industrial Dry Suit, per appropriate MPC, the personal issue of the anti-exposure coveralls is optional.

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**Enclosure 3 Area of Responsibility (AOR) Patrol Areas**

Area	Primary Controlling Unit	Boundaries
A/North	Chatham	Chatham Harbor - including Pleasant Bay
A/East	Chatham	<p><i>Nantucket Sound</i>                      Eastern boundary: established by a line beginning at Hardings Beach running due south along 70 degrees longitude to the southern tip of Monomoy Island.                      Western boundary: established by a line from the entrance to Herring River due south to the southern boundary.</p>
A/West	Chatham	<p><i>Nantucket Sound</i>                      Eastern boundary: established by a line beginning at the entrance of Herring River running due south.                      Western boundary: established by a line from the southern tip of Point Gammon due south.</p>
B/East	Woods Hole	<p><i>Nantucket Sound</i>                      Eastern boundary: established by a line beginning at the southern tip of Point Gammon running due south.                      Western boundary: established by a line beginning at the entrance to East Bay running due south.</p>
B/West	Woods Hole	<p><i>Nantucket Sound</i>                      Eastern boundary: established by a line beginning at the entrance to East Bay running due south.                      Western boundary: established by Succunneset Point.</p>
C/North	Cape Cod Canal	<p><i>Cape Cod Bay</i>                      Boundaries established by a line starting at Brant Rock, 42-05.5N 070-38.5W running east northeast to 42-06.4N 070-34.7W thence southeast to 41-54.7N 070-18.9W thence southwest to the Cape Cod Canal entrance 41-46.6N 070-30.0W.</p>
C/East	Provincetown	<p><i>Cape Cod Bay</i>                      Boundaries established by a line beginning at Rock Harbor running west to 41-48.8N 070-10.8W then northwesterly to 42-06.4N 070-34.7W then northeast to 42-10.0N 070-20.0W then east to 42-10.0N 070-15.0W. Finally, south to Race Point at 42-03.6N 070-15.0W and south along the coast back to Rock Harbor.</p>
C/West	Cape Cod Canal	<p><i>Cape Cod Bay</i> Boundaries established by a line beginning at Rock Harbor running westerly to G"1" F1 G 4 sec Bell thence northwesterly to 41-54.7N 070-18.9W. Thence southwesterly to Mo(A) buoy "CC" and thence southwesterly to the entrance of Cape Cod Canal. Note: This is a <i>TWO BOAT</i> area.</p>

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Area	Primary Controlling Unit	Boundaries
C/South	Woods Hole	<i>Nantucket Sound</i> Eastern boundary: established by a line beginning at Succoneset Point running due south. Western boundary: established at Nobska Point.
D	Cape Cod Canal	<i>Buzzards Bay</i> Southern boundary: established by a line running from Nyes Neck to Butler Point. Note: This is a <i>TWO BOAT</i> area.
E	Woods Hole	<i>Buzzards Bay</i> Northern boundary: established by a line running from Nyes Neck to Butler Point. Southern boundary: established by a line running from West Island to Kettle Cove on Naushon Island. Note: This is a <i>TWO BOAT</i> area.
F	Woods Hole	<i>Buzzards Bay</i> Northern boundary: established by a line running from West Island to Kettle Cove on Naushon Island. Southern boundary: established by a line running from Cuttyhunk Island to the west side of the entrance to Westport Harbor.
F/South	Menemsha	Boundaries: Established by a line starting at the southwestern tip of Cuttyhunk running southeasterly to Gay Head thence southeasterly to Flashing Green Bell "1" approximate position 41-16.2N 070-46.2W. Continuing southerly to position 41-07.6N 070-43.3W thence due west to position 41-07.7N 070-53.3W continuing northwesterly to position 41-13.3N 071-05.7W returning to start at Cuttyhunk Island. This AOR is primarily for PATON verification and SAR.
G	Castle Hill	<i>Sakonnet River</i> Northern boundary: established by <u>Tiverton Swing Bridge</u> Southern boundary: established by a line running from Sachuest Point to Sakonnet Point.
H	Castle Hill	<i>Mount Hope Bay</i> Northern boundary: established by a line between <u>Pierce Beach</u> (just north of Somerset Marina) across to the Fall River shoreline. Southern boundary: established by the Tiverton Swing Bridge and the Mount Hope Bridge. Note: <i>The Kickamuit, Cole and Lee Rivers are included in the area: Bristol Harbor is not included.</i>
I	Castle Hill	<i>Narragansett Bay East Passage</i> Northern boundary: established by a line running from the tip of <u>Prudence Island</u> to Popasquash Point. Southern boundary: established by a line running from the southern tip of Prudence Island to <u>Carr Point</u> .

