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SUBJECT: Twelve Scenarios for publication use:

SCENARIO 1: SAR drill of sinking 22' sport fisher vessel. (Complexity Level: 1 of 5).

A small private center-console 22 foot open sport fishing vessel, single 150 hp engine, loses its transom plug and starts sinking one mile offshore with 3 POBs. Heavy rain with 3 to 4 foot seas and a 4 knot northerly Gulf-Stream current causes further complications. The time is dusk at 1932 hours. The victims call in a MAYDAY and give an approximate location of one to two miles offshore from Hallendale Beach between Miami and Ft Lauderdale, Florida.

USCG units were previously alerted to find an overloaded Haitian boat approaching the eastern seaboard of south Florida. No USCG facilities are available to assist the sinking sport fisher. The USCG OD commands the watchstander to call for help from the USCG Auxiliary. He calls their local AUX Division Captain for assistance. He also is ordered to alert the USCG Air Command, who send out one helio and one fixed wing unit for SAR patterns in the general area. He further sends out an all vessel alert to his AOR on marine channel 16.

The AUX Division Captain calls his DVC, SO-OP and SO-MS to activate available AUX Rapid Responder Teams and Secondary Responder Teams to do SAR patterns in the neighborhood of Lat 26 01.0, Lon 080 07.0 to find, assist and recover the three POBs and the vessel if possible. The Division Calling Tree is activated.

One and one-half hours later, at 2100 hours, two of the victims have drifted and swam to an off-shore port-entrance buoy marker that they hold onto. The third victim is still drifting northward in the dark current and cannot be seen by the other two, even though he has on a PFD and a survival light. A spotter plane has found the sinking vessel, marks his GPS, calls the position in to the USCG. He cannot find any of the victims but does see a few sharks in the area just before darkness.

SCENARIO 2: Two Commercial Vessels Near-Shore Collision. SAR and Shore Based Drill. (Complexity Level 2 of 5).

On February 14th, two commercial vessels have collided two miles offshore and rapidly sink in 60 feet of water in the dark of night in heavy fog at 0223. One vessel, the Crawley Transporter, is fully loaded with filled containers that were being transported from Mobile, AL, northward to New York City harbor. The other vessel is the Island Transporter, which has a mixed cargo of produce, barrels of oil and fuel, lumber and other miscellaneous packaged items, outbound from Ft Lauderdale Port Everglades harbor to Bermuda. There are 16 crew aboard the Crawley Transporter and 12 crew aboard the Island Transporter. Their condition is unknown.

The ambient temperature is 42 F degrees and the water temperature is 64 F degrees, with a stationary front and 4 knot easterly wind in calm seas.

Upon receipt of two MAYDAY calls from both vessels, the USCG activates SAR units to the crash site. The first Coast Guard unit to arrive, using its search lights, sees a large dispersed debris field with heavy oil contaminants expanding and drifting toward the shore as it is carried by the incoming tide.

The USCG site commander notifies the watchstander that help will be needed to define the debris field and to search the shoreline for victims and advise extent of shore contamination and evidence. The

USCG OD orders the alerting of their local USCGAUX units for assistance, both on-shore and at sea. Orders are specific on what to do ... to look for survivors and determine the extent and nature of the debris field on the water; to send shore patrols with search lights to the potential drifting debris shore area in search of survivors, determination of contamination and security of evidence. To the coxswains, he has warned of possible dangerous large floating containers and other hazardous debris as well as oil and fuel slicks. Search- lights are required.

The USCG Air Command is also alerted.

The AUX Division Captain receives the call at 0242 and activates his Auxiliary calling tree with a clear statement of mission to both the land-based and sea-activated units. He requires a continuous fifteen minute update on activation of personnel and facilities to his command center that he rapidly sets up with the SO-OP, SO-MS, (in the future, SO-ER), DVC and two AUX watchstanders.

The AUX Div Captain is further asked to set up a recovery area at the beach site for any potential victims and to provide temporary shelter and refreshments for AUX personnel involved in the exercise throughout the night. He calls the local fire/ rescue units and ambulance services for assistance.

One of the Auxiliary SAR vessels has its propellers entangled in floating cargo mesh and becomes inoperable and stranded at the edge of the debris field approximately one-half mile offshore.

SCENARIO 3: Private Corporate Jet Take-Over and Crash. (Complexity Level 2 of 5)

A private corporate Leer jet, upon takeoff from the Fort Lauderdale Executive Airport in route to Caracas, Venezuela, is commandeered by two turncoat terrorists to fly toward the Turkey Point Nuclear Power Plant complex south of Miami. There is a pilot and copilot plus six executives and the two turncoats aboard. Since the pilot's cabin is not secured, commandeering the aircraft is easily done. The Leer jet is fully loaded with high-octane fuel and an explosive device is secreted in a suitcase in one of the baggage's compartments. This is obviously a suicide mission aimed to destroy a major Nuclear Power Plant and cause radio-active fallout to the large population base of Greater Miami – Ft Lauderdale areas due to the Southern Coastal winds of that day. A few minutes into the hostage event, the copilot and two executives jump the two terrorists, killing one terrorist, the copilot and injuring one executive and the pilot. The aircraft crash lands into the ICW just west of the Turkey Point Nuclear Power Plant. There are three dead, four injured and three with minor injuries. The aircraft stays afloat for 22 minutes before settling to the bottom of the ICW in 31 feet of water. The explosives did not detonate upon impact. There is considerable fuel and oil spillage in the area and a wing segment separated from the fuselage. The USCG Station Miami is 28 minutes away by high speed boat. There are two USCGAUX Flotillas within a 30 mile radius of the crash site.

Following is a formatted version of this scenario:

C-3.1: MARINE CASUALTIES – AIRPLANE CRASH with SUICIDE HIJACKERS
Situation A private corporate Lear jet, upon takeoff from the local Executive Airport in route to Caracas, Venezuela, is commandeered by two turncoat terrorists to fly toward the regional Nuclear Power Plant. There is a pilot and copilot plus six executives and the two turncoats aboard. Since the pilot's cabin is not secured, commandeering the aircraft is easily done. The Lear jet is fully loaded with high-octane fuel and an explosive device is secreted in a suitcase in one of the baggage's compartments. This is obviously a suicide mission aimed to destroy a major Nuclear Power Plant and cause radio-active fallout to the large population base. A few minutes into the hostage event, the copilot and two

C-3.1: MARINE CASUALTIES – AIRPLANE CRASH with SUICIDE HIJACKERS

executives jump the two terrorists, killing one terrorist, the copilot and injuring one executive and the pilot. The aircraft crash lands into the water just off of the Nuclear Power Plant. There are three dead, four injured and three with minor injuries. The aircraft stays afloat for 22 minutes before settling to the bottom in 31 feet of water. The explosives did not detonate upon impact. There is considerable fuel and oil spillage in the area and a wing segment separated from the fuselage. The nearest USCG Station is 28 minutes away by high speed boat. There are two USCGAUX Flotillas within a 30 mile radius of the crash site.

Mission

Provide SAR response, patrol safety zone under Coast guard direction, and provide technical/operational support to Coast Guard units as needed. Upon notification of this scenario within the local area, Auxiliary Division __ will mobilize [types of equipment and people] within __ hours for the purpose of SAR response, patrol safety zone under Coast guard direction, and provide technical/operational support to Coast Guard units as needed. Auxiliary Division __ will operate under command of [name of lead local agency or USCG command], in accordance with [title of relevant local or USCG plan]. Auxiliary Division __ will attempt to sustain emergency operations for a period of __ hours/days.

Execution

Coast Guard functions in this scenario include SAR response, safety zone patrol, reconnaissance overflights, and technical investigation/documentation. Trained Auxiliarists may assist in all these areas. Mobilize for extended safety zone patrol operations. Auxiliary vessel speed may be important in the SAR phase of this case.

Administration/Logistics

Hazards are generally similar to normal safety zone and SAR operations, with the addition of an unexploded bomb. In this scenario, Auxiliarists may encounter dead or grievously injured victims, or disturbing reminders of them. Leaders must ensure that their crews get proper psychological and emotional support to mitigate critical incident stress. Also use universal precautions against blood-borne pathogens.

Refer to Annexes D and E.

Command & Control

Auxiliary units and Auxiliarists will integrate into local Coast Guard command structures. In any marine casualty, the number of responding vessels and aircraft will create large amounts of radio traffic. Plan for activation of Auxiliary radio stations and Auxiliary watch standers to help manage this. Also determine in advance the working frequencies of the non-Coast Guard responders (fireboat, marine police, Civil Air Patrol and other salvors).

Designate the Auxiliarist responsible for managing the unit's response, by title. Also designate alternates. Refer to Annexes J and K for other details.

Relevant Documentation

ANNEX B: INTELLIGENCE AND INFORMATION

In the Coast Guard context, 'intelligence' refers to data on human threats, whereas 'information' refers to data on natural disasters and accidental marine casualties. The focus in Auxiliary plans is on information.

In Annex B, list the essential pieces of information you will need in order to begin rationally assigning resources. You do not need to develop checklists for each type of contingency. Three checklists may be sufficient, one for natural disasters, one for oil and hazmat releases, and one for all other marine casualties. Many Coast Guard operations centers maintain checklists which can be copied or modified.

Also list the most useful sources of information necessary for emergency response. Include the principal chart numbers for your area, local marina directories, etc., and include tide and current references. Include telephone numbers for river stage information if you are based along a river. Much of this information may be obvious to the experienced Auxiliarist who drafts the plan, but do not assume that all plan users will share your knowledge.

ANNEX D: LOGISTICS

Consideration of logistics is an essential element of emergency response planning. Logistics address how resources (human and physical) get deployed, what they are and where they are kept. Widespread natural disasters, which disrupt infrastructure, mandate careful pre-placement of critical resources. In some cases, such placement may be well outside of the affected area, adding a time delay to deployment and utilization. Auxiliary units should be integrated into the logistics arrangements of the total response organization where possible. Some of the required information is best provided in tabular form.

Appendix D-1 is an example of how to present logistics data.

Facilities

Appendix D-1: Available Facilities

a. Vessels							
Facility number	Length	Speed	Draft	Fuel Type	Facility Location	Owner	Telephone+ Area Code
27789	27'	25 kts	3.0'	Gas	Miller's Creek	Ted Grosewzski	(410) 547-3197
45321	45'	30 kts	4.5'	Diesel	Blue River	Melanie Burns	(410) 934-6508
09712 PWC	9'	40 kts	1.5'	Gas	Trailer	Roger Gofast	(301) 780-4178
b. Aircraft							
Facility			Seat	Rang	Facility		

number	Engines	Speed	s	e	Location	Owner	Telephone
2314	1	190 kts	4	350 nm	Sasquatch Airpark	Jan Castellan	(410) 678-9056
c. Radios							
Name		Type	Capabilities	Location	Owner	Telephone	
19E Mobile		Mobile	VHF-marine RDF cell phone	Truck	Nick Sesonke	(717) 213-0045	
Stewart Radio	Point	Fixed	VHF-marine VHF-aviation HF-SSB landline	Stewart Point, MD 21009	Pat Reed	(410) 458-9342	

1. All vessels and aircraft assumed to have VHF-FM transceivers.
2. Owner's address is not listed. Mobilization will not be by mail.

Piers, Airfields, and Staging Areas

Piers must be accessible during the expected emergency. To be useful, there must be adequate logistical resources available at the pier, including: dockage, fueling facilities, parking, and sanitation facilities. The owner must be willing to tolerate extended use of the pier facility by Coast Guard and Auxiliary vessels and vehicles. An Auxiliary team may be deployed to manage Auxiliary vessel support at the pier. Local law enforcement assistance may be required if the pier becomes congested.

Airfield characteristics are tabulated in various NOAA, FAA and commercial publications with which aviators are normally familiar. It may not be necessary to tabulate them here. Auxiliary aircraft flying under orders are Coast Guard aircraft and may use military airfields. However, military airfields often do not have aviation gasoline, as military aircraft are nearly all jet or turbine-engined rather than piston-driven. An Auxiliary liaison/management team may be deployed to manage Auxiliary aircraft participation in the response. If used, they should keep track of aircraft deployment, aircrew hours, fuel reserves, and feeding of personnel.

Staging areas are used to unload, assemble, distribute and retrieve equipment. The staging function may take place at a pier. Common staging may be used by all agencies in the response. Staging areas must be accessible and secure. They should be equipped with a radio or cell phone. Work space should be available. At a minimum, clean dry tables or benches should be available and the area should be reasonably protected from wind. Staging areas should have an identifiable and accountable manager. Inventories should be checked frequently. Stock control procedures should be in place prior to activation. Care must be taken to ensure that the staging area remains a safe environment. Spilled materials must be cleaned up. When supplies are being offloaded at a staging area, it is important that unloading operations do not create traffic bottlenecks. Two-way traffic flow should be preserved through the staging area, with a one-way loop for vehicles dropping off supplies and people. Damaged equipment and spent

consumables are collected at a salvage point. This should be managed, but it is also important that it not interfere with the critical task of re-supplying the responders with fresh equipment.

Food, Water, Transportation, Sanitation, Housing

During extended emergencies, Auxiliary personnel must be taken care of. This function begins with registration and tracking of all those working on scene. In the Incident Command System, this function is performed by the Assignment Processing Unit. An Auxiliarist should be included in this section. If there is none, a simple log of personnel on scene should be maintained.

Auxiliarists may require lodging. Billeting in Coast Guard or other military quarters should be considered, as it involves no out of pocket expenses. Quarters should be clean and quiet to provide adequate rest.

Auxiliarists may require transportation to piers, staging areas, lodging, and elsewhere. If boat crews are working from piers other than their own, they may need local ground transportation, as their own vehicles will not be accessible. Aircrews arriving from out of the local area will also need local transportation.

Arrangements should be made to enable vehicles to travel to and through the response area, even if roadblocks are in place. Official Coast Guard Auxiliary magnetic signs are available for use on vehicles during a mission. All Auxiliarists should be in uniform and should carry their Coast Guard Auxiliary photo ID cards. These measures, plus written orders (which may be pre-approved or faxed), should help to unravel most such situations. If an Auxiliary team is prevented from moving, the local Coast Guard commander should be contacted immediately. In some cases, it may be most convenient to use vehicles with Government tags. Auxiliarists may be authorized to drive Coast Guard vehicles.

