



Chapter 4 Operational Activities

Introduction An OIA must approve/direct the operational activities of Auxiliary facilities. An Auxiliarist operating a facility without orders is doing so as a private citizen and not as an Auxiliarist (see *Section B* of this chapter).

In this Chapter This chapter contains the following sections:


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Section A. Ordered Operational Patrol Missions

Introduction A patrol is the movement of an operational facility under orders to conduct an ordered mission. The Coast Guard issues the orders to the facility operator, who may not always be the owner.

NOTE  The owner or operator is authorized to refuse the orders.


A.1. Patrol by Vessel or Aircraft A patrol by a vessel or aircraft begins when the facility has left the dock or pier, has taxied from the hangar or tie-down, or is launched; not when arriving “on station.” The patrol ends when the facility returns to its dock, hangar, or launch ramp by the most direct route.

A.2. Patrol by Land Mobile Facility A patrol by a land mobile facility begins when the mobile unit leaves its previous location en route to the patrol area. The patrol ends when the mobile unit returns home or to its next place of repose.

A.3. Communication For a patrol, a facility must have two-way communications with any Coast Guard unit; any Auxiliary station or detachment; any federal, state, or local agency (e.g., Army Corps of Engineers, police, fire department, etc.); or any local marina that agrees to maintain the scheduled communication guard, relay official information between the Coast Guard and Auxiliary facility, and must understand and agree to immediately report a communications loss to the Coast Guard if the reporting period is exceeded.

A.4. Reporting Requirements Facility operators must follow all Coast Guard reporting requirements during a patrol. Surface vessels must report OPS normal and position every 60 minutes. Helicopters and single-engine fixed-wing (SEFW) aircraft must report OPS normal and position every 15 minutes and multi-engine fixed-wing (MEFW) aircraft must report every 30 minutes. The OIA may impose a more stringent reporting requirement. If communications are lost for more than the designated reporting period, the mission must be aborted, the facility moved to a safe haven, and the OIA advised of the situation. Facilities en route to or from assigned areas are subject to call and assignment, if needed.

Operators must report the ordered use of a facility in the appropriate patrol category on the Activity Report-Mission Form (ANSC-7030). Auxiliarists conducting an operational activity which does not fall within the definition of a patrol (see the *Introduction* of this section) must report it as an operational support mission.

NOTE  Auxiliary communications reporting requirements shall be the same as the active duty reporting requirements for a given area of operation.



A.5. Alternate Communications Plan

In areas where there are known communication gaps, the OIA may authorize an alternate communications plan. At a minimum, the facility operator must notify that OIA, or designee, before beginning the mission, of the patrol's start and end times and the names of all individuals aboard. The facility operator must notify the OIA, or designee, immediately upon return from the mission. At any time the mission is expected to run more than 15 minutes beyond the estimated end time (ETA), the facility operator must communicate a new ETA to the OIA, or designee, as soon as practicable, but in no case later than 15 minutes from the original ETA.

A.6. Coxswain Responsibility

Only the Auxiliarist listed as coxswain for the facility on a set of orders will get the credit as coxswain for the patrol. The ordered coxswain maintains exclusive and total responsibility for the crew and the safe operation of the facility. Auxiliarists must operate within the bounds of the orders. Unless the coxswain is physically unable to continue the patrol, the designated coxswain shall remain in charge until mission completion. In the event that the operator is physically unable to continue the patrol, the patrol must be aborted, and the OIA or Coast Guard command having tactical control (TACON) must be contacted immediately for further guidance.

A.7. Maritime Domain Awareness

Maritime Domain Awareness (MDA) underscores all operational missions in the Coast Guard Auxiliary. Auxiliarists carry out MDA as follows:

- Increase vigilance in the maritime environment.
 - Observe, detect, report, and monitor the normal and the abnormal.
 - Enhance the presence of Coast Guard Forces.
 - Carry out specific tasking from cognizant Coast Guard authority (see *paragraph A.6 of Chapter 2*).
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A.8. Multi-Mission Patrols

The OIA must make every effort to use the Auxiliary in a multi-mission manner. Auxiliarists must report multi-mission patrols in accordance with the instructions on the Activity Report-Mission Form (ANSC-7030).