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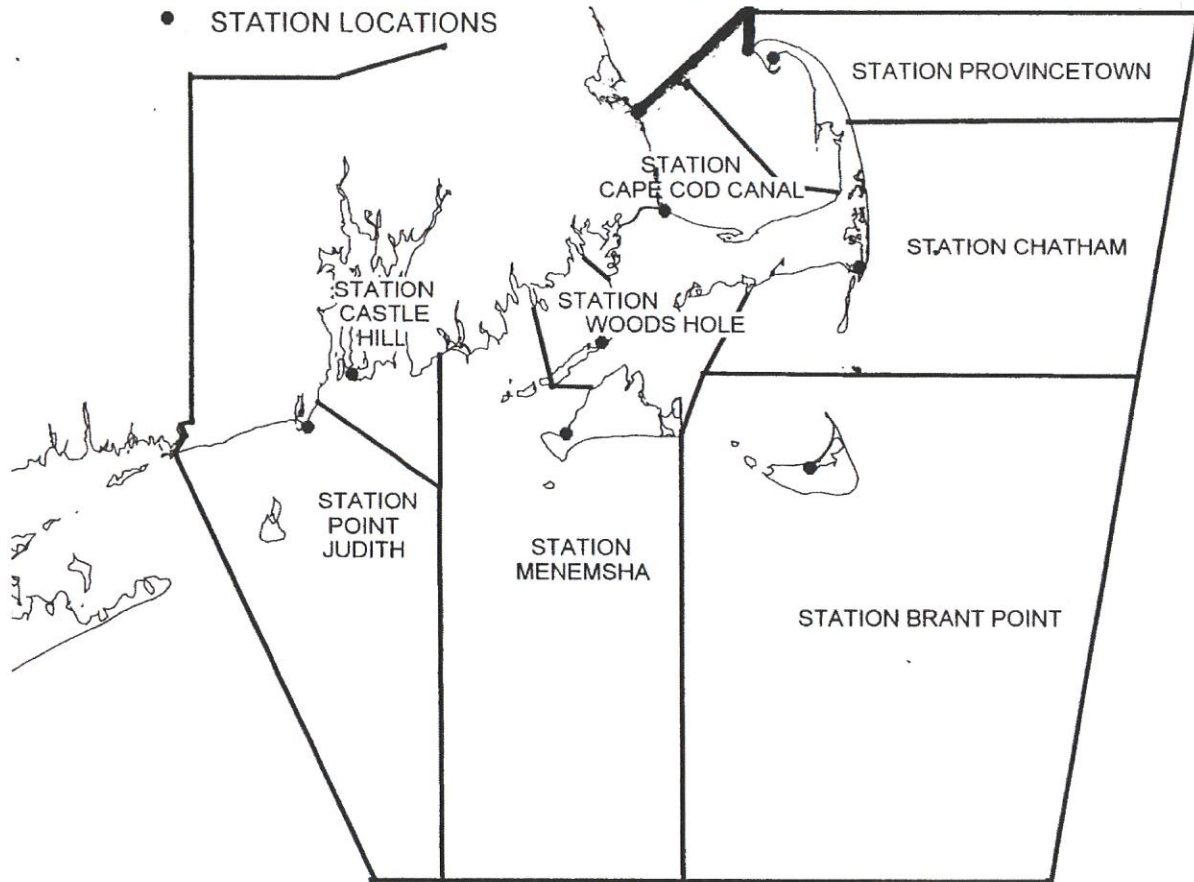
Area	Primary Controlling Unit	Boundaries
J	Castle Hill	<p><i>Narragansett Bay including Providence River</i>            Northern boundary: established by the head of navigation in the Providence River.            Southern boundary: established by a line running from the tip of Popasquash Point to the northern tip of Prudence Island to <u>Warwick Light</u></p>
K	Castle Hill	<p><i>Narragansett Bay West Passage</i>            Northern boundary: established by a line running from <u>Warwick Light</u> to Northern tip of Prudence Island. Southern boundary: established by a line running from Quonset Point to Conanicut Point on Conanicut Island and to the southern tip of Prudence Island</p>
L	Castle Hill	<p><i>Narragansett Bay West Passage</i>            Northern boundary: established by a line running from Quonset Point to Conanicut Point.            Southern boundary: A line from <u>Beavertail Point</u> west to <u>Boston Neck (COLREGS line)</u></p>
M	Castle Hill	<p><i>Narragansett Bay East Passage</i>            Northern boundary: established by a line running from the southern tip of Prudence Island to Cave Point and by a line from Conanicut Point to the southern tip of Prudence Island.            Southern Boundary: established by a line running from <u>Beavertail Point</u> to <u>Brenton Point (COLREGS line)</u>.</p>
O	Point Judith	<p><i>Rhode Island Sound</i>            Boundaries: established by a line running from Black Point on Point Judith Neck to position 41-21N 071-20W to position 41-17N to 071-44W to <u>41-18N 071 46W</u> the entrance to <u>Weekapaug Breachway</u> (<i>this would cover all three breachways along the south coast</i>)</p>
P	Point Judith	<p><u>State waters adjacent to Block Island</u> <i>This would allow (at the discretion of Sta. PJ) to send Aux craft to BI</i></p>