Response personnel will require sustenance if they are to be effective during their emergency response, whether the response is short term or extended. Food should be wholesome, appetizing, and safely stored and prepared. Adequate facilities for the serving and consumption of food should be arranged. Conditions of the emergency may not always allow for proper heating of food, in which case items that can safely be eaten cold should be available. Conversely, refrigeration may not be available in devastated areas. The temptation to live on junk food or fast food for an extended period of time should be resisted. Junk food is not nutritionally balanced and will lead to early fatigue, or digestive trouble. Recent experience at Oklahoma City and elsewhere indicates that responders should also not rely on donated food. With the best of intentions, donors may make the food too spicy for most tastes, or may fail to keep it sufficiently warm or cold. In major disasters, FEMA requests that response units arrive with sufficient resources to sustain themselves for the first 72 hours.

Adequate sanitation facilities are important during any emergency response lasting more than a few hours. Designated staging areas and piers may already have adequate sanitation facilities. This includes safe water supplies or effective disinfectants for hand washing.

Health and Safety

During emergency situation, the usual risk factors associated with ordinary patrol activities become even more pronounced, and the chances of those factors adversely effecting the health and safety of the participants increase. At the same time, the successful outcome of the mission is jeopardized if the crews become injured or their state of health is effected. The risk factors include fatigue, seasickness, fire, fumes, noise, heat, cold, sun glare, airborne, blood-borne and waterborne pathogens, and post-traumatic

stress injury resulting from involvement with personnel casualties. The steps needed to safely and competently perform a mission follow a series as below:

1. Perform an initial assessment. Assess the scene and determine the hazards (thermal, chemical, mechanical, electrical, pathogens, dangerous animals). If there are hazards present, do not proceed unless properly trained and equipped. Evaluate risk versus gain. Also determine and report the number of persons and their conditions, state of consciousness, and mechanisms of injury. Notify controlling unit of medical situation.

2. Conduct medical monitoring for injured persons, check the ABC's: Airway, Breathing and Circulation. Determine the alertness level of conscious victims and their skin characteristics (pale, cold, hot, clammy, dry, perspiring). Report vital signs to controlling unit. IF CPR is needed, activate emergency medical services first.

3. Use protective equipment to limit the risks of exposure to pathogens or personal injury. Examples of personal protective equipment (PPE) include latex or non-allergic gloves, blood-borne pathogen kit, anti-microbial handwipes, 10% Sodium hypochlorite (bleach) disinfectant, hard-hat, steel-toed boots, overalls, hearing protection, sunscreen, and blankets.

If the situation evolves beyond your training or resources, notify the controlling unit and withdraw. Do not become a victim yourself.

4. Prepare carefully for all operations in hazardous areas, both mechanical activities and work involving victims. Know what you intend to do before you start and ensure that you have the right resources, including personnel and protective equipment, at hand.

5. Train for your intended or anticipated missions. Seek specialized training when you identify a knowledge gap. Learn and practice use of personal equipment and protective clothing, including safe donning, doffing, and disposal.

6. Condition yourself for duty and be aware of limitations imposed by your own physical or medical condition or by the equipment that you are required to use. When you accept a mission, you are indicating your belief that you are capable of executing it fully, in accordance with Coast Guard performance criteria and current professional standards of care.

7. Reassess all conditions frequently and alter or adjust response if circumstances regarding the incident or personnel change. Record your findings regularly so that additional responders can understand the situation. Keep the controlling unit advised of status of personnel and incident.

Medical Support

Briefly describe your arrangements for medical care. For injuries and medical conditions that arise while on duty, Auxiliarists should use the local Coast Guard unit's normal health care provider. This may be a commercial health plan or a military medical facility. If there are no local active-duty Coast Guard units, Auxiliarists should obtain emergency medical care at any convenient place. In any case, the operational commander and the Director of Auxiliary must be informed as soon as possible.

Auxiliarists involved in response operations may also require non-emergency medical care. This might include treatment for minor cuts and scrapes or monitoring of blood pressure and heart rate after a particularly strenuous activity. At Coast Guard bases, a Health Sciences Technician will normally provide this level of care. In cases where the fire department has a dominant role, a medical support unit is usually activated as part of the combined fire/rescue/EMS team. If the Auxiliary field commander feels that his personnel may be over-extending themselves physically, he or she should have no hesitation in directing them to the medical unit for a quick check.

ANNEX E: PERSONNEL

Annex E will be the tool you use to begin staffing your response organization. It needs to be as current as possible.

Appendix 1: Callout Procedures

Show your calling tree or network. Ensure that the absence on vacation of one or two key people will not cause the whole callout procedure to collapse. Some Auxiliary units appoint a Duty Officer for a period of several days; this person is always in the local area and is available for contact, via pager or some other reliable method. In others, groups of members agree to be on call for a period of time and remain within close proximity of a telephone as much as possible. Whatever system you choose, test it frequently and ensure that it works.

Appendix 2: Available Personnel

List the active members of your unit, by name, telephone number, and operational qualifications. Do not list addresses. If you pre-designate boat crews or other special teams, list by teams in this appendix. Plan 30-50% excess personnel into each team to allow for vacations, illnesses, etc. Base available resources on a realistic estimate of actual availability. Some fraction of your members will not be available for duty due to lack of current qualifications, health, etc. Count the number of members who actually performed operations in the most recent season, and use this as your upper limit. Plan ahead for reinforcements. In general, any action that extends beyond 8-10 hours calls for a second shift. Activities that extend over several days at a high tempo require four or five shifts in order to maintain effectiveness, with not all personnel being used each day. Coast Guard planners use a ratio of 4.2 crews/vessel for extended 24-hour operations, 2.8 crews/vessel for 16-hour (daylight) operations.

Appendix 3: Shortfalls

Identification of resource shortfalls is an important function of Coast Guard planning. Construct a table that lists each emergency scenario you expect to encounter (flood, hurricane, etc). Review your analysis in Annex C and estimate the resources you would need to properly execute your chosen or assigned mission. List this as total numbers of boats, crewmembers, radios, aircraft, trucks, etc. Then use Annexes D and E to estimate the resources you actually would have available. If this process reveals resource shortfalls, you have several possible courses of action. You could conduct accelerated member training, request assistance from another Auxiliary or active-duty unit, or revise the mission. You can only request assistance from another unit if they are not likely to be affected by the same disaster scenarios.

ANNEX J: COMMAND RELATIONSHIPS

Repeated experience has shown that a well-defined field command structure must be established early in any major emergency. The command element assesses the situation on the ground and begins to expand the response organization as needed. Initially, a small group will assume all of the incident management functions. Later the response organization becomes more formalized. The same principle is true of the

Auxiliary component of the response organization. It will expand from an initially small element, grow through a surging of resources, organize itself into a cohesive and efficient team, and finally demobilize safely. The role of the Auxiliary field commander or leader is to make this happen smoothly. Since Auxiliary units are not usually the lead agency in a response, the responsibility of the Auxiliary field commander is to feed resources to the Coast Guard Forces or to the State agency that is leading the effort. The diagram overleaf shows the points in a joint response organization where Auxiliary resources are most likely to be employed.

Annex J describes how field command of Auxiliary units will initially be exercised in an emergency, how it will grow, and how it will integrate with the larger Coast Guard or State/local response organization.

Emergency Response Coordination

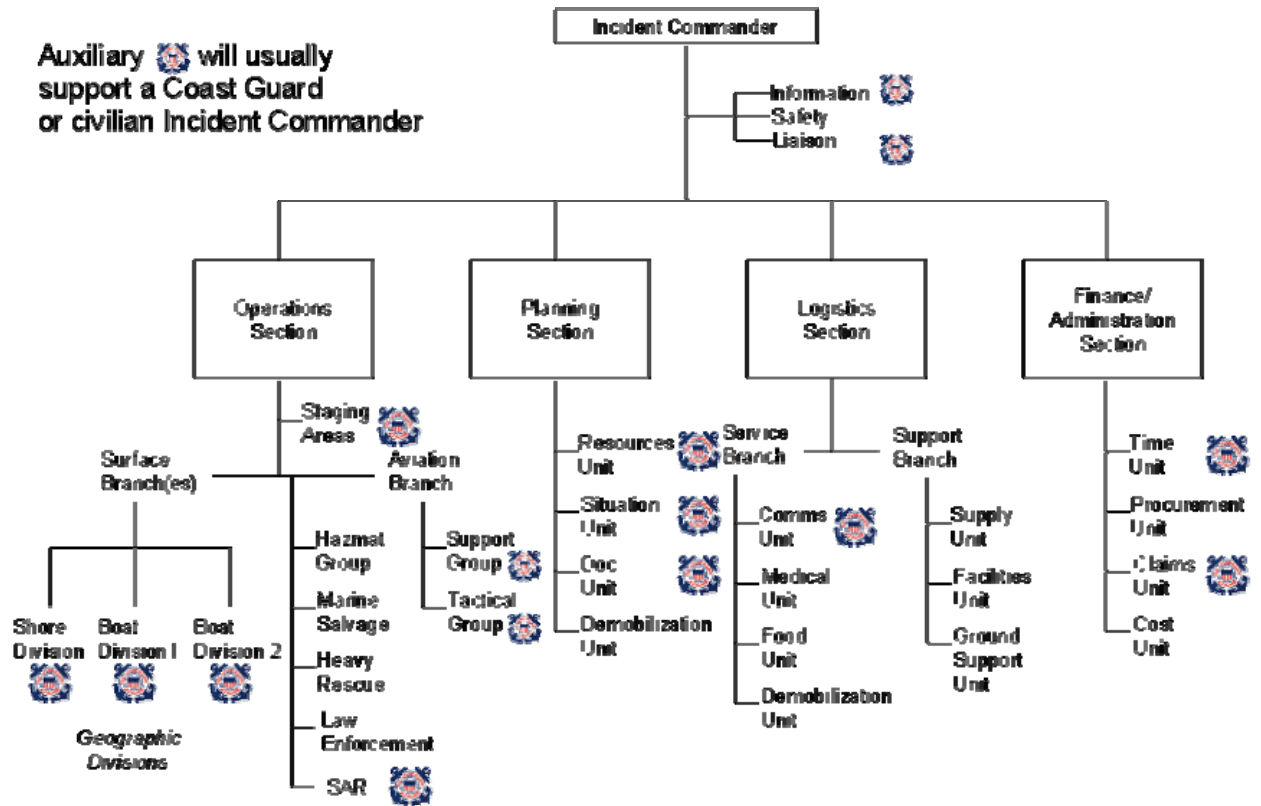
Within the Auxiliary, responsibility for emergency response coordination may vary from place to place. In certain districts, the Auxiliary District Commodore and the Coast Guard Chief of Marine Safety have entered into a formal Memorandum of Understanding (MOU) that addresses the use of Auxiliary resources in support of marine safety activities, including disasters. See Appendix B for a sample. There should be a District Emergency Coordinator, appointed by the District Commodore.

There should also be a district-level Auxiliary Command and Control Element (ACCE), available for dispatch in the case of a major emergency that may be expected to last a week or more and affect a large section of the district. Coast Guard districts maintain District Response Action Teams (DRATs) and/or Crisis Action Teams to provide similar support to operational units. These personnel may be issued open travel orders to allow them to detach from their regular duties and proceed to the response area without delay. If an ACCE is formed, District Commodores should consider requesting that it be integrated into the DRAT organization and provided similar logistical support by the Coast Guard. All ACCE members should be operationally knowledgeable Auxiliarists who are willing to participate in any training required by the Coast Guard District, and who can mobilize quickly when called. As a rough guide, ACCE members should be packed and ready to travel within two to four hours of initial notification.



EMERGENCY RESPONSE PLANNING Concepts

Auxiliary will usually support a Coast Guard or civilian Incident Commander



In less extended emergencies, coordination of Auxiliary participation may be provided by Rear Commodores, Division Captains, or Flotilla Commanders. The Auxiliary Manual states that whenever a Coast Guard Activities is formed (usually by the merger of a Marine Safety Office and a Coast Guard Group), a Rear Commodore shall be the principal broker of Auxiliary services to it. In many instances this will be the appropriate level of emergency response coordination. The district-level MOU referred to above may specify these relationships. In accordance with district-level emergency plans, Rear Commodores and Division Captains may wish to appoint an emergency coordinator, or assign the duty to one of the existing staff officers such as the DSO-OP or MS, ADSO-OP or MS, or OP or MS counterparts at the Division level.

It is reasonable to expect that the National Interagency Incident Management System (NIIMS) will become the predominant model for management of all non-military emergencies within the next several years. However, at the present time, Auxiliarists participating in a natural disaster response with active-duty Coast Guard units may find themselves incorporated into a Coast Guard structure or into an National Interagency Incident Management System (NIIMS). Responses led by State or local agencies will usually follow the NIIMS concept.

Use of the Auxiliary Unit Structure

In large operations, the Auxiliary division or flotilla structure may be used effectively as the basis for command of some of the assets and personnel. This corresponds to the geographic breakdown of the Operations Section into Divisions in the Incident Command System. Existing vessel patrol sectors may be used as ICS Division boundaries. In such cases the senior Auxiliarist should ensure that they are receiving sufficient logistical support (fuel, food, information, billeting) from the wider response organization. There is no objection in principle to the assignment of Coast Guard active duty or Reserve personnel to augment these geographic Divisions, if responsible Coast Guard authority sees fits. Employment of Auxiliary divisions or flotillas as command elements assumes that these units have up-to-date response plans and are prepared to mobilize in accordance with those plans.

Not all assets can be efficiently allocated at the same geographic level, and it is not necessary for all Auxiliary resources to be assigned as a single entity within the response organization. Auxiliary assets should be assigned where they naturally belong, based on their type and their location. Radio stations should be integrated into the general communications infrastructure of the response organization. Aircraft should be assigned to the Aviation Branch. Auxiliarists with particular skills may be best assigned within the Command Post; the senior Auxiliarist should generally remain there to manage the integration of Auxiliary personnel.