With few exceptions all patrols are capable of being multi-mission in nature and may include some or all of the following. Each mission is subject to the applicable operational guidelines in *Section E* of this chapter.

A.8.a. Maritime Safety

Auxiliarists carry out the maritime safety mission as follows:

- Promote safe boating.
 - Provide SAR response.
 - Render assistance to distressed persons in the marine environment.
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A.8.b. Ports, Waterways, and Coastal Security

Auxiliarists carry out the Ports, Waterways, and Coastal Security (PWCS) mission as follows:

- Record information about ships, facilities, and critical infrastructure as directed by cognizant Coast Guard authority.
 - Identify hazards or potential hazards in a port or waterway.
 - Report any port, waterway, or coastal activity/incident that affects the safety of the area or jeopardizes the critical infrastructure.
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A.8.c. Aids to Navigation/Chart Updating	<p>Auxiliarists carry out aids to navigation/chart updating (see <i>Coast Guard Auxiliary Aids to Navigation Program</i>, COMDTINST 16500.16 (series)), as follows:</p> <ul style="list-style-type: none"> • Verify private aids to navigation or support Coast Guard ATON efforts. • Conduct chart updating missions to verify the accuracy and completeness of information published on charts and related navigation publications. • Report all ATON discrepancies to the Coast Guard.
A.8.d. Ice Reconnaissance	<p>Auxiliarists carry out ice reconnaissance as follows:</p> <ul style="list-style-type: none"> • Observe and report ice conditions. • Monitor ice fishing and other winter activities.
A.8.e. Bridge Administration	<p>Auxiliarists carry out bridge administration as follows:</p> <ul style="list-style-type: none"> • Support and augment bridge surveys. • Investigate and provide information regarding waterways safety and navigation situations pertaining to the bridge program. • Provide direct assistance and support to the bridge program personnel. <p>Further information regarding Auxiliary support to the Bridge Program is contained in the 29 February 1996 MOU and Joint Action Plan (MOUJAP) addressing Auxiliary support of the Bridge Administration Program. MOUJAP is located in the <i>Auxiliary Manual</i>, COMDTINST M16790.1 (series).</p>
A.8.f. Waterways Management	<p>Auxiliarists carry out waterways management missions as follows:</p> <ul style="list-style-type: none"> • Assist in Coast Guard waterways management responsibilities. • Provide platforms and personnel for Coast Guard and other federal and state agencies, by providing information and input into the Waterways Analysis and Management System (WAMS) analysis process.
A.8.g. Training	<p>Auxiliarists conduct training missions to qualify other Auxiliarists in the tasks required for the different Auxiliary programs (e.g., all levels in the surface and air crew programs, etc.).</p>
A.8.h. Marine Environmental Protection	<p>Auxiliarists conduct environmental protection missions to support Coast Guard Sectors, Activities, Groups, MSOs, and other operational units and the various programs for which they are responsible (e.g., pollution response, marine environmental missions, aircraft overflights, and environmental education and outreach programs).</p>
A.8.i. Law Enforcement Support	<p>Auxiliarists are fully authorized to conduct low risk law enforcement support missions to provide transportation or interpretation for a specific law enforcement mission.</p>
A.8.j. Logistics Support	<p>Auxiliarists provide logistics support in any of the above missions.</p>
A.8.k. Agency Support	<p>Auxiliarists provide support to other agencies as directed by the OIA.</p>



A.9. SAR Call-Out

A SAR call-out is the unscheduled movement of an Auxiliary facility for purposes of SAR. The movement is at the specific request of a unit commander for a SAR mission. If the unit commander cancels a SAR call-out before movement, the mission time shall be reported as operational support (see *Section B*). Auxiliarists usually perform movements of a facility engaged in storm, flood, and other disaster or emergency response in conjunction with the Coast Guard or local agencies.