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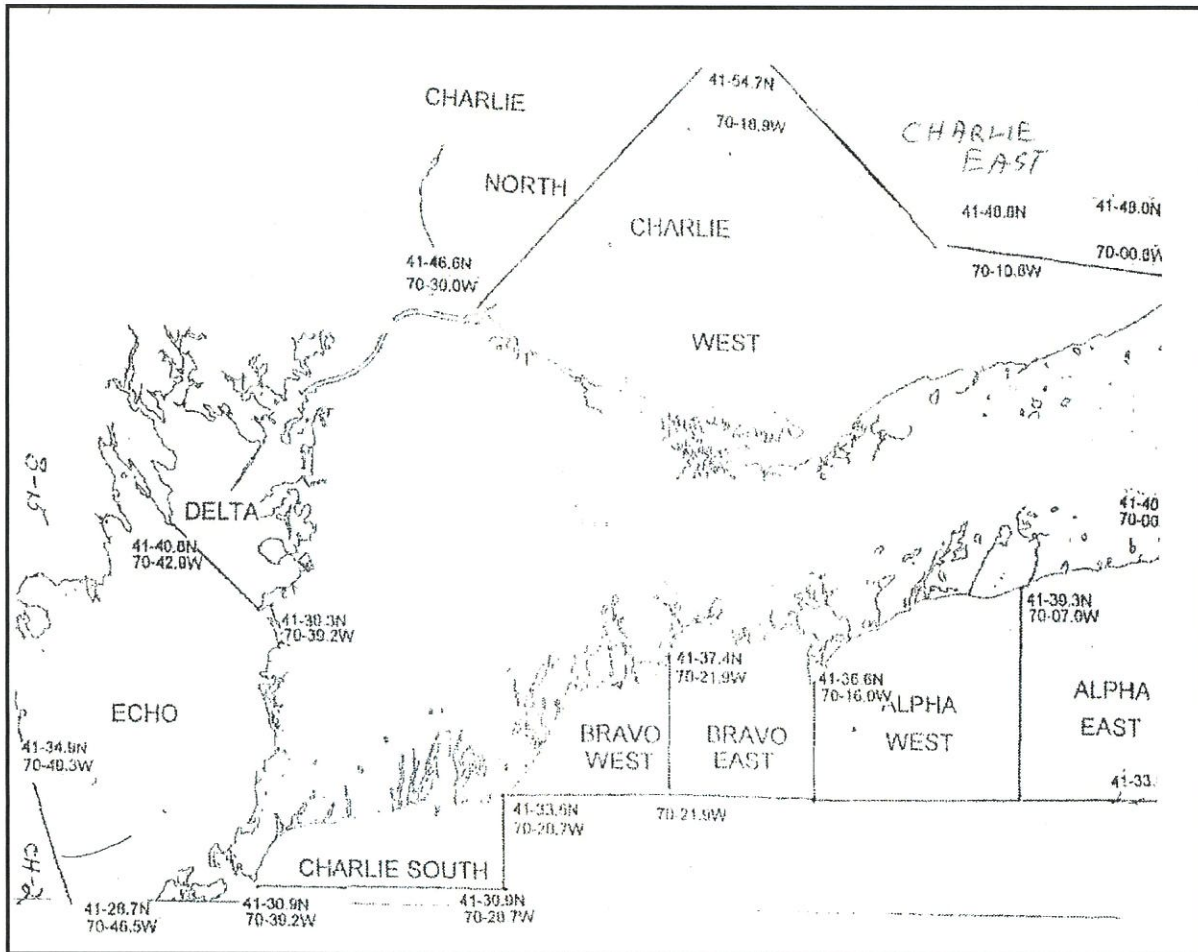
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# SECTOR SOUTHEASTERN NEW ENGLAND AOR