An important concept in emergency management is the “pushing” of resources and information toward the area of action. In military logistics, the opposite of “push” is “pull” - resources are sent forward only after the field teams request them. This is inefficient. It also places too great a burden on the already overstressed field crews to specify all of their needs. In an efficient emergency response organization, all of the supporting elements push people, materials and data forward without prompting. The scenarios analyzed in Annex C of the plan are the initial basis for determining how many boats, vessels, radio stations, and personnel must be mobilized. The checklists in Annex B are the basis for deciding what data must be pushed to users first.

ANNEX K: COMMAND, CONTROL, AND COMMUNICATIONS

Annex K should describe your communications capability and radio plan. During emergency situations, communications become critical. Tactical control of a field response rests on effective radio contact with each vessel, aircraft, or truck. The numbers of vessels and aircraft activated is often much greater than normal and it is not possible to maintain proper span of control using the regular tactical nets. Also, long-distance communications channels may be disrupted. Auxiliary Communications Units (ACU's) – land, mobile, and fixed land—can lend valuable service in this environment.

Land frequencies are useful for support and maintenance of the emergency, and in general should be used for all traffic except with those units not so equipped. In many situations, marine frequencies will be fully utilized by vessels involved with the emergency. The nationwide Auxiliary frequency of 143.28 MHz may be used by units so equipped. In some districts, VHF-FM repeaters have been set up and provide excellent wide area communication. A form of repeater known as a simplex repeater is easily set up with an ordinary mobile radio at a high site. It receives, stores the message, and then retransmits the message on the same frequency a short time later. It has the height advantage of a repeater without the high cost and complex installation.

Cellular telephones have become very popular and certainly are useful during emergencies. However, in major disasters the network may become overloaded or restricted. Cell phones do not allow the instant communications that two way radios do because of the time needed to dial the number, network connection time, etc. Cell phone service can become very expensive if it is the principal means of communication.

In times of emergency, ACU's will probably be called upon to communicate not only with other Coast Guard and Auxiliary units, but also local, state, or federal agencies. In some cases ACU's may have experience working with these units and may be equipped to work on their frequencies, but in many cases not. In general it is more desirable to have the other agency come up on Coast Guard frequencies than for ACU's to use theirs. Auxiliarists using Public Safety frequencies generally should use a call sign assigned by that agency and not their Auxiliary call sign; differences in procedures and prowords can add to the confusion of the event. The role of the ACU is often to provide liaison between Coast Guard and local public safety units, since most other agencies do not possess marine radio capability.

In addition to short range VHF communications, High Frequency (HF) or short wave communications are available to ACU's. In general, those ACU's with HF capability are also amateur radio operators. HF radio can provide communications over distances of several hundred to several thousand miles depending on conditions, and can supplant long distance telephone circuits that are likely to be overloaded during major disasters. Scanners can be a useful addition to an ACU. They allow the monitoring of state, local and federal agencies. However, many public safety agencies have recently moved to 800 MHz trunked radio systems. Each exchange of transmissions occurs on different frequencies dynamically reassigned as the conversation progresses. Conversations on trunked systems are difficult to follow with a conventional scanner.

Your communications plan should designate the channels on which the Auxiliary and various other agencies will operate. The frequency assignments should be explicitly discussed with outside agencies. Never assume that a particular agency will come up on a particular channel unless they have actually told you so. During special situations it is easier to keep track of units and minimize circuit confusion by using special tactical call signs. These should be included in your plan if they are known in advance, and adhered to during the prosecution of the emergency.

Standard message formats are used to ensure that no important elements of information are omitted from a transmission. Formal message traffic and the SITREP format are discussed in the Auxiliary Communications Specialty Course. This is a good basic format for passing information to higher authority and requesting support. Coast Guard units have other formats for special purposes. Formal messages take time to transmit. To limit congestion of field voice networks, they can be transmitted by fax, electronic mail, or over packet radio. Packet radio is a means of transmitting data over non-marine radio channels, such as 143.28 MHz. A modem is used to link a transceiver and a computer running appropriate software. As in a computer network, each user only receives traffic addressed to them.

Good communication is very dependent on practice. Some Auxiliary radio facilities and watch standers rarely activate, others operate throughout the year. It is very desirable to hold one or two emergency drills annually to supplement regular radio nets to test effectiveness of communications. It is an excellent idea to include local Coast Guard units in these drills.

SCENARIO 4: Gaming vessel explosion and fire off-shore. (This is a Scenario and Script that was used as a Tabletop Drill by USCG Miami). (Complexity Level 3 of 5)

THIS IS AN EMERGENCY DRILL:

A passenger gaming vessel, THE LUCKY SEVEN, with 486 people aboard (426 passengers + 14 crew + 46 service personnel) is inbound to Miami Port dockage, returning from Nassau. It is a foreign flagged vessel with Liberian registration. Eighty-two (82 %) percent of the persons aboard [369] are citizens of the U.S. The vessel was built in 1962-3 and is not current with today's safety standards. Many fittings are rusted and painted over. There has not been an emergency drill aboard in the past 12 years. Except for the captain and first mate, the crew is composed mostly of salt-seasoned islanders. Many of the service personnel are Philipinos. There is a diversity of languages spoken aboard.

An initial report from the master to USCG Miami states than an explosion and fire has occurred just outside the main engine room. Maneuverability has been affected. Vessel is currently inbound off Elliott Island south of Miami's Government Inlet (25-22.0N 080-06.0W) and is attempting to maneuver to a safe depth off the reefs. A 20-knot easterly wind in 4-6 foot seas is rapidly buffeting the vessel toward grounding on the Elliott Reefs. Electrical interruption has affected the anchoring wench.

Further investigation shows that 3 crew were killed during the initial explosion and several more crew and service personnel suffer from burns and smoke inhalation. Approximately 75 passengers are also injured with various injuries ranging from smoke inhalation, burns, broken bones to heart and anxiety problems. These injured persons must be evacuated. All other passengers are at their muster stations and will remain aboard. Several panicked passengers have jumped off the vessel and are in the water attempting to swim ashore. However, reefs barnacles are severely cutting the survivors due to wave action and traces of blood can be seen in the water. Fish and local sharks are attracted to the area.

Upon grounding on the reef, the fire aboard burns out of control and sets off lesser secondary explosions, causing the master to issue a MAY DAY call to the USCG-Miami and to request additional fire fighting and EMS teams. Due to confusion aboard, the exact Lat-Long position is not known and cannot be transmitted. He orders lifeboats filled and lowered. Due to several malfunctioning lifeboats, panicked passengers over-crowd into the remaining working units, spilling some into the water as the units are lowered.

The source of the initial explosion and fire is unknown. It may have been caused by hostile elements. There is a suspicious group of four men near the crews' quarters.

TIME LINE EVENT

PHASE: UNCERTAINTY

0658	Explosion and fire outbreak outside main engine room in THE LUCKY SEVEN passenger gaming vessel.
0700-0720	Captain and crew assess damage to vessel & determine location coordinates.
0721	Captain orders radio operator to call USCG station Miami to report nature of distress and location (25-22.0N 080-06.0W)

0723-0730 USCG Watch stander alerts OPS Group Miami and MSO Miami.

0735 OPS & MSO officers order resources to disaster scene.

PHASE: ALERT

0737 OPS alerts Oppalocca USCG air rescue to standby.

0740 OPS establishes contact with Miami-Dade Emergency Operations Center (EOC) for possible establishment of a joint Disaster Response Command operation.

0745 Captain calls USCG Miami with statistical update:
3 Crew dead
8 Crew & service personnel injured
Approx. 75 passengers with various injuries, including shock & heart trouble
4 Suspicious men near crew quarters. (Source of explosion unknown)

0749 OPS calls Miami-Dade EOC to establish an Incident Command System (ICS) for the LUCKY SEVEN disaster situation, mentioning that 86 persons may need rescue & recovery and as many as 400 more in distress.

VHF Channel 22A is designated as the official emergency incident channel with all other USCG routine communications to be transmitted on Channel 23A. NEXTEL hand-held communication devices are to be used for ship-to-shore detailed communications. The USCG AUX is not equipped with NEXTEL, so their communications will be by cell phone and the main VHF Channels. Channel 82 will be used by the USCG AUX for intra-vessel communications.

0750 Channel 7 and 10 have seen the offshore vessel on fire and begin setting up field reporting operations. They have called the Miami police, who in turn called the USCG for information. Both stations launch TV reporting helicopters to rush to the site.

0753 Both TV stations call the Watch stander at USCG Miami for information.

0755-0835 Key ICS personnel are notified and assemble at EOC's ICS. They, in turn, notify for standby area:
Hosiptals Miami-Dade Sheriff's office
Fire Depts & EMS U.S. Park Service
USCG AUX div capt Miami Port Harbormaster
FBI American Red Cross
FI Fish & Wildlife Conservation Commission

PHASE: DISTRESS

0802 Vessel LUCKY SEVEN runs aground on Elliott Keys Reef in 4-6 foot seas and 20-knot easterly winds. Secondary explosions erupt as fire burns out of control.

0812 The first USCG SAR vessel arrives at the site. It becomes the SITE COMMAND CENTER. Notifies USCG Miami of multiple out-of-control fires aboard, panicked people on deck and many in the water. They launch their rescue boat for pickup of persons in water.

Two armed USCG officers board the LUCKY SEVEN. They find that the four suspicious men have been arrested by LUCKY SEVEN security personnel and are held in a secured room. They have advised Miami Marine Police of the containment and who are on the way to pick up the arrested men. They are to be turned over to the FBI for further interrogation upon arriving ashore.

0814 USCG Miami OPS instructs Watch stander to issue an APB for all larger vessels in area to assist with distressed persons recovery.

- 0815 USCG Miami Watchstander notifies EOC's ICS, who take formal command of the incident.
- 0817 USCG, Marine Police and Park rescue helicopters are activated by ICS for recovery of critically injured persons. TV helicopters are already circling the site and broadcasting live pictures to viewers, having interrupted scheduled broadcasting.
- 0820-0835 ICS establishes triage procedures:
- Critical directly to hospitals by helicopters
 - Secondary to 3 newly established land sites for EMS ambulance transfer to hospitals
 - Minor to 2 newly established American Red Cross recovery stations at beach site.
 -
- All SAR units advised of triage and sites. ICS orders medic aboard LUCKY SEVEN to triage people on-board and advise of status via captain or radio operator.
- ICS orders USCG AUX Division Commander to alert Auxiliary Coxswain/Crews to provide security patrols and SAR assistance.
- ICS assigns specific personnel to communicate with and update each support organization.
- 0830 Firefighting and SAR vessels arrive at scene.
- 0831 Two passenger vessels in area respond to scene. They are advised by the USCG SITE COMMAND CENTER Cutter how and where to go for assistance and begin recovering passengers in the water. Their medical staffs administer first aid as required.
- 0837 Captain calls in MAY DAY, orders "Abandon Ship".
- 0840 Two many small fishing and pleasure vessels crowd into the disaster scene. The USCG patrol boat establishes a disaster scene perimeter and calls for help from the USCG AUX, Fish & Wildlife and Park Ranger patrols to maintain this perimeter.
- 0846 First critical arrives at local hospital via helicopter.
- 0857 USCG SITE COMMAND CENTER Cutter advises OPS that 56 persons have been recovered on passenger vessel # 1 and 83 persons on passenger vessel # 2. Their Cutter has recovered 21 persons who will be transferred to the first available USCG vessel to arrive at scene.
- 0902 The American Red Cross advises ICS that they have established two field reception areas and first-aid stations on mainland docking areas located at _____ and _____. A helicopter landing site is adjacent. ICS decides to combine the Red Cross Stations with EMS ambulance pickup stations. EMT's have been advised of the sites for ambulance pickup and transport to local hospitals. The SITE COMMAND CENTER is advised of availability.

NEXT DAY:

- 1600 ICS & USCG "Lessons Learned" meeting at EOC in preparation for final Exercise Report.

Such a scenario will involve a substantial cadre of federal, state and local emergency first responders and an extensive Unified Command - Incident Command System to manage the situation. After first responders are activated, the USCGAUX will be called upon to provide perimeter security and assist in recoveries. This scenario will provide an opportunity to test and debug complex emergency responder organizations' interaction in a critical situation.

We have put together an emergency drill CORE PLANNING COMMITTEE of one member each from the (1) USCG, (2) Ft Lauderdale Intl Airport emergency planning, (3) Broward County Fire- Rescue and Police, (4) Broward County Emergency

Center and (5) USCGAUX as the core planning team (keeping it small to be effective). This planning committee will in turn contact the other agencies, including the National Strike Force Coordination Center who did the final presentation for the Group Miami exercise, at appropriate times for their participation in development of this exercise. The Core Planning Committee will maintain final decision authority on all matters concerned with the exercise planning on advise of their superiors

Following is a formatted version of this scenario:

**C-3.2: MARINE CASUALTIES – PASSENGER VESSEL EXPLOSION and GROUNDING
Potential oil spill, potential terrorists on scene**

Situation

A passenger gaming vessel, THE LUCKY SEVEN, with 486 people aboard (426 passengers + 14 crew + 46 service personnel) is inbound to Miami Port dockage, returning from Nassau. It is a foreign flagged vessel with Liberian registration. Eighty-two (82%) percent of the persons aboard [369] are citizens of the U.S. The vessel was built in 1962-3 and is not current with today's safety standards. Many fittings are rusted and painted over. There has not been an emergency drill aboard in the past 12 years. Except for the captain and first mate, the crew is composed mostly of salt-seasoned islanders. Many of the service personnel are Filipinos. There is a diversity of languages spoken aboard.

An initial report from the master to USCG Miami states than an explosion and fire has occurred just outside the main engine room. Maneuverability has been affected. Vessel is currently inbound off Elliott Island south of Miami's Government Inlet (25–22.0N 080-06.0W) and is attempting to maneuver to a safe depth off the reefs. A 20-knot easterly wind in 4-6 foot seas is rapidly buffeting the vessel toward grounding on the Elliott Reefs. Electrical interruption has affected the anchoring winch.

Further investigation shows that 3 crew were killed during the initial explosion and several more crew and service personnel suffer from burns and smoke inhalation. Approximately 75 passengers are also injured with various injuries ranging from smoke inhalation, burns, broken bones to heart and anxiety problems. These injured persons must be evacuated. All other passengers are at their muster stations and will remain aboard. Several panicked passengers have jumped off the vessel and are in the water attempting to swim ashore. However, reefs barnacles are severely cutting the survivors due to wave action and traces of blood can be seen in the water. Fish and local sharks are attracted to the area.