A.10. Regatta Support

A “regatta” or “marine event” is an organized water activity approved by the Coast Guard or other agencies. It is of limited duration and is conducted on a prearranged schedule and has public interest. Auxiliarists conduct regatta missions to enhance safety during approved regattas or other marine events as follows:

- Operational Commanders may assign an Auxiliary Patrol Commander (AUXPATCOM) to carry out the regatta mission.
 - The Coast Guard generally limits its control over regattas or marine events to those events which may introduce hazards to navigation, may endanger protected species, or which may impede marine traffic flow.
 - The District Commander may issue special local regulations and set up special aids to navigation to ensure the safety of life and property in the regatta or marine event area.
 - The District Commander may assign Coast Guard units and/or Auxiliary facilities for a regatta or marine event to control spectator and transient watercraft and to minimize safety hazards in the event area.
 - The sponsoring organization is primarily responsible for protecting participants from the hazards of the event.
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A.11. Safety Zone Support

The Coast Guard may deploy Auxiliary facilities to patrol safety zones. The Auxiliary may conduct these patrols with or without Coast Guard Boarding officers (officers or petty officers authorized to conduct law enforcement) onboard. Auxiliarists operating facilities without Coast Guard Boarding officers onboard may function only in an advisory or informational mode when directing the movement of boats in the vicinity of the zone, and may not exercise law enforcement authority.

A.12. Security Zone Support

The Coast Guard may deploy Auxiliary facilities in support of security zones established by the Captain of the Port (COTP). While not a part of the security zone enforcement, Auxiliary facilities may be used to advise the public of the existence of the security zone. The Auxiliary may conduct these patrols with or without Coast Guard Boarding officers (officers or petty officers authorized to conduct law enforcement) onboard. Auxiliarists operating facilities without Coast Guard Boarding officers onboard may function only in an advisory or informational mode when directing the movement of boats in the vicinity of the zone, and may not exercise law enforcement authority.

A.13. Exercise Support

The Coast Guard may assign Auxiliary facilities and personnel to support defense and non-defense exercises and training evolutions (i.e., ready for ops, harbor defense, incidents of regional and national significance, air intercept, etc.).



A.14. Reporting Missions	All missions shall be reported in AUXDATA.
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A.15. Surface Operational Mission Requirements	Auxiliarists on assigned missions and the facilities used on those missions must meet the following requirements:
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A.15.a. Facility	<p>Auxiliary facilities must have the minimum required certified crew onboard (or in the immediate vicinity, if on standby) in accordance with <i>paragraph N.2 of Chapter I</i> and the following:</p> <ul style="list-style-type: none"> • Only a currently inspected facility accepted for use by the Directors shall be used. • The facility must have onboard all equipment and publications required for designation as a facility.
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A.15.b. Crew	<p>All crewmembers shall wear:</p> <ul style="list-style-type: none"> • The appropriate uniform authorized in the <i>Auxiliary Manual</i>, COMDTINST M16790.1 (series), or OPORDERS (as authorized in <i>paragraph F.7 of Chapter I</i>). The OIA may, for emergency call-outs only, waive the requirement for being in appropriate uniform and displaying patrol sign boards. This does not apply to PPE. • Hypothermia protective suits, when required. • Appropriate PFD with required survival equipment attached (see <i>paragraphs E.13-16</i> of this chapter and <i>Section D of Annex I</i>). • The same uniform (normally).
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A.15.c. Coxswain	<p>The coxswain is responsible for all aspects of facility operation including those described below. The coxswain does not have to be the helmsman and may delegate that duty to a certified crewmember. The coxswain is the person listed as the “coxswain” on the orders. They will be either the owner of the facility or one of the people listed on the owner’s “Non-Owner Authorization Letter.”</p> <ul style="list-style-type: none"> • The coxswain must carry out assigned missions following Coast Guard policies, regulations, or orders of the OIA and must meet any additional qualifications specified by the District Commander. • The coxswain of a surface facility must follow the requirements of <i>paragraph A.2</i> of this section concerning communications and position reporting during a patrol. <i>Paragraph G.6 of Annex I</i>, lists the position reporting requirements for an aircraft facility. • The coxswain must be sure the facility properly displays all required flags, decals, and patrol signs (see <i>Chapter 3</i>).
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- The coxswain must not use unauthorized lights, sirens, flags, or markings and must be sure the facility does not display unauthorized lights, sirens, flags, or markings.
 - The coxswain shall provide the names of all crewmembers (including crew trainees) and passengers to the OIA to be sure an accurate account is on record just prior to the facility's departure.
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A.16. Logistics Missions

Auxiliarists may use an Auxiliary facility in any logistics mission with the approval of the OIA. Logistics missions are primarily for moving equipment and, with the exception of air facilities, personnel when the resources of the agency requesting transportation are unable to provide the necessary platform (see *paragraph E.17* of this chapter). For Auxiliary air facilities, see *paragraph I.3* of *Annex 1*.