● STATION LOCATIONS



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Enclosure 4 FLOAT PLAN – GAR 2.0

<b>USCG Afloat Risk Assessment</b>									
<b>Mission:</b>		<b>Date:</b>							
<b>Step 1: Identify, Assess, &amp; Mitigate Risk Elements</b>									
<p><b>Instructions:</b> To determine the level of risk for each element below, estimate the risk level based on the Low/Medium/High scale. If your perceived rating is Medium or High, explore mitigations. Draw a line through the risk zone that corresponds to the mitigated risk level and document the perceived risk(s) and mitigation(s) in the space provided.</p>		<b>Rate Risk Zone</b>							
<p><b>Planning</b> - Enough time and information to conduct thorough pre-mission planning. Consider: B-0 response, completeness of mission information and of on-scene details. <u>NOTES/MITIGATIONS:</u></p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center;">Complete</td> <td style="width: 33%; text-align: center;">Partial</td> <td style="width: 33%; text-align: center;">None</td> </tr> <tr> <td style="text-align: center;">L</td> <td style="text-align: center;">M</td> <td style="text-align: center;">H</td> </tr> </table>	Complete	Partial	None	L	M	H		
Complete	Partial	None							
L	M	H							
<p><b>Event</b> - Refers to mission complexity. Consider: non-standard mission profile, coordinating multi-agency/nationality, language barriers, not performed often, etc. <u>NOTES/MITIGATIONS:</u></p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center;">Low</td> <td style="width: 33%; text-align: center;">Moderate</td> <td style="width: 33%; text-align: center;">Extreme</td> </tr> <tr> <td style="text-align: center;">L</td> <td style="text-align: center;">M</td> <td style="text-align: center;">H</td> </tr> </table>	Low	Moderate	Extreme	L	M	H		
Low	Moderate	Extreme							
L	M	H							
<p><b>Asset – Crew</b> – Proper number and skill set for the mission. Consider: time at unit, familiarity w/OP area, fatigue, w/w time, crew selection, adequate supervision, etc. <u>NOTES/MITIGATIONS:</u></p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center;">Excellent</td> <td style="width: 33%; text-align: center;">Marginal</td> <td style="width: 33%; text-align: center;">Poor</td> </tr> <tr> <td style="text-align: center;">L</td> <td style="text-align: center;">M</td> <td style="text-align: center;">H</td> </tr> </table>	Excellent	Marginal	Poor	L	M	H		
Excellent	Marginal	Poor							
L	M	H							
<p><b>Asset – Cutter/Boat Resources</b> – Proper number and operational characteristics for mission. Consider: operational thresholds/limitations, status of equipment, etc. <u>NOTES/MITIGATIONS:</u></p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center;">Ideal</td> <td style="width: 33%; text-align: center;">Restrictions</td> <td style="width: 33%; text-align: center;">Limitations</td> </tr> <tr> <td style="text-align: center;">L</td> <td style="text-align: center;">M</td> <td style="text-align: center;">H</td> </tr> </table>	Ideal	Restrictions	Limitations	L	M	H		