Upon grounding on the reef, the fire aboard burns out of control and sets off lesser secondary explosions, causing the master to issue a MAY DAY call to the USCG-Miami and to request additional fire fighting and EMS teams. Due to confusion aboard, the exact Lat-Long position is not known and cannot be transmitted. He orders lifeboats filled and lowered. Due to several malfunctioning lifeboats, panicked passengers over-crowd into the remaining working units, spilling some into the water as the units are lowered.

The source of the initial explosion and fire is unknown. It may have been caused by hostile elements. There is a suspicious group of four men near the crews' quarters.

Mission

The potential for terrorists to be on scene may limit total Auxiliary effort in the initial SAR operation. Coast Guard OPLANS include a listing of the CG shortfalls that a potential security incident might create. These OPLANS should be included in Auxiliary mission analysis.

Provide SAR response, patrol safety zone under Coast guard direction, and provide technical/operational support to Coast Guard units as needed. Conduct environmental damage assessment. Auxiliarists may be involved in pollution containment only if properly trained in accordance with Coast Guard regulations. Some tasks require medical screening. Auxiliary vessels would be fouled by oil and would not normally be asked to deploy a boom. However, trained personnel may do this work from Coast Guard workboats or from shore.

Upon notification of this scenario within the local area, Auxiliary Division __ will mobilize [types of equipment and people] within __ hours for the purpose of SAR response, patrol safety zone, and pollution response under Coast guard direction, and provide technical/operational support to Coast Guard units as needed. Auxiliary Division __ will operate under command of [name of lead local agency or USCG command], in accordance with [title of relevant local or USCG plan]. Auxiliary Division __ will attempt to sustain emergency operations for a period of __ hours/days.

Execution

Coast Guard functions in this scenario include SAR response, identifying and capturing potential terrorists, safety zone patrol, reconnaissance overflights, pollution containment and/or monitoring, and technical investigation/documentation. Trained Auxiliarists may assist in these areas with the exception of dealing with the potential terrorists. The potential for terrorists to be on scene may limit total Auxiliary effort in the initial SAR operation. Auxiliary vessel speed may be important in the SAR phase of this case. Mobilize for extended safety zone patrol and pollution response operations

Aircraft may be launched to track an oil spill or observe a fire. In oil spills, Coast Guard and Auxiliary personnel may deploy booms, subject to health and safety training requirements. Booms must be tended as tides and currents shift. In hazmat incidents, Coast Guard field actions are normally limited to safety zone patrols well outside the hot zone. Containment, countermeasures, cleanup, and disposal are mostly done by the OSRO in an oil spill. The Coast Guard focuses on shoreline damage assessment. In hazmat incidents, containment is performed by a small team of fire department hazmat technicians. The later stages of cleanup and disposal are handled by contractors functioning under the direction of State and Federal environmental agencies. Documentation and cost recovery is done routinely by active-duty personnel over a period of weeks. Auxiliarists may be tasked to help recreational boaters file damage claims for fouling.

Administration/Logistics

Hazards are generally similar to normal safety zone and SAR and pollution response operations, with the addition of potential terrorists on scene. In this scenario, Auxiliarists may encounter dead or grievously injured victims, or disturbing reminders of them. Leaders must ensure that their crews get proper psychological and emotional support to mitigate critical incident stress. Also use universal precautions against blood-borne pathogens.

If a major oil spill develops, the Assignment Processing unit of the Incident Command System will track incoming Coast Guard responders. Federal responses to an oil or hazmat spill are charged to special funds and then recovered from the spiller. Copies of expense reports and Activity Report - Mission forms should be filed with the appropriate Coast Guard command. They do not have access to AUXDATA and have no other means of tracking Auxiliary time.

Follow the generic Site Health and Safety Plan in the Area Contingency Plan. Petroleum products may release hazardous levels of benzene and other toxic vapors and may also cause skin irritation. Avoid handling oiled wildlife. These animals will bite. They are also considered evidence of an environmental crime and should be handled by State or Federal wildlife officers.

Coast Guard oil containment booms are commonly pre-positioned on small trailers or on sleds. Auxiliarists may be asked to help move them to the response site. If trained, they may assist in deployment.

Refer to Annexes D and E.

Command & Control

Auxiliary units will function under a Coast Guard-led Incident Command System as described in the Area Contingency Plan. In any marine casualty, the number of responding vessels and aircraft will create large amounts of radio traffic. Plan for activation of Auxiliary radio stations and Auxiliary watch standers to help manage this. Also determine in advance the working frequencies of the non-Coast Guard responders (fireboat, marine police, Civil Air Patrol and other salvors).

Auxiliarists may be appointed to supervisory roles such as Junior Officer of the Day, as necessary to maintain proper span of control. Auxiliary office designations and qualifications are confusing to most Coast Guard personnel, so Auxiliary leaders should provide accurate information on their member's skill and experience levels. Designate the Auxiliarist responsible for managing the unit's response, by title. Also designate alternates.

Refer to Annexes J and K for other details.

SCENARIO 5: (This is a Scenario and Script that is a Tactical Field Exercise that was conducted on 26 August 2003 by over 30 Agencies and the USCG/USCGAUX). (Complexity Level 3 of 5)

SCENARIO: At 09:54, a Boeing 767-400 Class 2 aircraft with 276 passengers and 14 crew aboard (290 total) takes off from Ft Lauderdale International Airport toward Europe. At 09:55, the aircraft develops hydraulic problems after hearing a loud "pop" and initiates an Alert Level 1. At 09:57 it starts losing elevation control and initiates Alert Level 2. At 10:00, the aircraft goes off the radar screen as the damaged 767 manages to make a relatively soft landing on the water slightly SE of the Port Everglades inlet, Lat 26 03.7 N; Lon 080 06.0 W on 19 feet of water, approximately one-half (1/2) mile offshore from Dania Beach Pier. The FLL Control Tower issues an Alert Level 3, Class 2. There are 103 dead, 137 injured and 50 uninjured persons both in and out of the water of the 290 persons that were aboard. The fuselage stays afloat for 25 minutes. The surviving passengers are of various national origins, with 216 being American citizens and 74 of various nationalities. THERE IS A POSSIBLE TERRORIST INCIDENT INVOLVED.

The airport controller immediately alerts the FAA, 911 and the USCG Station Ft Lauderdale to initiate rescue operations.

Following is a formatted version of this scenario:

C-3.3: MARINE CASUALTIES – COMMERCIAL AIRLINER CRASH IN OCEAN Potential jet fuel spill

Situation

At 0954L, a Boeing 767-400 Class 2 aircraft with 276 passengers and 14 crew aboard (290 total) takes off from Ft Lauderdale International Airport toward Europe. At 0955L, the aircraft develops hydraulic problems after hearing a loud "pop" and initiates an Alert Level 1. At 0957L it starts losing elevation control and initiates Alert Level 2. At 1000L, the aircraft goes off the radar screen as the damaged 767 manages to make a relatively soft landing on the water slightly SE of the Port Everglades inlet, Lat 26 03.7 N; Lon 080 06.0 W in 19 feet of water, approximately one-half (1/2) mile offshore from Dania Beach Pier. The FLL Control Tower issues an Alert Level 3, Class 2. There are 103 dead, 137 injured and 50 uninjured persons both in and out of the water. The fuselage stays afloat for 25 minutes. The surviving passengers are of various national origins, with 216 being American citizens and 74 of various nationalities. THERE IS A POSSIBLE TERRORIST INCIDENT INVOLVED.

The airport controller immediately alerts the FAA, 911 and the USCG Station Ft Lauderdale to initiate rescue operations.

Mission

Provide SAR response, patrol safety zone under Coast guard direction, and provide technical/operational support to Coast Guard units as needed. Conduct environmental damage assessment. Auxiliarists may be involved in pollution containment only if properly trained in accordance with Coast Guard regulations. Some tasks require medical screening. Auxiliary vessels would be fouled by oil and would not normally be asked to deploy a boom. However, trained personnel may do this work from Coast Guard workboats or from shore.

Upon notification of this scenario within the local area, Auxiliary Division __ will mobilize [types of equipment and people] within __ hours for the purpose of SAR response, patrol safety zone, and pollution response under Coast guard direction, and provide technical/operational support to Coast Guard units as needed. Auxiliary Division __ will operate under command of [name of lead local agency or USCG command], in accordance with [title of relevant local or USCG plan]. Auxiliary Division __ will attempt to sustain emergency operations for a period of __ hours/days.

Execution

Coast Guard functions in this scenario include SAR response, safety zone patrol, reconnaissance overflights, pollution containment and/or monitoring, and technical investigation/documentation. Trained Auxiliarists may assist in these areas with the exception of dealing with the potential terrorists. Auxiliary vessel speed may be important in the SAR phase of this case. Mobilize for extended safety zone patrol and pollution response operations

Aircraft may be launched to track a spill or observe a fire. In oil spills, Coast Guard and Auxiliary personnel may deploy booms, subject to health and safety training requirements. Booms must be tended as tides and currents shift. In hazmat incidents, Coast Guard field actions are normally limited to safety zone patrols well outside the hot zone. Containment, countermeasures, cleanup, and disposal are mostly done by the OSRO in an oil spill. The Coast Guard focuses on shoreline damage assessment. In hazmat incidents, containment is performed by a small team of fire department hazmat technicians. The later stages of cleanup and disposal are handled by contractors functioning under the direction of State and Federal environmental agencies. Documentation and cost recovery is done routinely by active-duty personnel over a period of weeks. Auxiliarists may be tasked to help recreational boaters file damage claims for fouling.

Administration/Logistics

Hazards are generally similar to normal safety zone and SAR and pollution response operations. In this scenario, Auxiliarists may encounter dead or grievously injured victims, or disturbing reminders of them. Leaders must ensure that their crews get proper psychological and emotional support to mitigate critical incident stress. Also use universal precautions against blood-borne pathogens.

If a major spill develops, the Assignment Processing unit of the Incident Command System will track incoming Coast Guard responders. Federal responses to an oil or hazmat spill are charged to special funds and then recovered from the spiller. Copies of expense reports and Activity Report - Mission forms should be filed with the appropriate Coast Guard command. They do not have access to AUXDATA and have no other means of tracking Auxiliary time.

Follow the generic Site Health and Safety Plan in the Area Contingency Plan. Petroleum products may release hazardous levels of benzene and other toxic vapors and may also cause skin irritation. Avoid handling oiled wildlife. These animals will bite. They are also considered evidence of an environmental crime and should be handled by State or Federal wildlife officers.

Coast Guard oil containment booms are commonly pre-positioned on small trailers or on sleds. Auxiliarists may be asked to help move them to the response site. If trained, they may assist in deployment.

Refer to Annexes D and E.

Command & Control

Auxiliary units will function under a Coast Guard-led Incident Command System as described in the Area Contingency Plan. In any marine casualty, the number of responding vessels and aircraft will create large amounts of radio traffic. Plan for activation of Auxiliary radio stations and Auxiliary watch standers to help manage this. Also determine in advance the working frequencies of the non-Coast Guard responders (fireboat,

marine police, Civil Air Patrol and other salvors).

Auxiliarists may be appointed to supervisory roles such as Junior Officer of the Day, as necessary to maintain proper span of control. Auxiliary office designations and qualifications are confusing to most Coast Guard personnel, so Auxiliary leaders should provide accurate information on their member's skill and experience levels. Designate the Auxiliarist responsible for managing the unit's response, by title. Also designate alternates.

Refer to Annexes J and K for other details.

SCENARIO 6: Commercial Fuel Oil Freighter Sinking in Harbor Entrance. (Complexity level 4 of 5)

A commercial 240 foot fuel oil freighter, MARINE TRANS-CONTINENTAL II, enters the narrow entrance channel of Port Everglades, Fort Lauderdale, FL at 0648 on a due West course, in route to its off-loading dockage dead ahead. It is accompanied by a Broward County Tug boat that is tethered to its starboard bow. At 0650, a large go-fast boat, loaded with a large cache of powerful explosives drives at a speed of 44 miles per hour from offshore directly into the stern section that houses the power mechanism, pilot bridge and crews' quarters. A huge explosion sets the entire freighter on fire and blows out windows in several of the high-rise condominiums on the north shore of the inlet, injuring in excess of 50 people within the complexes. Twenty-two crew and officers on the freighter are killed, as well as the two terrorists in the go-fast vessel. The freighter swings cross-way in the PE entrance from the impact and explosion and rapidly sinks in approximately 50 feet of water, thus blocking all marine traffic into and out of the PE inlet. The tugboat crew make a quick drop release and leave the scene due west to maintain a safe distance from the inferno. The adjacent USCG Station Ft Lauderdale responds within five minutes, but cannot approach the inferno. There is a massive oil and fuel spill that is carried into the PE Port area by an incoming tide and is dispersed northward and southward up and down the Inter-coastal Waterway (ICW). The fire is not contained until six hours later, when an outgoing tide carries much of the contamination seaward.

Following is a formatted version of this scenario:

C-3.4: MARINE CASUALTIES – COMMERCIAL FUEL OIL FREIGHTER SINKING IN HARBOR ENTRANCE DUE TO TERRORIST BOMB LARGE FUEL OIL SPILL

Situation

A commercial 240 foot fuel oil freighter, MARINE TRANS-CONTINENTAL II, enters the narrow entrance channel of Port Everglades, Fort Lauderdale, FL at 0648 on a due West course, in route to its off-loading dockage dead ahead. It is accompanied by a Broward County Tug boat that is tethered to its starboard bow. At 0650, a large go-fast boat, loaded with a large cache of powerful explosives drives at a speed of 44 miles per hour from offshore directly into the stern section that houses the power mechanism, pilot bridge and crews' quarters. A huge explosion sets the entire freighter on fire and blows out windows in several of the high-rise condominiums on the north shore of the inlet, injuring in excess of 50 people within the complexes. Twenty-two crew and officers on the freighter are killed, as well as the two terrorists in the go-fast vessel. The freighter swings cross-way in the PE entrance from the impact and explosion and rapidly sinks in approximately 50 feet of water, thus blocking all marine traffic into and out of the PE inlet. The tugboat crew make a quick drop release and leave the scene due west to maintain a safe distance from the inferno. The adjacent USCG Station Ft Lauderdale responds within five minutes, but cannot approach the inferno. There is a massive oil and fuel spill that is carried into the PE Port area by an incoming tide and is dispersed northward and southward up and down the Inter-coastal Waterway (ICW). The fire is not contained until six hours later, when an outgoing tide carries much of the contamination seaward.