A.17. Missions in State Waters

In addition to promoting boating safety on state waters, Auxiliarists may conduct all authorized missions. This includes the use of Auxiliary facilities, on either reimbursable or non-reimbursable orders, on state waters and municipal waters over which the state has jurisdiction (see *paragraph E.6* of *Chapter 4*).



Section B. Operational Support Missions

Introduction An operational support mission is a service provided for/to operational Coast Guard units (e.g., Sectors, Groups, Stations, air stations, MSOs, etc.) in support of Coast Guard programs. This service does not involve the movement of an Auxiliary facility. An Operational Commander must specifically authorize missions requiring the movement of Auxiliary facilities.

B.1. Examples of Operational Support Missions Examples (but not an inclusive list) of operational support missions include:

- Support to a Coast Guard unit, such as a communications watchstander.
- Coast Guard approved operational activities in support of state, local, or other federal agencies (other than patrols or public education).
- Operational administration duties (e.g., chart corrections, SARMIS entry, etc.).
- Watchstanding, including serving as officer-of-the-day, Operations officer, or person in charge of Auxiliary operated facilities, such as Auxiliary stations or detachments (see *Section B of Chapter 5*).
- Aiding (other than while on patrol) the Coast Guard during pollution incidents.
- SAR standby, when on call under the authority of an Operational Commander. Standby is the time spent near the facility, in uniform, while moored, or in the case of aircraft, when near the facility at the airport, awaiting orders to deploy.
- Communications watchstanding at Auxiliary facilities, such as:
 - Fixed land communications or direction finding (DF) support provided to either Coast Guard units or Auxiliary facilities.
 - A communications watch at an Auxiliary radio facility specifically requested by the Coast Guard.
 - Monitoring of a radio frequency, specifically requested by the Coast Guard or in support of a facility on patrol.
 - The time spent on Auxiliary training net drills.
 - Participation in an Auxiliary administrative traffic net, an Auxiliary amateur radio (HAM) net, or Federal Highway Administration (FHWA) and other entities operating under a current MOU with the Coast Guard or Coast Guard Auxiliary.
- Miscellaneous support such as a lighthouse watchstander or tower watches, marine licensing and inspection missions, or conducting administrative license and marine document examinations.

B.2. Requirements for Coast Guard Support The relationship between the Auxiliarist assigned to perform an operational support mission at a Coast Guard unit and the Coast Guard unit leadership must be clear. Everyone must understand the relationship so the assignment does not infringe on the authority or responsibility delegated to Auxiliary elected leaders. To provide for the proper use and conduct of Auxiliarists, follow the below procedures:

- The Auxiliarist must inform his/her respective FC when a Coast Guard unit initially accepts the Auxiliarist for Coast Guard support missions at the unit.
 - The Auxiliarist must wear an appropriate uniform while on the assigned mission.
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- The Auxiliarist must report his/her activities on the appropriate AUXDATA reporting form.
 - No Coast Guard unit may vest Auxiliarists with any titles or duties which entail direct law enforcement duties or responsibilities.
 - Only the unit commander may assign any titles or duties to an Auxiliarist (e.g., communications watchstander, boat crewmember, etc.). Both the unit commander and the appropriate Auxiliary elected leader must mutually agree to the assignment when the assignment includes position “seniority” over other Auxiliarists, active duty, or reserve members (e.g., Junior officer of the day (JOOD), etc.) or active duty members.
 - No Auxiliary Staff officer or elected or appointed leader may delegate any authority or duties to any other Auxiliarists on missions assigned by Coast Guard authority.
 - Complaints concerning Auxiliarist misconduct, while serving on a Coast Guard support mission, must be referred, in writing, to the Auxiliarist’s FC, with a copy to the Director, for appropriate action as recommended or required by any provisions of Commandant policy or instructions.
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Section C. Missions Not Under Orders

Introduction This section describes the assistance activities Auxiliarists may engage in while not under orders.