Ideal	Restrictions	Limitations							
L	M	H							
<p><b>Communications/Supervision</b> - Ability to maintain comms throughout mission. Consider: availability/quality of internal w/command and external w/customer. <u>NOTES/MITIGATIONS:</u></p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center;">Excellent</td> <td style="width: 33%; text-align: center;">Partial</td> <td style="width: 33%; text-align: center;">None</td> </tr> <tr> <td style="text-align: center;">L</td> <td style="text-align: center;">M</td> <td style="text-align: center;">H</td> </tr> </table>	Excellent	Partial	None	L	M	H		
Excellent	Partial	None							
L	M	H							
<p><b>Environment</b> - External conditions surrounding mission. Consider: weather, night/day, sea state, currents, water temp, air temp, visibility, etc. <u>NOTES/MITIGATIONS:</u></p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center;">Ideal</td> <td style="width: 33%; text-align: center;">Marginal</td> <td style="width: 33%; text-align: center;">Extreme</td> </tr> <tr> <td style="text-align: center;">L</td> <td style="text-align: center;">M</td> <td style="text-align: center;">H</td> </tr> </table>	Ideal	Marginal	Extreme	L	M	H		
Ideal	Marginal	Extreme							
L	M	H							
<p><i>*Other (Unit Specific Element):</i></p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center;">L</td> <td style="width: 33%; text-align: center;">M</td> <td style="width: 33%; text-align: center;">H</td> </tr> </table>	L	M	H					
L	M	H							
<p><i>*Other (Unit Specific Element):</i></p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center;">L</td> <td style="width: 33%; text-align: center;">M</td> <td style="width: 33%; text-align: center;">H</td> </tr> </table>	L	M	H					
L	M	H							
<b>Step 2: Determine Overall Risk Level</b>									
<p>Consider: 1) the rating for each element above, 2) the importance of the element for mission execution, and 3) how elements may interact. Rate the perceived Overall Risk Level when considering this information. Circle the risk zone (Low, Medium, or High) that corresponds to your perceived overall risk level:</p>									
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center;">Low</td> <td style="width: 33%; text-align: center;">Medium</td> <td style="width: 33%; text-align: center;">High</td> </tr> </table>				Low	Medium	High			
Low	Medium	High							
<p><b>*PEACE elements are required per COMDTINST 3500.3A. Additional unit specific elements are permitted.</b></p>									

Risk assessment is required in mission planning, however there is not a standard one size fits all GAR sheet, and as such Auxiliary personnel should obtain the localized form from their operations chain of leadership.

The above is a sample version of a GAR document which can be requested from the ADSO-OP so that the AOR information can be customized to the needs of the controlling unit, and can be used if approved by the controlling unit CO/OIC.

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**Enclosure 5 Auxiliary Field Observation Report (AUXFOR)**