Mission

Provide SAR response, patrol safety zone under Coast guard direction, and provide technical/operational

support to Coast Guard units as needed. Conduct environmental damage assessment. Auxiliarists may be involved in pollution containment only if properly trained in accordance with Coast Guard regulations. Some tasks require medical screening. Auxiliary vessels would be fouled by oil and would not normally be asked to deploy a boom. However, trained personnel may do this work from Coast Guard workboats or from shore.

Upon notification of this scenario within the local area, Auxiliary Division ___ will mobilize [types of equipment and people] within ___ hours for the purpose of SAR response, patrol safety zone, and pollution response under Coast guard direction, and provide technical/operational support to Coast Guard units as needed. Auxiliary Division ___ will operate under command of [name of lead local agency or USCG command], in accordance with [title of relevant local or USCG plan]. Auxiliary Division ___ will attempt to sustain emergency operations for a period of ___ hours/days.

Execution

Coast Guard functions in this scenario include SAR response, safety zone patrol, reconnaissance overflights, pollution containment and/or monitoring, and technical investigation/documentation. Trained Auxiliarists may assist in these areas. Mobilize for extended safety zone patrol and pollution response operations
Aircraft may be launched to track a spill or observe a fire. In oil spills, Coast Guard and Auxiliary personnel may deploy booms, subject to health and safety training requirements. Booms must be tended as tides and currents shift. In hazmat incidents, Coast Guard field actions are normally limited to safety zone patrols well outside the hot zone. Containment, countermeasures, cleanup, and disposal are mostly done by the OSRO in an oil spill. The Coast Guard focuses on shoreline damage assessment. In hazmat incidents, containment is performed by a small team of fire department hazmat technicians. The later stages of cleanup and disposal are handled by contractors functioning under the direction of State and Federal environmental agencies. Documentation and cost recovery is done routinely by active-duty personnel over a period of weeks. Auxiliarists may be tasked to help recreational boaters file damage claims for fouling.

Administration/Logistics

Hazards are generally similar to normal safety zone and SAR and pollution response operations. In this scenario, Auxiliarists may encounter dead or grievously injured victims, or disturbing reminders of them. Leaders must ensure that their crews get proper psychological and emotional support to mitigate critical incident stress. Also use universal precautions against blood-borne pathogens.

In a major spill, the Assignment Processing unit of the Incident Command System will track incoming Coast Guard responders. Federal responses to an oil or hazmat spill are charged to special funds and then recovered from the spiller. Copies of expense reports and Activity Report - Mission forms should be filed with the appropriate Coast Guard command. They do not have access to AUXDATA and have no other means of tracking Auxiliary time.

Follow the generic Site Health and Safety Plan in the Area Contingency Plan. Petroleum products may release hazardous levels of benzene and other toxic vapors and may also cause skin irritation. Avoid handling oiled wildlife. These animals will bite. They are also considered evidence of an environmental crime and should be handled by State or Federal wildlife officers.

Coast Guard oil containment booms are commonly pre-positioned on small trailers or on sleds. Auxiliarists may be asked to help move them to the response site. If trained, they may assist in deployment.

Refer to Annexes D and E.

Command & Control

Auxiliary units will function under a Coast Guard-led Incident Command System as described in the Area Contingency Plan. In any marine casualty, the number of responding vessels and aircraft will create large amounts of radio traffic. Plan for activation of Auxiliary radio stations and Auxiliary watch standers to help manage this. Also determine in advance the working frequencies of the non-Coast Guard responders (fireboat, marine police, Civil Air Patrol and other salvors).

Auxiliarists may be appointed to supervisory roles such as Junior Officer of the Day, as necessary to maintain proper span of control. Auxiliary office designations and qualifications are confusing to most Coast Guard personnel, so Auxiliary leaders should provide accurate information on their member's skill and experience levels. Designate the Auxiliarist responsible for managing the unit's response, by title. Also designate alternates.

Scenario 7 – River Gambling Boat, “Mo Delta” in upper Mississippi River A “Got’cha” Scenario (Complexity Level 4 of 5)

On New Year’s Eve, the river gambling boat, “MO DELTA”, leaves St Louis, MO dockside at 2000 for a gambling cruise down the Mississippi River with 318 passengers, 42 crew and service personnel totaling 360 people. New Year’s Eve party favors are passed out to all passengers at 2330 in anticipation of the change of year at 2400. While the party favors are being passed out, a passenger opens the door to the engine room and drops in a satchel charge that explodes at 2332, killing the chief engineer and injuring two crew. It also knocks out the main control panel for the engines and communication with the bridge.

The captain immediately sounds the fire alarm and tries to call the engine room, unsuccessfully. He dispatches his first mate to the scene, who reports back the death of the engine room engineer and a fire in the engine room. The captain orders his fire crew to fight the blaze and calls the USCG and 911 for help.

By 2350, the fire fighting crews and first responders are on-board at the scene to assist as required. Upon shutting down the gambling areas, the passengers have been advised to vacate the gambling and dining areas and to go on deck. Some passengers begin panicking as they see the heavy smoke coming out of the engine room and all the first responder boats arriving and personnel scrambling on board. The vessel is drifting down stream at 6 knots and headed toward another commercial vessel that is pushing 3 coal filled barges coming up-stream just beyond a major highway bridge. The barge captain is warned of the MO DELTA out-of-control situation, but cannot divert his long array.

At 2353, a second and larger explosive charge is detonated on the inner bulkhead of the lower midsection of the gambling ship’s hull, the “GOT’CHA” Charge. This one blasts a large hole below the water line and kills or injures most of the fire fighting crew and first responders. The captain orders a MAYDAY and all passengers to don their life jackets and enter the remaining life boats. Many jump overboard into the dark night’s freezing water and into a maze of spilled fuel and oil. As the MO DELTA crashes into the forward barge, it sinks in 35 feet of water in 12 minutes after the second explosion. The coal barge is set on fire also and the forward momentum of the commercial vessel pushes the MO DELTA along its down-stream length, setting the second and third coal barges on fire. The commercial vessel, now out of control, drifts downstream toward the highway bridge span and strikes one of its central pilings where it goes crossway of the river’s flow, blocking most passageways.

A MARS alert is issued to all police and fire stations in the area, initiating a 6 alarm system in the greater Cairo and St Louis, MO regions.

Scenario 8 – Surge Activation Drill for Flotilla/Division Resources to Support an Adjacent Division AOR’s Category 2 Hurricane with Embedded Tornadoes. (Complexity Level 4 of 5)

C-2.1: HURRICANES/TORNADOES – A Category 2 hurricane with three embedded tornadoes strikes an AOR adjacent to your AOR. You are called upon to activate resources and provide support in the Recovery Phase for the affected area.

Situation

Your local USCG Station has called your AUX Division Captain and asked for all available Auxiliary resources to assist in the Recovery Phase of an adjacent AOR. The major commercial marina and several privately owned marinas have experienced devastating damage to their vessels, dockages and housing facilities. Many people along the waterway have lost their homes. The local USCG Station and the related Auxiliaries have suffered damage and no longer have communications capabilities. During the communications blackout, only handheld units can be used to address incoming marine emergency calls.

Mission

Upon orders from the USCG, to activate all available Auxiliary personnel and facilities to go to the affected area and provide temporary communications and watch-standers, SAR standby, cleanup assistance, administrative assistance in filing claims and processing all various documents and reports, to interface with FEMA, State and Local authorities, and to assist in re-establishing normal marine operations in the area. An Incident Command Center is being established within a Unified Command Structure to which the Auxiliary leadership will report its assets provided and await further instructions.

Upon notification of this scenario within the local area, Auxiliary Division ___ will mobilize [types of equipment and people] within ___ hours for the purpose of SURGE response, patrol safety zone, and pollution response under Coast guard direction, and provide technical/operational support to Coast Guard units as needed. Auxiliary Division ___ will operate under command of [name of lead local agency or USCG command], in accordance with [title of relevant local or USCG plan]. Auxiliary Division ___ will attempt to sustain emergency operations for a period of ___ hours/days.

Execution

Coast Guard functions in this scenario include SAR response, safety zone patrol, reconnaissance overflights, pollution containment and/or monitoring, and technical investigation/documentation. Trained Auxiliarists may assist in these areas. Mobilize for extended safety zone patrol and pollution response operations. Aircraft may be launched to track a spill or observe a fire. In oil spills, Coast Guard and Auxiliary personnel may deploy booms, subject to health and safety training requirements. Booms must be tended as tides and currents shift. In hazmat incidents, Coast Guard field actions are normally limited to safety zone patrols well outside the hot zone. Containment, countermeasures, cleanup, and disposal are mostly done by the OSRO in an oil spill. The Coast Guard focuses on shoreline damage assessment. In hazmat incidents, containment is performed by a small team of fire department hazmat technicians. The later stages of cleanup and disposal are handled by contractors functioning under the direction of State and Federal environmental agencies. Documentation and cost recovery is done routinely by active-duty personnel over a period of weeks. Auxiliarists may be tasked to help recreational boaters file damage claims for damage and fouling.

Administration/Logistics:

AUXILIARY EMERGENCY NOTIFICATION GUIDE

1. **PURPOSE:** The purpose of the Emergency Notification Guide (ENG) is to provide timely, efficient notification of the Auxiliary membership in the event of surge operations resulting from local, regional or national emergencies. This will allow them to get their resources ready to respond quickly, regardless of the specific tasking they may receive from the Active Duty operational commander.

2. DISCUSSION:

- a. When the attacks took place on 11 September and the nation went to high alert, there were no mechanisms in place for a timely, orderly call out of Auxiliary resources. As a result, the ENG was developed.
- b. The ENG is designed so that the Incident Commander (IC) of a significant event need only make one call (**possibly two if it borders two regions or divisions**) to energize Auxiliary resources to assist in operations. The designated Auxiliary POC will make calls to the appropriate District, Division or Flotilla Staff Officers, who will in turn acquire the necessary resources. **In some cases due to the complexity of the situation the initial calls may be for notification only until a more clear assessment of the situation can be made.**
- c. There are three simple forms that shall be used, one each for where the IC responsibility resides, i.e. at the District, Group/MSO and Station levels (see attached enclosures).
- d. The ENG is not designed for routine, day-to-day search and rescue (SAR) or oil pollution cases. It should be used only in the event of an emergency requiring surge operations.
- e. Once the initial notifications are made, the normal process of getting Auxiliary boats and airplanes remains the same (e.g., if an air facility is needed, the IC, **usually the District or the Group Office, shall** call the appropriate air station, and Groups and Stations will continue to launch Auxiliary afloat facilities).
- f. The success of using the ENG relies on both the Auxiliary and Active Duty to maintain up to date lists.

3. DEFINITIONS

- a. DSO - District Staff Officer responsible for a particular mission or responsibility at the Auxiliary district level (i.e., OP for Operations, CM for communications, MS for Marine Safety, and AV for Aviation).
- b. SO - Division Staff Officer responsible for a particular mission or responsibility at the Auxiliary division level.
- c. FSO - Flotilla Staff Officer responsible for a particular mission or responsibility at the flotilla level.
- d. VCO – District Vice Commodore; Second in the District level chain of leadership.
- e. VCP – Division Vice Captain; second in command in the Division level chain of leadership

4. ACTION:

- a. In the event that an IC needs Auxiliary resources to respond to surge operations, the unit operations officer or duty officer shall call the Auxiliary POC noted immediately below the active duty operations POC on the ENG. **For Example:** When the Group is the IC, the first call is to the District Staff Officer for Operations (DSO-OP).
- b. The Auxiliary POC will notify only the applicable staff officers, who will in turn notify their counterparts at the lower Division and/or Flotilla levels.
- c. Once all the notifications are made via the ENG, the Auxiliary shall make sure that regular notifications and updates are made up the normal Auxiliary chain of command. Note: These notifications must include the District Commodore. **Auxiliary members or staff officers should not flood active duty units with calls as a result of these notifications.**
- d. The Flotilla Staff Officers shall maintain current lists of all personnel and facility availability and information (i.e., names, addresses, phone numbers, and specific air/vessel/radio facility information).

AUXILIARY EMERGENCY NOTIFICATION GUIDE

5. **PURPOSE:** The purpose of the Emergency Notification Guide (ENG) is to provide timely, efficient notification of the Auxiliary membership in the event of surge operations resulting from local, regional or national emergencies. This will allow them to get their resources ready to respond quickly, regardless of the specific tasking they may receive from the Active Duty operational commander.

6. **DISCUSSION:**

- a. When the attacks took place on 11 September and the nation went to high alert, there were no mechanisms in place for a timely, orderly call out of Auxiliary resources. As a result, the ENG was developed.
- b. The ENG is designed so that the Incident Commander (IC) of a significant event need only make one call (**possibly two if it borders two regions or divisions**) to energize Auxiliary resources to assist in operations. The designated Auxiliary POC will make calls to the appropriate District, Division or Flotilla Staff Officers, who will in turn acquire the necessary resources. **In some cases due to the complexity of the situation the initial calls may be for notification only until a more clear assessment of the situation can be made.**
- c. There are three simple forms that shall be used, one each for where the IC responsibility resides, i.e. at the District, Group/MSO and Station levels (see attached enclosures).
- d. The ENG is not designed for routine, day-to-day search and rescue (SAR) or oil pollution cases. It should be used only in the event of an emergency requiring surge operations.
- e. Once the initial notifications are made, the normal process of getting Auxiliary boats and airplanes remains the same (e.g., if an air facility is needed, the IC, **usually the District or the Group Office, shall** call the appropriate air station, and Groups and Stations will continue to launch Auxiliary afloat facilities).
- f. The success of using the ENG relies on both the Auxiliary and Active Duty to maintain up to date lists.