C.1. Good Samaritan

- 46 U.S.C. § 2303 requires the coxswain of a boat involved in a marine casualty to give aid, when able to be done without serious danger to the coxswain's boat or to individuals onboard. In addition, most states have Good Samaritan laws that protect people who render such assistance, without objection from the person assisted, from liability for any civil damages. The Volunteer Protection Act of 1997 also provides liability protection for Good Samaritans. The assisting person must be acting in an ordinary, reasonable, and prudent manner. The extent of a rescuer's liability for injuries resulting from Good Samaritan actions depends on the circumstances of a particular case and the applicable law.
- Any Auxiliarist acting in response to a potential SAR incident, before receipt of verbal or written orders from competent Coast Guard authority, is taking action as a Good Samaritan private boater. Without orders, their actions will fall outside the Coast Guard's liability umbrella, even if in uniform. The Coast Guard bears no responsibility and will not intervene for the Auxiliarist who acts as a Good Samaritan (e.g., an Auxiliarist not under orders helps in a boating rescue). See *Section A of Chapter 2* for details while assigned to duty.
- Auxiliarists may not submit an AUXDATA report where an Auxiliarist gives aid as a private citizen.

C.2. Auxiliary Actions

The Coast Guard serves as SAR coordinator for all maritime emergencies. If a boater has a non-emergency situation but needs some help, the Coast Guard will normally coordinate the effort to locate an alternative source of assistance.

Auxiliarists not under orders, having information concerning an actual or potential distress (emergency or non-emergency), must advise the nearest Coast Guard unit without delay. The Coast Guard will need the below information:

- Identify yourself as an Auxiliarist and give your radio call sign or instructions on how the Coast Guard can reach you.
 - Describe the situation. Give position, nature of the distress, number and condition of persons in distress, number or name of the distressed (surface or air) craft, type of craft (e.g., sailboat, PWC, airplane, etc.), approximate length, color (of hull, of deck house, of fuselage, etc.). If informed of a distress by another person, also give pertinent data as to who provided the information.
 - Advise what you intend to do as a Good Samaritan. Use good judgment and do not take any action that might endanger your passengers or vessel/aircraft. Consider the Duty officer's advice. If possible, remain on scene until other help arrives or until released.
 - See *paragraph A.8 of Chapter 2*, for information on "pocket" orders. Pocket orders allow a unit commander to place an Auxiliarist on orders during certain circumstances when the Auxiliarist is not in contact with the unit commander.
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Section D. Facility Readiness Status

Introduction

Facilities may be in any one of the three readiness statuses:

- ALPHA
- BRAVO
- CHARLIE

D.1. ALPHA Status

An Auxiliary aircraft or vessel facility is in ALPHA (operating status) when performing an ordered mission or task, except when on standby. An Auxiliary aircraft or vessel facility is not considered to be in ALPHA status solely because of absence from its home station (e.g., an aircraft or vessel temporarily deployed from its assigned station for operational reasons).

D.2. BRAVO Status

An Auxiliary aircraft or vessel facility is in BRAVO status (readiness/standby/potential working status) when under orders, but not in ALPHA status. The OIA determines level of BRAVO status. A facility in BRAVO status must be ready to proceed within the stated period, defined as follows:

- BRAVO ZERO (B-0): Ready to proceed without delay.
- BRAVO-n (B-n): Ready to proceed within (n) hours/minutes (e.g., a BRAVO-2 SAR standby facility would be underway in two hours).

D.3. CHARLIE Status

CHARLIE status applies to facilities in a maintenance, repair, or storage status and not available for mission execution.





Section E. Operational Guidelines

Introduction Auxiliarists are engaged by the Coast Guard primarily in operational or administrative support roles. In accordance with 14 U.S.C. § 831, while assigned to authorized duty to assist, to augment, or to replace Coast Guard personnel in the performance of Coast Guard duties, including while assigned as crew on Coast Guard or Auxiliary vessels, Auxiliarists shall have the same power and authority in execution of those duties as an active duty Coast Guard member assigned or previously assigned to similar duties, except Auxiliarists shall have no direct law enforcement authority.