**USCG Sector SENE  
AUXILIARY FIELD OBSERVATION REPORT**

Auxiliarist Reporting:	
Date of Observation:	Time of Observation:
Location:	
Observation from: <input type="checkbox"/> Surface Facility <input type="checkbox"/> AUXAIR Facility <input type="checkbox"/> Ashore	
Auxiliary Facility Name (if applicable):	
Auxiliary Facility Number (if applicable):	
Unit Assigned to:	
Brief Description:	
Additional Comments:	
<p><u>Reporting Method(s)</u> All reports are to be faxed or emailed to Sector Command Center; reporting to Sector or controlling unit by cell phone or radio should only be done if the observation is an immediate threat or safety incident.</p> <p><input type="checkbox"/> Faxed or emailed to Sector Command Center; date _____ time _____</p> <p><input type="checkbox"/> Reported to controlling CGSTA (if deemed necessary) via cell phone/radio; date _____ time _____</p> <p><input type="checkbox"/> Reported to Sector Command Center (if deemed necessary) via cell phone/radio; date _____ time _____</p>	
Observer Signature / Date:	
<p><b>SECTOR COMMAND CENTER</b> Command Duty Officer (CDO)  Situation Controller (SC)  Operations Controller</p>	<p><b>SECTOR COMMAND CENTER E-MAIL</b>  <a href="mailto:SecSENE@uscg.mil">SecSENE@uscg.mil</a></p>

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**Enclosure 6    SECTOR SENE UNIT INFORMATION**

<b>MEMBER POSITION</b>	<b>PHONE NUMBER (FAX)</b>
SECTOR COMMAND CENTER	508-457-3211
AUXLO	401-435-2351
STA BRANT POINT 10 Easton Street, Nantucket MA 02554	508-228-6018 (6019)
STA CAPE COD CANAL 1 Coast Guard Road, Sandwich MA 02563	508-888-0020 (8725)
STA CASTLE HILL 75 Ridge Road, Newport RI 02840	401-846-3675 (3684)
STA CHATHAM 37 Main Street, Chatham MA 02633	508-945-3830 (4182)
STA MENEMSHA 20 Eddy's Way, P.O. Box 500, Chilmark MA 02535	08-645-2661 (3258)
STA POINT JUDITH 1470 Ocean Road, Narragansett RI 02882	401-789-0444 (2- 4957)
STA PROVINCETOWN 125 Commercial Street, Provincetown MA 02657	508-487-0077 (3048)
STA WOODS HOLE 1 Little Harbor Road, Woods Hole MA 02543	508-457-3277 (3388)
ANT BRISTOL 1 Thames Street, Bristol RI 02809	401-253-9585 (9047)
ANT WOODS HOLE 1 Little Harbor Road, Woods Hole MA 02543	508-457-3324 (3345)

List effective October 2021

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**Enclosure 7 AUXILIARY NAVIGATION STANDARDS**

**SPEED EXPECTATIONS:**

**Day:**

**Clear visibility, Aux vessels are limited to the speed limit per state law.**

**Restricted visibility, Aux vessels are limited to enable them to stop in half their visible distance.**

**Night:**

**Clear visibility, NON-RADAR Aux vessels are limited no faster than 12 knots, RADAR equipment no faster than 20 knots.**

**Restricted Visibility, NON-RADAR Aux vessels are limited to no faster than 6 knots, RADAR equipped no faster than 12 knots or slower safe speed to enable maneuvering or stopping in half of visible distance.**

**Know Hazardous Area / Areas Requiring Extra Caution**

Primary Controlling Unit	Know Hazardous Area / Areas Requiring Extra Caution
Provincetown	<p><b>Race Point</b> – Starting from Herring Cove Beach to Peaked Hill bar and to contain an area 03 nautical miles out from land – Potential for “surf” conditions exists (when current is flowing against the prevailing weather conditions). Boats may need to seek alternate routes and post additional lookouts during these predicted time periods and during restrictive visibility.</p> <p><b>Billingsgate Shoal</b> – Potential for “surf” conditions exist (when current is flowing against the prevailing weather conditions)Boats may need to seek alternate routes and post additional lookouts during these predicted time periods and during restrictive visibility. Area contains charted (seasonal) private aids set to mark best water erosion causing uncharted shoaling which increases the risk of soft grounding.</p> <p><b>Peaked Hill bar</b> – Starting from Race Point to Head of Meadow beach and to contain an area 03 nautical miles out from land – Potential for “surf” conditions exist (when current is flowing against the prevailing weather conditions). Boats may need to seek alternate routes and post additional lookouts during these predicted time periods and during restrictive visibility.</p> <p><b>Pamet Harbor</b> – Due to shallow depths and constant shoaling of the channel and entrance, there is potential for soft grounding in this area. Boat Crews are reminded to stay alert for decreasing depths and remain aware of the tidal current.</p> <p><b>Rock Harbor</b> – Due to the shallow depth and limited charted depth for the harbor and the entrance there into, there is a high potential for a soft grounding. Boat Crews are reminded to stay alert for shallowing depths, especially since the channel is marked merely by trees and road signs.</p>