7. **DEFINITIONS**

- a. DSO - District Staff Officer responsible for a particular mission or responsibility at the Auxiliary district level (i.e., OP for Operations, CM for communications, MS for Marine Safety, and AV for Aviation).
- b. SO - Division Staff Officer responsible for a particular mission or responsibility at the Auxiliary division level.
- c. FSO - Flotilla Staff Officer responsible for a particular mission or responsibility at the flotilla level.
- d. VCO – District Vice Commodore; Second in the District level chain of leadership.
- e. VCP – Division Vice Captain; second in command in the Division level chain of leadership

8. **ACTION:**

- a. In the event that an IC needs Auxiliary resources to respond to surge operations, the unit operations officer or duty officer shall call the Auxiliary POC noted immediately below the active duty operations POC on the ENG. **For Example:** When the Group is the IC, the first call is to the District Staff Officer for Operations (DSO-OP).
- b. The Auxiliary POC will notify only the applicable staff officers, who will in turn notify their counterparts at

the lower Division and/or Flotilla levels.

- c. Once all the notifications are made via the ENG, the Auxiliary shall make sure that regular notifications and updates are made up the normal Auxiliary chain of command. Note: These notifications must include the District Commodore. **Auxiliary members or staff officers should not flood active duty units with calls as a result of these notifications.**
- d. The Flotilla Staff Officers shall maintain current lists of all personnel and facility availability and information (i.e., names, addresses, phone numbers, and specific air/vessel/radio facility information).

- Enclosure (1) Auxiliary Emergency Notification Guide (District)
- Enclosure (2) Auxiliary Emergency Notification Guide (Group/MSO)
- Enclosure (3) Auxiliary Emergency Notification Guide (Station)

Command & Control

Auxiliary units will function under a Coast Guard-led Incident Command System as described in the Area Contingency Plan. In any marine casualty, the number of responding vessels and aircraft will create large amounts of radio traffic. Plan for activation of Auxiliary radio stations and Auxiliary watch standers to help manage this. Also determine in advance the working frequencies of the non-Coast Guard responders (fireboat, marine police, Civil Air Patrol and other salvors).

Auxiliarists may be appointed to supervisory roles such as Junior Officer of the Day, as necessary to maintain proper span of control. Auxiliary office designations and qualifications are confusing to most Coast Guard personnel, so Auxiliary leaders should provide accurate information on their member's skill and experience levels. Designate the Auxiliarist responsible for managing the unit's response, by title. Also designate alternates.

AUXILIARY EMERGENCY NOTIFICATION GUIDE (ENG)

INCIDENT COMMANDER (District)

NINTH DISTRICT

PURPOSE The purpose of the Emergency Notification Guide (ENG) is to provide timely, efficient notification of the Auxiliary membership in the event of surge operations, allowing them to get their resources ready to respond quickly, regardless of the specific tasking they may receive from the Active Duty operational commander.

NOTIFICATION ORDER (Descending)		NAME	PHONE NUMBER	E-MAIL/REMARKS
Group Duty Officer GDO				
District Commodore DCO				
Vice Commodore VCO				
DISTRICT STAFF OFFICERS (DSO)	Operations OP			
	Communications CM			
	Marine Safety MS			
	Aviation AV			

DIVISION STAFF OFFICERS (SO)	Operations OP			
	Communications CM			
	Marine Safety MS			
	Aviation AV			
FLOTILLA STAFF OFFICERS (FSO)	Operations OP			
	Communications CM			
	Marine Safety MS			
	Aviation AV			

AUXILIARY EMERGENCY NOTIFICATION GUIDE
INCIDENT COMMANDER (Group/MSO)

GROUP/MSO: _____

PURPOSE The purpose of the Emergency Notification Guide (ENG) is to provide timely, efficient notification of the Auxiliary membership in the event of surge operations, allowing them to get their resources ready to respond quickly, regardless of the specific tasking they may receive from the Active Duty operational commander.

NOTIFICATION ORDER (Descending)		NAME	PHONE NUMBER	E-MAIL/REMARKS
Group/MSO Duty Officer				
District Staff Officer OP				
DIVISION STAFF OFFICERS (SO)	Operations OP			
	Communications CM			
	Marine Safety MS			
	Aviation AV			
FLOTILLA STAFF OFFICERS (FSO)	Operations OP			
	Communications CM			
	Marine Safety MS			
	Aviation			

	AV		
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**AUXILIARY EMERGENCY NOTIFICATION GUIDE (ENG)
INCIDENT COMMANDER (STATION))**

STATION: _____

PURPOSE The purpose of the Emergency Notification Guide (ENG) is to provide timely, efficient notification of the Auxiliary membership in the event of surge operations, allowing them to get their resources ready to respond quickly, regardless of the specific tasking they may receive from the Active Duty operational commander.

NOTIFICATION ORDER (Descending)		NAME	PHONE NUMBER	E-MAIL/REMARKS
Station Operations	OPS			
Auxiliary Unit Liaison	AUL			
Division Vice Captain	VCP			
DIVISION STAFF OFFICERS (SO)	Operations	OP		
	Communications	CM		
	Marine Safety	MS		
	Aviation	AV		
FLOTILLA STAFF OFFICERS (FSO)	Operations	OP		
	Communications	CM		
	Marine Safety	MS		
	Aviation	AV		

Scenario 9 – “All Hands” 2 part Alert Practice Drill (Complexity Level 1 Of 5)

C-0.1: Auxiliary Drill	
Situation 1: Pre-Notice	Situation 2: No-Notice
<p>Your Division Captain gives a pre-notice that there will be an “All Hands” Alert on a specific weekend day sometime in the future. Upon successful completion of this drill, your Captain gives a No-Notice “All Hands” alert on a weekend day. It is a test of calling tree effectiveness and a physical determination of personnel and facilities that can be counted upon to respond to an emergency situation. Response time-frames are also noted.</p> <p>Crewed facilities are to rendezvous at a given lat/lon in the water and support personnel are to report to a given or several given shore sites. If the planning committee is nice, they will provide coffee and donuts, et al, upon arrival at their destinations.</p>	
Mission	
Provide an emergency response call-up drill.	
Execution	
Test internal & external communications by physically responding to an “All Hands” alert.	
Administration/Logistics	
<p>Develop an Emergency Response Committee to design and oversee the drill. Assign an evaluation team to evaluate and report “Lessons Learned” for future improvements.</p> <p>Advise your local USCG Station of the drills and ask for their observance participation.</p>	
Command & Control	
<p>The Division Captain and Vice Captain are responsible for successful planning and implementation of the two drills.</p> <p>Designate the Auxiliarist responsible for managing the unit’s response in each Flotilla, by title. Also designate alternates.</p>	

Scenario 10 – National MARSEC Level II Alert. (Complexity Level 3 of 5)

C-5.1: SECURITY EMERGENCIES – MARSEC Level II , ORANGE change from MARSEC Level III, YELLOW.

Situation

The Homeland Security Department has posted a nation-wide level ORANGE Alert based on credible information that a terrorist attack is planned in the near future involving commercial ships, either cruise or container types. Your Flotilla and Division has not developed any type of Ready Response Plan. Your local USCG has requested all Auxiliary Units to develop, implement and practice Ready Response Plans and at least three (3) drills per year.

Mission

The Auxiliary Division Captain is charged with appointing a Ready Response Team to develop Flotilla and Division level Ready Response Plans, that, when completed, will be submitted to their District leadership and copied to the Auxiliary National Response Plan Branch Chief.

Execution

The Ready Response Team POC consults the USCGAUX National web page, “M” Department, Strategic Planning Division for resources and guidance. They also consult with their local USCG Station, other local Emergency Organizations and FEMA for further input. The Division Captain establishes tasks necessary for completion, all in a time-line schedule and follows-up on each task event, such that a draft copy is to be completed within a three month period.

Administration/Logistics: Quoted from “Guidelines for Emergency Response Planning” by Norm King, 2002

READINESS MANAGEMENT SYSTEM

The Coast Guard is depending on the Auxiliary to support and augment its many missions. With reserve units deployed, the Auxiliary must shoulder a bigger load in helping the Coast Guard with its homeland security missions as well as our traditional on-water missions. That could mean increased search and rescue work, B-0 patrols, harbor patrols, etc.

The Coast Guard motto “Semper Paratus” means “Always Ready”. There are many Auxiliarists that take this motto to heart. And, the Coast Guard needs us to be ready, now more than ever. In fact, the Auxiliary’s state of readiness is an important component of the Coast Guard’s strategic plan to contribute to homeland security. And, we must not forget - our operational readiness also means that we must continue to execute our established traditional missions – safety patrols, aids-to-navigation, etc.

A. DEFINING AUXILIARY READINESS

Three major areas to maintain readiness include:

- ⊙ Having a facility available
- ⊙ Being at the local CG unit when needed
- ⊙ Being ready for call-out

Readiness is defined in terms of three components – vessels, personnel and availability.

Vessels

Maintaining a ready boat requires some planning. Consider the following issues in maintaining boat readiness.

- ⊙ Be sure your vessel is fueled at all times. When a call-out occurs, there is usually not time to stop at a fuel dock.
- ⊙ Keep up on preventative maintenance. Check your filters and hoses regularly. Ensure that your electronics are working properly. When the Coast Guard needs you, they are relying on you to be fully operational.
- ⊙ Keep your boat provisioned adequately. There may be a mission that will require extended availability. Have food, snacks and drinks in full supply.
- ⊙ Check your SAR equipment to ensure that it is in good repair. Lines, bridles, first aid equipment, etc. should be periodically checked and replaced when showing signs of wear and tear.

B. PERSONNEL READINESS.

Personnel

Trained personnel are the foundation of readiness. Here are some things to keep in mind!

- ⊙ Double-check your crew's certification currency. Be sure each person has their hours requirement and completed their currency tasks.
- ⊙ Maintain an aggressive training schedule. This is the time to step up our training, not to let it lapse.
- ⊙ Inspect your cold weather and foul weather gear. Be sure it is in good repair, and that you have enough for your crew (Mustangs, anti-exposure suits, etc.)
- ⊙ Be sure you have readily available back-up crew. There will often be situations in which a crewmember will be unavailable to deploy. Don't get left at the dock for a lack of crew!
- ⊙ **Keep up your boat crew training for new members. If we are to sustain our support to the Coast Guard, we will need fresh, new crew to help out.**

Availability

Can your local Coast Guard unit reach you if they need help? Be sure the following items are up-to-date.

- ⊙ Check your flotilla call-out list for accuracy. Have phone numbers changed? Addresses? Response times?
- ⊙ Create a phone-calling tree so you can contact folks quickly.
- ⊙ Conduct an inventory of your flotilla members' special skills – EMT, plumber, computer skills, cooks, watch standing, even childcare! A Coast Guard unit whose resources are stretched thin values all of these skills.
- ⊙ If you are employed, give your employer a "heads up" about your activities. If there should be a call-out, you'll save time in explaining why you need to leave! Remember, if the Coast Guard initiates a call-out, you must request permission from your employer to leave work. You are not under a military obligation to deploy as the reserves are, so you do not share the same rights to employment that they do.

Maintaining readiness requires the Auxiliary to think and plan ahead in order to support the Coast Guard. Following a few, simple guidelines will help you be "Always Ready".

COMMUNICATIONS

Our partnership and relationship with the Coast Guard has changed since September 11, 2001, demanding a higher degree of professionalism from us than ever before. This is especially true with regard to our communication, in what we say, and in what we don't say!

First, let's review some basics of proper radio procedure. With the operations tempo increased, we are communicating more frequently with the Coast Guard and other government agencies like ATF, Customs, the FBI and state and local law enforcement. This is not the time for "chit-chat" radio talk! Some things you can do to increase your radio procedure professionalism include:

- Remember, "Less is best"! Short, succinct "sound bites" work well in this situation.
- Brush up on your prowords. There is often one proword that will suffice for several other words. Use terms like "affirmative", "wilco" and "say again" to give a professional impact.
- Review how to give a short count and a long count. They are different!
- Think before you speak! Know what you want to communicate, and think about the most succinct way to say it before you speak.
- Keep a charged cell phone with you at all times. There may be occasions when information is too complicated to be passed efficiently over the radio, or may be too sensitive. Use discretion!

Professionalism of Radio Communication

Be aware of what you say – the walls have ears! Keeping our national security "top of mind" is everyone's responsibility!

What should and should not be said by an Auxiliarist.

Information on Station, Group, MSO, or cutter operations should not be shared! Even to the flotilla! Everyone you tell could potentially tell others - in a crowded elevator, on a bus or train or in a coffee shop! You don't know who is listening!

The terrorists that walk among us will not be easily recognized. **We must err on the side of caution and discretion.** Having "inside information" may help us to feel important, and a valuable member of the team, but with that comes a responsibility.

The Coast Guard trusts us, and we must not destroy that trust by "spilling the beans". **Consider everything you hear to be confidential!** Remember the adage from World War II, "Loose lips sink ships!"

HARBOR PATROLS - The Auxiliary Challenge of 2001 and Beyond

Harbor patrols conducted by Auxiliarists are becoming more important as the Coast Guard's role in port security increases. Becoming aware of the status of the commercial, fishing and recreational boating traffic in a harbor provides an additional set of "eyes and ears" for the Coast Guard as resources continue to be stretched

The pace of USCG Auxiliary Operations has increased dramatically; our vital mission is to keep our waterways safe. Many Auxiliarists have heard the call and responded by participating in Harbor Patrols (HARPATS). We are the eyes and ears of the Coast Guard in our vessels, mobile radio facilities and aircraft. We do surveillance, make observations and provide reports to the Captain of the Port. Our goal is to detect marine hazards, identify security concerns and monitor vessels and the waterfront. Perhaps as importantly, we project the Coast Guard presence.

What sorts of things should you look for on a harbor patrol?

- ⊙ Pollution
- ⊙ Hazards to navigation
- ⊙ Suspicious activity
- ⊙ Unsafe vessel operations

Your mission is surveillance, monitoring and recording. As you make observations, record them on a report form for the MSO. Don't take any action to intervene without CG authorization. *Note: MSO's may require special training for crews and additional activities based on local needs and conditions.*

Vessels: Vessels involved in commerce are of particular concern in a harbor patrol. This includes cargo ships, passenger ships, tank vessels, commercial fishing vessels and barges. Record the name, number and position of each vessel. Note the load line position. Observe the decks for crew activity. Lack of crew activity should prompt the Auxiliary crew to check the vessel carefully. Pollution, flooding, fires and other possible mishaps can be missed when a vessel is not fully manned.