E.1. Law Enforcement/Firearms While Auxiliarists cannot execute direct law enforcement missions, they may support certain Coast Guard law enforcement activities. The key restriction is that no command can vest Auxiliarists with general police powers (e.g., power to search, seize, or arrest) or give Auxiliarists any direct role in law enforcement police action.

E.1.a. Authorized Support A unit commander may request an Auxiliarist employ an operational facility to provide transportation of logistics support to armed Coast Guard personnel enforcing general vessel safety laws (e.g., conducting CG-4100 boardings) where there is a low chance of detecting criminal activities. Unit commanders may also employ Auxiliarists as interpreters for boardings when language barriers exist. Auxiliary interpreters may join boarding teams on low risk (as determined by the Operational Control (OPCON)) boardings aboard vessels to facilitate communications only after the initial safety inspection is complete and the subject vessel is deemed safe/secure.

NOTE

For a law enforcement boarding, Auxiliarists are only authorized to assist law enforcement officials (Coast Guard, federal, state, or local) as translators and by providing their facilities as boarding platforms. Auxiliarists assisting these law enforcement officials, other than as outlined in this manual, will be acting outside the scope of the employment set for the Auxiliary and probably will not be covered by the Coast Guard's legal umbrella (see *Section A of Chapter 2* and *paragraph E.3* of this section). In the event any problem occurs on board a vessel being boarded, the only option available to the Auxiliary crew and facility is to stand off and to request assistance from the Coast Guard unit commander.

Sorties for regattas, marine parades, safety/security zones, or pollution reporting or monitoring sufficiently relate to promoting boating safety and protection of the marine environment to be considered missions not involving the exercise of direct law enforcement powers (see *Appendix F* for the web site). Unit commanders must thoroughly brief Auxiliary crews on the nature and conduct of these assignments. Unit commanders may also use Auxiliary resources for logistics support of Coast Guard investigations or transportation of investigators.



E.1.b. Prohibited Support

Auxiliarists are prohibited from conducting the following activities:

- Actual boarding of a boat for law enforcement purposes other than for language interpretation.
- The carrying of firearms (by hand or holster) or any related law enforcement equipment (e.g., handcuffs, pepper spray, etc.) on their person.
- Investigating complaints of negligent operations or serving of subpoenas.
- Covert operations.

E.2. Detection and Monitoring of Unusual Events/Scenarios

During the course of a multi-missioned patrol, Auxiliarists should observe their surroundings and report any unusual events or scenarios to the unit commander. District Commanders may place Auxiliary assets under orders to observe and to report information, but only under the following conditions:

- Appropriate safeguards are set up to maintain the confidentiality of information received from the Auxiliary and the reporting source identity.
- Unit commanders thoroughly brief Auxiliarists, who voluntarily accept such duty, on the nature and conduct of these assignments.
- Unit commanders use Auxiliarists and their facilities in information gathering only on a carefully screened case-by-case basis.

NOTE 

Coast Guard Auxiliarists are prohibited from conducting covert surveillance.

E.3. Coast Guard Personnel on Auxiliary Facilities

Coast Guard officers and petty officers may conduct boardings from an Auxiliary vessel facility which is crewed by Auxiliarists but only under the conditions listed below:

- There is a low chance of detecting unlawful/criminal activities or conduct during the boarding; and
- The Coast Guard will not request or require Auxiliarists to take any direct law enforcement actions.

Coast Guard personnel onboard Auxiliary facilities, even those assigned to operate the facility, do not have the authority to compel Auxiliarists to follow any requests.

E.3.a. Facility Movement

Coast Guard personnel may request the Auxiliary operator take certain actions in the movement of the facility, but should not violate navigational rules nor create a situation that places any vessel in navigational extremis. In following such requests, the Auxiliary operator has sole responsibility for the safety of the facility and crew. If the requested movement(s) are not within the capability of the facility or crew, or in the Auxiliarist's judgment would hazard the facility or crew, the Auxiliarist must decline the request.