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Chatham	<p><b>Chatham Harbor</b> – shoaling  <b>Chatham Harbor, Outermost Harbor</b> – Their inlets and all waterways inland of the two harbors have been identified as extremely hazardous areas to navigate due to the area is shallow, there are no federal aids to navigation and the frequent and extreme rate of change to the location of channels, shoaling, sand dunes, and dry land makes all charted data inaccurate and unreliable.  <b>North Cut</b> – shoaling, breaking surf  <b>Pleasant Bay</b> – shoaling  <b>South Way</b> – shoaling  <b>Bishops and Clerks</b> – shoaling, rocks  <b>Dogfish Bar</b> – shoaling  <b>Kill Pond Bar</b> – shoaling  <b>Handkerchief Shoal</b> - shoaling  <b>Common Flat</b> – shoaling  <b>Stone Horse Shoal</b> – shoaling  <b>Little Round Shoal</b> – shoaling  <b>Pollack Rip</b> – strong currents, confused seas  <b>Horseshoe Shoal</b> – shoaling  <b>Half-moon Shoal</b> – shoaling  <b>Great Round Shoal</b> – shoaling  <b>Bearse Shoal</b> – shoaling</p>
Brant Point	<p><b>Nantucket Harbor Main Channel (Buoys 1 and 2)</b> – In North winds of 20kts and ebb tide.  <b>Tuckernuck Shoal</b> – shoaling.  <b>Eel Point</b>- shallow water and shifting shoals.  <b>Muskeget Channel (Buoys 2 and 3)</b> – Breaking on both side of channel.  <b>Beaches on East and South shores</b> – Strong currents and beach breaks.</p>
Menemsha	<p><b>Canapitsit Channel</b> – The channel may be navigated for familiarization or to facilitate operations but only periods two hours before and after high tide.  <b>Devil’s Bridge</b> – Devil’s Bridge shall be defined as all waters within 1200 yards of Gay Head Light. Transit of this area shall be conducted with additional concern for the rocks, boulders, ledges, and shoals.  <b>Squibnocket</b> – Extreme caution must be observed due to occasional surf encountered approximately 1500 yards from Squibnocket Point. In addition, the minor depth changes found throughout the area between Nomans Land and Martha’s Vineyard can produce breaking waves in heavy weather. Spilling breaks have been observed even in the main channel between Nomans Land and Martha’s Vineyard.</p>