Check to see if the vessel is involved in cargo operations, especially liquid bulk cargo. There should be a BRAVO flag or red light indicating the transfer. Do you observe any welding or cutting on a vessel? This should be noted on your report.

Aids to Navigation: Safe passage of vessel traffic depends on the Aids to Navigation system. Observe each aid as you patrol. Is it on station and displaying the proper characteristics? Look carefully at bridges and fixed structures. Are they lit properly? Do you see any suspicious activity?

Hazards: Hazards to navigation come in all sizes and shapes. They can be natural (trees, logs, etc.) or man made (docks, barrels, etc.). Report HAZNAV to the controlling station. **DO NOT HANDLE FLOATING BARRELS;** it is considered hazardous material until evaluated. Look for unsafe vessel operations or infractions of the Rules of the Road. Notify the CG immediately for any unsafe condition.

Safety/Security Zones: If there are safety or security zones established, the Auxiliary crew may be tasked with advising or escorting vessels as directed by the CG.

Pollution: Part of the job during a harbor patrol is to protect our ports and the environment from pollution and hazardous materials. We need to keep a sharp lookout for anything that signals a potential pollution problem.

You can look for:

- ⊙ oil in the water, booms or clean-up equipment
- ⊙ calmer areas on the water (oil on the water reduces wave action)
- ⊙ unusual water fowl activity which might indicate foreign substance/fish kills in the water
- ⊙ a wrecked or beached vessel
- ⊙ dark streaks on the side of a vessel that may indicate a recent spill over the side
- ⊙ unusual activity on the deck of a vessel, on a pier or on a beach that may indicate a spill
- ⊙ a vessel listing deeper than the load line
- ⊙ vapor clouds or smoke (or a strange or unusual odor)
- ⊙ overboard discharge from a vessel or discoloration in the water
- ⊙ unblanked hoses or manifold on a water front facility pier runoff from storm sewers, banks and shorelines after rainfall

What do you do if you find something suspicious?

- ⊙ Call the Coast Guard
- ⊙ Try and quantify the spill
- ⊙ Try to determine the origin of the spill

When a boat crew happens along a spill or possible pollution incident, the Coast Guard Activity/MSO will need to know some facts to assist in their investigation. Try to determine some of the following information:

- ⊙ Location of the incident
- ⊙ Body of water affected or threatened
- ⊙ Material spilled, if known
- ⊙ Estimate of quantity spilled
- ⊙ Size of slick or sheen
- ⊙ Source of the discharge
- ⊙ Actions being taken on scene, if any

Notify the **controlling station or group**, who will then notify the Activity/MSO or other parties. The boat crew should keep a safe distance from the spill. Avoid running through a slick or sheen with the vessel. Noxious

(and potential toxic) odors can be associated with a spill as well, so stay *upwind* of any suspicious area. There are many additional factors that can contribute to the risk inherent in a pollution or HAZMAT situation. As the coxswain of the boat crew, you are always doing risk management to eliminate unnecessary risk to your crew. *In this case, it means that you must evaluate the risks, minimize the hazards and determine if you can safely complete a mission involving the discharge of oil or a hazardous substance.* Keep in mind; if you do not feel that you can safely complete the mission, you should express your concerns to the controlling station or group.

The CG Marine Safety Offices of this country have a big job to do and the Auxiliary can amplify their efforts! Your contributions are vital to assure our nation's safe and secure ports and waters.

Following, find a sample Emergency Action Plan that was used by Flotilla 7-5, District 8.

U.S. Department
of Transportation

United States
Coast Guard



EMERGENCY ACTION PLAN 100

Subj: Table of Contents

1. PURPOSE. The purpose of this plan is to provide guidance for all flotilla members during various disasters in the Highland Lakes area.
2. ACTION. It is the responsibility of each Flotilla 75 member to be thoroughly familiar with this plan, its contents and adhere to provisions of this plan. Each flotilla member shall read this plan every six months and initial the certification sheet.

3. EMERGENCY ACTION PLAN CONTENTS.

- | | |
|----|-------------------------------|
| a) | 100-1: Natural Disasters |
| b) | 100-2: Boating Accidents |
| c) | 100-3: Drowning |
| d) | 100-4: Terrorist Activities |
| e) | 100-5: Communications Support |
| f) | 100-6: Search and Rescue |

Original Signed By:

MICHAEL A. VANDERMATE
FLOTILLA COMMANDER
FL75, D8CR
STANDARD DISTRIBUTION:

All FL 75 Members
DIRAUX 8CR
USCG Group Corpus
USCG MSO Corpus
SO-MS 8CR
DSO-MS D7

W. Steve Collier, Director
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Llano County
801 Ford Street, Room 101
Llano, TX 78643

Burnet County
County Courthouse
Burnet, TX 78611-3196

Lower Colorado River Authority
P.O. Box 220
Austin, Texas 78767



EMERGENCY ACTION PLAN 100-1

Subj: Natural Disasters

1. PURPOSE. The purpose of this plan is to provide guidance for all flotilla members during Natural Disasters in the Highland Lakes area.

2. ACTION. It is the responsibility of each Flotilla 75 member to be thoroughly familiar with this plan, its contents and adhere to provisions of this plan. Each flotilla member shall read this plan every six months and initial the certification sheet.

3. EARTHQUAKES. In the event of an earthquake in the Highland Lakes area, flotilla members not affected by the quake shall immediately notify the Flotilla Commander by telephone, radio, e-mail or best means possible of their availability. Each member shall follow the below procedures.

- a. Members affected by the quake shall insure the safety of themselves and their family before any action regarding the Flotilla 75 is affected.
- b. The commander shall notify the County Sheriff's office and offer the assistance of the flotilla.
- c. The commander or his/her designated representative shall notify U.S. Coast Guard Group Corpus Christi, of the situation in our area. Orders shall then be obtained before activation of the flotilla.
- d. Each member reporting for flotilla duty shall be dressed in the proper USCG AUX uniform as prescribed by the commander.
- e. Each member will meet at a designated location outside the affected area. This location shall be determined by the flotilla commander as required.

4. HURRICANES. Hurricanes in the Highland Lakes area will generally dissipate to a tropical storm. This storm in itself will bring heavy rains and possible tornados. These rains, depending on the upper Colorado or lower Colorado River could cause flooding on Highland Lakes or in the Austin area. Required actions of flotilla members shall be in accordance with the provisions for flood and tornados. Each member shall follow the below procedures.

5. FLOODS ABOVE THE DAM/HIGHLAND LAKES. During heavy rains above Highland Lakes on the upper Colorado River, the lake level will rise above normal. The amount the lake rises is pursuant to the rainfall. When the lake rises quickly without warning, the possibility of a search and rescue shall arise. Each member shall follow the below procedures.

- a. During periods of heavy rainfall in the surrounding county areas, flotilla members shall notify the flotilla commander by telephone, radio, e-mail or the best means possible of their availability.
- b. Once the commander has the number of personnel available for duty, he/she shall notify the County Sheriff's office and offer the assistance of the flotilla.
- c. The commander or his/her designated representative shall notify US Coast Guard station Corpus of the situation in our area. Orders shall then be obtained before activation of the flotilla.

- d. Members living on or near Highland Lakes shall know the location of auxiliary facilities moored in the water. These members shall go and inspect the auxiliary facility for damage and availability. The result of the inspection shall be reported to the commander and the owner of the facility.
- e. Members with auxiliary facilities on trailers shall report the availability status to the commander. All members with facilities shall be prepared to utilize their facilities depending on the availability of coxswains and crewmembers.
- f. Each member reporting for flotilla duty shall be dressed in the proper USCG AUX uniform as prescribed by the commander.
- g. Each member will meet at a designated location outside the affected area. The flotilla commander as required shall determine this location.

6. FLOODS BELOW THE DAM. During heavy rains below or on Highland Lakes the Colorado River and the area around will flood. The lake level will rise depending upon the rain on the upper Colorado. Flooding in the lower Colorado and the lakes could cause a search and rescue situation in Lake Austin. Each member shall follow the below procedures.

- a. During periods of heavy rainfall in the county area, flotilla members shall notify the flotilla commander by telephone, radio, e-mail or the best means possible of their availability.
- b. Once the commander has the number of personnel available for duty, he/she shall notify the County Sheriff's office and offer the assistance of the flotilla.
- c. The commander or his/her designated representative shall notify U.S. Coast Guard Group Corpus of the situation in our area. Orders shall then be obtained before activation of the flotilla.
- d. Members with auxiliary facilities on trailers shall report the availability status to the commander. All members with facilities shall be prepared to utilize their facilities depending on the availability of coxswains and crewmembers.
- e. Each member reporting for flotilla duty shall be dressed in the proper USCG AUX uniform as prescribed by the commander.
- f. Each member will meet at a designated location outside the affected area. The flotilla commander as required shall determine this location.

7. TORNADOES. During severe weather conditions in the area, the possibility of tornadoes exists. Each member of the flotilla shall be aware of the weather conditions in and around Highland Lakes. If a tornado strikes in and around the lake the possibility for crowd control or sea and rescue exist. Each member shall follow the below procedures.

- a. During periods of heavy rainfall in the area, flotilla members shall notify the flotilla commander by telephone, radio, e-mail or the best means possible of their availability.
- b. Once the commander has the number of personnel available for duty, he/she shall notify the County Sheriff's office and offer the assistance of the flotilla.
- c. The commander or his/her designated representative shall notify U.S. Coast Guard Group Corpus of the situation in our area. Orders shall then be obtained before activation of the flotilla.

- d. Members living on or near Highland Lakes shall know the location of auxiliary facilities moored in the water. These members shall go and inspect the auxiliary facility for damage and availability. The result of the inspection shall be reported to the commander and the owner of the facility.
- e. Members with auxiliary facilities on trailers shall report the availability status to the commander. All members with facilities shall be prepared to utilize their facilities depending on the availability of coxswains and crewmembers.
- h. Each member reporting for flotilla duty shall be dressed in the proper USCG AUX uniform as prescribed by the commander.
- i. Each member will meet at a designated location outside the affected area. The flotilla commander as required shall determine this location.
- j. Search and rescues on Highland Lakes shall be in accordance with USCGAUX directives and Emergency Action Plan _____.

8. WILDFIRES. When wildfires are in the Highland Lakes area, each flotilla member shall be aware that the possibility exists to serve as a screening activity for aircraft scooping water. During wildfires each member shall notify the commander by telephone, radio, e-mail or the best means possible of their availability. If flotilla members are affected by wildfires, they shall insure their personal safety and their families before participating in AUX activities. Each member shall follow the below procedures.

- a. Once the commander has the number of personnel available for duty, he/she shall notify the County Sheriff's office and offer the assistance of the flotilla.
- b. The commander or his/her designated representative shall notify U.S. Coast Guard Group Corpus of the situation in our area. Orders shall then be obtained before activation of the flotilla.
- c. Members with auxiliary facilities on trailers shall report the availability status to the commander. All members with facilities shall be prepared to utilize their facilities depending on the availability of coxswains and crewmembers.
- d. Each member reporting for flotilla duty shall be dressed in the proper USCG AUX uniform as prescribed by the commander.
- e. Each member will meet at a designated location outside the affected area. The flotilla commander as required shall determine this location.
- f. Screening activities on Highland Lakes shall be in accordance with USCG AUX directives. The commander shall designate a patrol commander. The primary mission of the flotilla shall be to keep non authorized boats out of the areas where aircraft are scooping water.

The following equipment is available:

- | | |
|--------------------------|--------|
| (1) Mobile Radios | 5 each |
| (2) Handheld Radios | 2 each |
| (3) Surface Vessels | 3 each |
| (4) Personal Water Craft | 2 each |
| (5) Aircraft | 1 each |



EMERGENCY ACTION PLAN 100-1

Subj: Natural Disasters

1. PURPOSE. The purpose of this plan is to provide guidance for all flotilla members during Natural Disasters in the Highland Lakes area.

2. ACTION. It is the responsibility of each Flotilla 75 member to be thoroughly familiar with this plan, its contents and adhere to provisions of this plan. Each flotilla member shall read this plan every six months and initial the certification sheet.

3. EARTHQUAKES. In the event of an earthquake in the Highland Lakes area, flotilla members not affected by the quake shall immediately notify the Flotilla Commander by telephone, radio, e-mail or best means possible of their availability. Each member shall follow the below procedures.

k. Members affected by the quake shall insure the safety of themselves and their family before any action regarding the Flotilla 75 is affected.

l. The commander shall notify the County Sheriff's office and offer the assistance of the flotilla.

m. The commander or his/her designated representative shall notify U.S. Coast Guard Group Corpus Christi, of the situation in our area. Orders shall then be obtained before activation of the flotilla.

n. Each member reporting for flotilla duty shall be dressed in the proper USCG AUX uniform as prescribed by the commander.

o. Each member will meet at a designated location outside the affected area. This location shall be determined by the flotilla commander as required.

4. HURRICANES. Hurricanes in the Highland Lakes area will generally dissipate to a tropical storm. This storm in itself will bring heavy rains and possible tornados. These rains, depending on the upper Colorado or lower Colorado River could cause flooding on Highland Lakes or in the Austin area. Required actions of flotilla members shall be in accordance with the provisions for flood and tornados. Each member shall follow the below procedures.

5. FLOODS ABOVE THE DAM/HIGHLAND LAKES. During heavy rains above Highland Lakes on the upper Colorado River, the lake level will rise above normal. The amount the lake rises is pursuant to the rainfall. When the lake rises quickly without warning, the possibility of a search and rescue shall arise. Each member shall follow the below procedures.

f. During periods of heavy rainfall in the surrounding county areas, flotilla members shall notify the flotilla commander by telephone, radio, e-mail or the best means possible of their availability.

g. Once the commander has the number of personnel available for duty, he/she shall notify the County Sheriff's office and offer the assistance of the flotilla.

h. The commander or his/her designated representative shall notify US Coast Guard station Corpus of the situation in our area. Orders shall then be obtained before activation of the flotilla.