E.3.b. Public Understanding To avoid a false interpretation by the public that the Auxiliary is directly involved in law enforcement, Coast Guard boarding personnel must ensure those being boarded understand:

- The boarding party consists only of U.S. Coast Guard personnel;
- Under U.S. law, the Boarding officer is a federal law enforcement officer and can enforce U.S. laws;
- The boat coxswain and crew are members of the U.S. Coast Guard Auxiliary and only provide a platform to transport the boarding party; or
- The interpreter is U.S. Coast Guard Auxiliary and only present to facilitate communication between the boarding party and crews of vessels being boarded.

Unit commanders may print a credit card sized card to supplement the Boarding officer's discussion with a boat "coxswain." These cards must bear the Coast Guard logo and contain the following text as shown in **Figure 4-1**.

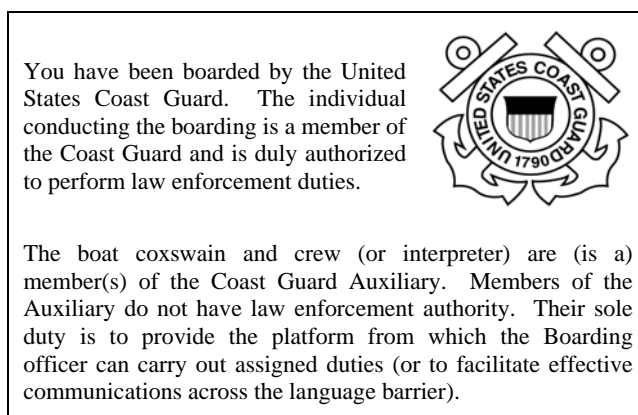


Figure 4-1
U.S. Coast Guard Boarding Officer Supplemental Card

E.3.c. Coxswain Appointment With the concurrence of the facility owner, unit commanders may appoint a Coast Guard coxswain or pilot to act as coxswain of an Auxiliary operational facility. The designation must be done using the Auxiliary Patrol Order Form (CG-5132/ANSC-7000) (see *Appendix E*). This Coast Guard coxswain (or pilot) is not to exercise any law enforcement authority or take any actions that would jeopardize the Auxiliarists or the facility. No other Coast Guard personnel may operate any Auxiliary facility. The provisions of this paragraph (except the law enforcement provision) do not apply to a facility under the custody and control of the Coast Guard in accordance with *Section D of Chapter 1*.



E.3.d. Support Equipment	A Coast Guard officer or petty officer, on official duty and onboard an Auxiliary facility which is under orders, may bring and use all necessary portable Coast Guard equipment to ease the execution of the duty with the exception of blue lights. Also, on vessel facilities, the coxswain must fly the Coast Guard Ensign instead of the Auxiliary Operational Ensign to signify the Coast Guard is onboard. However, the coxswain must not display the Coast Guard Ensign when Coast Guard personnel are onboard only as crewmembers, for familiarization, for training, for a social event, or for similar activities.
E.4. Auxiliarists on Coast Guard Units	Any Auxiliarist may be authorized to train on Coast Guard units and replace or augment Coast Guard crews or augment Coast Guard air crews provided that the Auxiliarist is Basically Qualified (BQ), meets applicable local Auxiliary requirements, and meets all necessary Coast Guard requirements.
E.4.a. Boat or Cutter Support	Auxiliarists may be qualified and certified in accordance with current Coast Guard standards for any position on a Coast Guard boat or cutter and may be assigned to any position except coxswain. In accordance with the <i>U.S. Coast Guard Boat Operations and Training (BOAT) Manual, Volume I</i> , COMDTINST M16114.32 (series), unless the Auxiliary has been specifically authorized use of a Coast Guard owned boat (see <i>paragraph A.3 of Chapter 1</i>), the Auxiliarist's lack of law enforcement and military authority prevents him/her from performing the duties of a coxswain on a Coast Guard boat. Auxiliarists, in support of Coast Guard cutters, may earn the Auxiliary Cutterman Insignia in accordance with <i>Coast Guard Auxiliary Cutterman Insignia</i> , COMDTINST 1650.9 (series).
E.4.b. Law Enforcement Support	Auxiliarists may not be used to exercise general law enforcement or military authority. The Coast Guard unit involved, however, may take all appropriate law enforcement action, notwithstanding the presence of Auxiliarists. In no event may any Auxiliarist carry firearms or be made a member of any actual boarding party deployed during law enforcement action. Auxiliarists may act as interpreters for boarding parties once the situation is deemed low risk by the Boarding officer.
E.4.c. Aviation Support	Auxiliarists may be used for aviation augmentation (see <i>Annex 1</i>).
E.4.d. Shore Unit Support	Auxiliarists may be qualified, certified, and assigned duties in accordance with current Coast Guard standards at Coast Guard shore units. These duties should assist with any day-to-day tasking necessary to keep the unit at an operational performance level. These duties may vary widely and may include, but are not limited to, communication or OPCEN watchstanding, participative or instructional training, administrative support, or facility maintenance with the unit commander's approval. Mutual agreement and creativity between the Auxiliarist and the unit commander are key factors here.