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<p><b>Primary Controlling Unit</b></p>	<p><b>Know Hazardous Area / Areas Requiring Extra Caution</b></p>
<p>Cape Cod Canal</p>	<p><b>Ellisville</b> – Do not enter.  <b>Bourne Cove</b> – Do not enter  <b>Butler Cove</b> – Do not enter.  <b>Sunset Cove</b> – Do not enter.  <b>Broad Cove</b> – Do not enter.  <b>Wareham</b> – Traffic density, shallow water, narrow channel, reduced response time reduced/safe operating speed  <b>Wewantic River/ Wings cove/ Broad Marsh</b> – Do not enter  <b>Phinneys Harbor</b> – Shallow water, narrow channel, reduced response time.  <b>Red Brook</b> – Shallow water, narrow channel, aides change at red “12” reduced response time at lower tides  <b>Pocassett</b> – Shallow water, narrow channel, reduced response time.  <b>Hen Cove</b> – Do not enter  <b>Megansett</b> – During the winter months some aids are removed.  <b>Squeteague</b> – Do not enter.  <b>Fiddlers Cove</b> – Shallow water, narrow channel, reduced response time.</p>
<p>Woods Hole</p>	<p><b>All area listed shall be transited with caution due to the depths of the water</b> – Quissett Harbor, Green Pond, Waquuit Bay, West Bay, North Bay, Oyster Bay, Katama Bay, Lagoon Pond, Lake Tashmoo, Robinsons Hole, Hadley Harbor, Inner Harbor, Nasketucket Bay, Brandt Island Cove, Sippican Harbor, Marion Harbor.  <b>The following areas contain significant hazards to navigation that include shoal water and or insignificant navigational information</b> – West Falmouth Harbor, Great Pond, Bourne Pond, Eel Pond, Popponesset Bay, East Bay, Cotuit Bay ,Halls Creek, Mill Creek Cape Poge Bay, Sengekontaktet Pond, Farm Pond, Middle Gate Area, Little Bay, Planting Island Cove, Mattapoisett River, Hammett Cove, Blankenship Cove</p>
<p>Castle Hill</p>	<p><b>Wickford Harbor</b> – Shallow water, narrow channel.  <b>Allens Harbor</b> – Shallow water, unmarked channel, reports of shoaling in the channel.  <b>Greenwich Cove</b> – Traffic density, shallow water, narrow channel.  <b>Apponaug Cove</b> – Traffic density, shallow water, narrow channel.  <b>Warwick Cove</b> – Traffic density, shallow water, narrow channel.  <b>Kickamuit River</b> – Shallow water, narrow channel.  <b>Cole River</b> – Shallow water, narrow channel.  <b>Lee River</b> – Shallow water, narrow channel.  <b>Warren River</b> – Traffic density, shallow water, narrow channel.  <b>Bullocks Cove</b> – Traffic density, shallow water, narrow channel.</p>

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	<p><b>Pawtuxet Cove</b> – Shallow water, narrow channel.  <b>Seekonk River</b> – Shallow water, narrow channel.</p>
Point Judith	<p><b>Charlestown Breachway into Ninigret Pond</b> – Uncharted, shallow water, shifting shoals  <b>Entrance to Potter’s Pond Bridge</b> – Inadequate vertical clearance 5 ft. Shallow water  <b>Quonochontaug Breachway into Quonochontaug Pond</b> – Uncharted, shallow water, shifting shoals  <b>Weekapaug Breachway into Winnapaug Pond</b> – Uncharted, shallow water, Inadequate vertical clearance  <b>Pt. Judith Pond north of High Point</b> – Shallow water, narrow channels  <b>Harbor of Refuge Floating Fish Trap Areas</b> – Seaward side of West Wall Harbor Side of East Wall  <b>Harbor of Refuge Apex Rock Jetties</b> – Shoaling within 300 yards of inshore side of rock jetty.  <b>Black Point Floating Fish Trap Area</b> – Area from League Rock north to State Pier No.5 bounded by magenta line.  <b>Block Island North Reef</b> – Shallow water and Shoaling Western AOR along RI beaches Prone to surf  <b>Area around Pt. Judith Light</b> – Frequent high surf, shallow water, and submerged rocks  <b>Shoreline of Pt. Judith to Narragansett Beach</b> – Semi-submerged and submerged rocks  <b>Southwest Ledge</b> – Prone to breaking seas in heavy weather  <b>Block Island</b> – Shoreline, shoal water, and numerous submerged rocks  <b>Great Island Bridge</b> – Inadequate vertical clearance 12 FT  <b>Hog Pen Marina</b> – Shallow water, narrow channel  <b>Block Island Boat Club</b> – Shoaling  <b>Point Judith Pond</b> – No wake zone, narrow channels, shallow water, high traffic density, reduced response times, wakes  <b>Point Judith Pond</b> – Coxswains shall pay particular attention between R12 and R20. Depth of water may be below navigational draft due to shifting shoals  <b>Great Salt Pond</b> – No wake zones in channels, narrow channels, shallow water, and high traffic density  <b>Old Harbor</b> – No wake zone, narrow channel, high traffic density</p>

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