- i. Members living on or near Highland Lakes shall know the location of auxiliary facilities moored in the water. These members shall go and inspect the auxiliary facility for damage and availability. The result of the inspection shall be reported to the commander and the owner of the facility.
- j. Members with auxiliary facilities on trailers shall report the availability status to the commander. All members with facilities shall be prepared to utilize their facilities depending on the availability of coxswains and crewmembers.
- p. Each member reporting for flotilla duty shall be dressed in the proper USCG AUX uniform as prescribed by the commander.
- q. Each member will meet at a designated location outside the affected area. The flotilla commander as required shall determine this location.

6. FLOODS BELOW THE DAM. During heavy rains below or on Highland Lakes the Colorado River and the area around will flood. The lake level will rise depending upon the rain on the upper Colorado. Flooding in the lower Colorado and the lakes could cause a search and rescue situation in Lake Austin. Each member shall follow the below procedures.

- g. During periods of heavy rainfall in the county area, flotilla members shall notify the flotilla commander by telephone, radio, e-mail or the best means possible of their availability.
- h. Once the commander has the number of personnel available for duty, he/she shall notify the County Sheriff's office and offer the assistance of the flotilla.
- i. The commander or his/her designated representative shall notify U.S. Coast Guard Group Corpus of the situation in our area. Orders shall then be obtained before activation of the flotilla.
- j. Members with auxiliary facilities on trailers shall report the availability status to the commander. All members with facilities shall be prepared to utilize their facilities depending on the availability of coxswains and crewmembers.
- k. Each member reporting for flotilla duty shall be dressed in the proper USCG AUX uniform as prescribed by the commander.
- l. Each member will meet at a designated location outside the affected area. The flotilla commander as required shall determine this location.

7. TORNADOES. During severe weather conditions in the area, the possibility of tornadoes exists. Each member of the flotilla shall be aware of the weather conditions in and around Highland Lakes. If a tornado strikes in and around the lake the possibility for crowd control or sea and rescue exist. Each member shall follow the below procedures.

- f. During periods of heavy rainfall in the area, flotilla members shall notify the flotilla commander by telephone, radio, e-mail or the best means possible of their availability.
- g. Once the commander has the number of personnel available for duty, he/she shall notify the County Sheriff's office and offer the assistance of the flotilla.
- h. The commander or his/her designated representative shall notify U.S. Coast Guard Group Corpus of the situation in our area. Orders shall then be obtained before activation of the flotilla.

- i. Members living on or near Highland Lakes shall know the location of auxiliary facilities moored in the water. These members shall go and inspect the auxiliary facility for damage and availability. The result of the inspection shall be reported to the commander and the owner of the facility.
- j. Members with auxiliary facilities on trailers shall report the availability status to the commander. All members with facilities shall be prepared to utilize their facilities depending on the availability of coxswains and crewmembers.
- r. Each member reporting for flotilla duty shall be dressed in the proper USCG AUX uniform as prescribed by the commander.
- s. Each member will meet at a designated location outside the affected area. The flotilla commander as required shall determine this location.
- t. Search and rescues on Highland Lakes shall be in accordance with USCGAUX directives and Emergency Action Plan _____.

8. WILDFIRES. When wildfires are in the Highland Lakes area, each flotilla member shall be aware that the possibility exists to serve as a screening activity for aircraft scooping water. During wildfires each member shall notify the commander by telephone, radio, e-mail or the best means possible of their availability. If flotilla members are affected by wildfires, they shall insure their personal safety and their families before participating in AUX activities. Each member shall follow the below procedures.

- g. Once the commander has the number of personnel available for duty, he/she shall notify the County Sheriff's office and offer the assistance of the flotilla.
- h. The commander or his/her designated representative shall notify U.S. Coast Guard Group Corpus of the situation in our area. Orders shall then be obtained before activation of the flotilla.
- i. Members with auxiliary facilities on trailers shall report the availability status to the commander. All members with facilities shall be prepared to utilize their facilities depending on the availability of coxswains and crewmembers.
- j. Each member reporting for flotilla duty shall be dressed in the proper USCG AUX uniform as prescribed by the commander.
- k. Each member will meet at a designated location outside the affected area. The flotilla commander as required shall determine this location.
- l. Screening activities on Highland Lakes shall be in accordance with USCG AUX directives. The commander shall designate a patrol commander. The primary mission of the flotilla shall be to keep non authorized boats out of the areas where aircraft are scooping water.

The following equipment is available:

- | | |
|--------------------------|--------|
| (1) Mobile Radios | 5 each |
| (2) Handheld Radios | 2 each |
| (3) Surface Vessels | 3 each |
| (4) Personal Water Craft | 2 each |
| (5) Aircraft | 1 each |

U.S. Department
of Transportation

United States
Coast Guard



FC FL75, D8CR
10 May 2001

EMERGENCY ACTION PLAN 100-2

Subj: Boating Accidents

1. PURPOSE. The purpose of this plan is to provide guidance for all flotilla members if a boating accident occurs while on patrol on Highland Lakes.
2. ACTION. It is the responsibility of each Flotilla 75 member to be thoroughly familiar with this plan, its contents and adhere to provisions of this plan. Each flotilla member shall read this plan every six months and initial the certification sheet.
3. PROCEDURES. Upon notification of a boating accident on Highland Lakes, the coxswain shall assist the emergency services in any way required.
 - a. If the AUXFAC is the first on the scene, the coxswain and crew shall render assistance to level of their training. By telephone or marine radio, the coxswain shall notify the incoming emergency services of the situation.
 - b. The following shall be reported to the emergency services.
 - (1) Number of boats involved.
 - (2) Number of people involved.
 - (3) Sex and approximate age of each person
 - (4) Visible injuries
 - c. The coxswain and crew shall insure all victims are out of the water. The coxswain and crew shall insure each victim has a life jacket on, if possible (depends on any injuries).
 - d. Upon arrival of the emergency services, the AUXFAC shall perform screen duties and keep all unauthorized boats out of the area. If a second AUXFAC is available, they shall perform water taxi service for the emergency services as needed

U.S. Department
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FC FL75, D8CR
10 May 2001

EMERGENCY ACTION PLAN 100-3

Subj: Drowning

1. PURPOSE. The purpose of this plan is to provide guidance for all flotilla members if a drowning occurs while on patrol on Highland Lakes.
2. ACTION. It is the responsibility of each Flotilla 75 member to be thoroughly familiar with this plan, its contents and adhere to provisions of this plan. Each flotilla member shall read this plan every six months and initial the certification sheet.
3. PROCEDURES. Upon notification of a drowning on Highland Lakes, the coxswain shall assist the emergency services in any way required.
 - a. The AUXFAC shall report to the Incident commander and offer assistance.
 - b. The AUXFAC shall mark a parameter in and near the area and not allow unauthorized boats in the area.
 - c. The coxswain and crew shall perform other duties as requested by the incident commander.

U.S. Department
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FC FL75, D8CR
10 May 2001

EMERGENCY ACTION PLAN 100-4

Subj: Terrorist Activities

1. PURPOSE. The purpose of this plan is to provide guidance for all flotilla members if a terrorist activity occurs while on patrol on Highland Lakes.
2. ACTION. It is the responsibility of each Flotilla 75 member to be thoroughly familiar with this plan, its contents and adhere to provisions of this plan. Each flotilla member shall read this plan every six months and initial the certification sheet.
3. PROCEDURES. Upon notification of terrorist activity on Highland Lakes, the coxswain shall assist the emergency services in any way required.
 - a. The AUXFAC shall report to the Incident commander and offer assistance.
 - b. The AUXFAC shall mark a parameter in and near the area and not allow unauthorized boats in the area.
 - c. The coxswain and crew shall perform other duties as requested by the incident commander.



EMERGENCY ACTION PLAN 100-5

Subj: Communications Support

1. PURPOSE. The purpose of this plan is to provide guidance for all flotilla members if communications support is required by county emergency services in an around Highland Lakes.

2. ACTION. It is the responsibility of each Flotilla 75 member to be thoroughly familiar with this plan, its contents and adhere to provisions of this plan. Each flotilla member shall read this plan every six months and initial the certification sheet.

3. PROCEDURES. Upon notification of an emergency on Highland Lakes, each member shall notify the commander by telephone, radio, e-mail or the best means possible of availability. If flotilla members are affected by the emergency, they shall insure their personal safety and their family's before participating in AUX activities.

- a. Once the commander has the number of personnel available for duty, he/she shall notify the County Sheriff's office and offer the assistance of the flotilla.
- b. The commander or his/her designated representative shall notify US Coast Guard station Corpus of the situation in our area. Orders shall then be obtained before activation of the flotilla.
- c. Members with auxiliary facilities on trailers shall report the availability status to the commander. All members with facilities shall be prepared to utilize their facilities depending on the availability of coxswains and crewmembers.
- d. Each member reporting for flotilla duty shall be dressed in the proper USCG AUX uniform as prescribed by the commander.
- e. Each member will meet at a designated location outside the affected area. The flotilla commander as required shall determine this location.
- f. The commander shall designate a patrol commander. The primary mission of the flotilla shall be to provide point to point communications for emergency services as required.

g. The following equipment is available:

- | | |
|--------------------|--------|
| (1) Mobile units: | 4 each |
| (2) Handheld units | 2 each |

U.S. Department
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United States
Coast Guard



FC FL75, D8CR
10 May 2001

EMERGENCY ACTION PLAN 100-6

Subj: Search and Rescue

1. PURPOSE. The purpose of this plan is to provide guidance for all flotilla members during Search and Rescue on Highland Lakes area.
2. ACTION. It is the responsibility of each Flotilla 75 member to be thoroughly familiar with this plan, its contents and adhere to provisions of this plan. Each flotilla member shall read this plan every six months and initial the certification sheet.
3. PROCEDURES. In the event a search and rescue is required in the Highland Lakes area, flotilla shall immediately notify the Flotilla Commander by telephone, radio, e-mail or best means possible of their availability.
 - a. The commander shall notify the County Sheriffs office and offer the assistance of the flotilla.
 - b. The commander or his/her designated representative shall notify US Coast Guard station, Corpus Christi, of the situation in our area. Orders shall then be obtained before activation of the flotilla.
 - c. Each member reporting for flotilla duty shall be dressed in the proper USCG AUX uniform as prescribed by the commander.
 - d. Each member will meet at a designated location outside the affected area. The flotilla commander as required shall determine this location.
 - e. The following equipment is available:

(1) Surface units:	3 each
(2) Personal Water Craft	2 each
(3) Aircraft	1 each

U.S. Department
of Transportation

**United States
Coast Guard**



**U. S Coast Guard Auxiliary
State Liaison Officer - Texas
2418 Lavendale Court
Austin, TX 78748**

10 May 2001

**EMERGENCY ACTION PLAN
HIGHLAND LAKES AREA**

1. Attached for your information and review is the Emergency Action Plan for Flotilla 75, U.S. Coast Guard Auxiliary. FL-75's area of operation includes all waters in the Highland Lakes Area.

2. The assets of the unit in addition to additional assets located in surrounding areas is available for use in local, state and federal emergencies.

3. If I can be of any assistance in this matter, please call me at (W) 512-416-2705 (H) 512-280-7741.

Norm King
AUXSLO-TX

Scenario 11 – A basic SAR drill to find a Person Overboard. (Complexity level 1)

C-3.5: Person Overboard SAR Auxiliary Drill
Situation: <p>A young couple on a 34' sailing vessel with 3 children aboard, ages 6, 10 and 14, each in PFD's, are approximately one mile offshore on a day sailing cruise. The winds are 15 gusting to 20 and the seas are 3 to 5 feet. They have been sailing for approximately four hours and the children have become restless. During a tack, the 10-year-old boy goes overboard, unseen and unknown to the parents. His absence is not noticed until their second subsequent tack. Upon discovery of the missing child, the parents panic and search the seas for him, but cannot find him. They radio a distress call on Channel 16 to the USCG to report the missing child. The USCG begins an immediate search and requests the local Auxiliary Division to assist in search patterns, giving them two specific datum Lat/Lon's in which to begin their search pattern: one is a Sector Single Unit search and the other is a Parallel Track Single unit.</p>
Mission <p>Active two Ready Response Units to perform the designated search patterns ASAP to find the missing boy, given the datum coordinates from the USCG.</p>
Execution <p>Use calling tree to activate the Ready Response Units. Advise USCG of BRAVO status and call-in ops status when underway. If possible, activate your local AUX Comm station watch-stander for further detailed information transmission such as GPS positions. Division Captain or his Vice goes to AUXCOM to monitor the situation and if possible, plots or has someone plot the AUX vessels' positions from their GPS called-in readings.</p>
Administration/Logistics <p>Activate your local Ready Response Team Coordinators to oversee the AUX operation.</p>
Command & Control <p>The Division Captain and Vice Captain are responsible for successful planning and implementation of this drill using the trained capabilities of their Ready Response Teams and their plans.</p>

Scenario 12 – A basic SAR drill to find a lost skipper. (Complexity level 2)

C-3.6: Lost Skipper SAR Auxiliary Drill

Situation:

A skipper of a 26' open fisher is 14 miles offshore in a strong northward current. He has been trolling and fishing with his buddy for several hours and is out of site of land. He has no compass or GPS. He tries to call on his channel-16 radio for location assistance, but finds that it is inoperable. He uses his cell phone to call his pal at the bait store and asks that his pal calls the Coast Guard for help. The bait store pal knows which inlet that the skipper used to go fishing and that he was going northward to find fish.

Mission

The local USCG station has its response units tied up in other activities. They call the USCG air station for SAR flight assistance and the Auxiliary to send SAR vessels to various datums in the search zone.

Execution

The Division Captain or his Vice activate their calling tree for Ready Response Teams to report in for assignments. He has three response teams that are in BRAVO 1 and 2 status. His Ready Response Team POC takes over the operation and assigns datums and SAR patterns as provided by the USCG.

Administration/Logistics

The response teams set up a situation command center and coordinate the drill. With the assistance of the surveillance aircraft, Team # 2 finds the stray fisher vessel and assists them with directional information, following them back to safe harbor.

Command & Control

The Division Captain and Vice Captain are responsible for successful planning and implementation of this drill using the trained capabilities of their Ready Response Teams and their plans.

(Created by René Haldimann, ADSO-OP, D7)