E.5. Use of Government Vehicles

An Auxiliarist with a valid state driver's license may use government vehicles for official business only after obtaining permission from the Commanding Officer (CO), officer in charge, or their designee. Specific rules governing the use of government vehicles may be found in the *Motor Vehicle Manual*, COMDTINST M11240.9 (series). The guiding authority is 14 U.S.C. § 821, 831, and 832.

E.6. Jurisdiction

The Coast Guard has either sole or joint jurisdiction upon the “navigable waters of the United States,” as defined by federal regulations. Sole state waters are those upon which only state and/or municipal authorities have jurisdiction. The Coast Guard governs Auxiliary operational missions on navigable waters of the United States.

E.6.a. Promotion of Boating Safety

Auxiliarists may aid states in the promotion of boating safety on sole state waters or waters on which the states share jurisdiction (joint jurisdiction). This assignment includes assignments of surface or air patrol duties. However, the appropriate state boating law administrator (or the equivalent) must request this aid from the Director, who may authorize Auxiliary support, if available. In an emergency, this assistance may be a verbal agreement, however, in the normal course of events, comprehensive MOUs or letters of agreement should be executed and should be on file. Each agreement should include a request from the state for Auxiliary support and a written letter from the Director authorizing the assistance and articulating the conditions and parameters that are expected of all parties involved.

E.6.b. Assisting State or Local Officials

Auxiliarists assisting state or local officials on sole state waters may conduct any authorized mission. Coast Guard OIAs may authorize the transporting of state or local officials if the guidelines of *paragraphs E.1 and E.3* of this section are met (also see *paragraph A.4* of this chapter). When working with state boating officials, Auxiliarists must be particularly careful not to assume or imply any law enforcement authority (federal, state, or otherwise).

E.7. Foreign Waters

An Auxiliarist under orders may not respond to SAR incidents in foreign waters without specific Coast Guard authority for foreign operations. Action necessary to prevent imminent loss of life may be taken without prior approval. However, Auxiliarists must report such actions to the OIA and Director by the most rapid means available.



E.8. Crew Fatigue

Fatigue is a condition of impaired mental and physical performance brought about by extended periods of exertion and stress. Some fatigue-causing factors are sleep loss, exposure to temperature extremes, motion sickness, changes in work or sleep cycles, physical exertion, illness, hunger, and boredom. Evidence exists to associate a high percentage of mishaps with prolonged operations and crew fatigue. Auxiliarists crewing Auxiliary surface facilities or Coast Guard boats must follow Coast Guard fatigue standards provided in **Table 4-1** and as follows: (Air crew fatigue standards are contained in *Section B of Annex I*.)

- Crew underway time begins when the crew member reports to the designated place to prepare for a specific mission. Computation of such time ends when the mission is complete. Crew underway time includes time spent accomplishing pre-mission and post-mission vessel checks.
- Time spent conducting trailering activities and at a sheltered anchorage counts as 50% underway time (e.g., one hour spent at a sheltered anchorage counts for ½ hour accumulated crew underway time).
- Operators may exceed crew fatigue guidelines only after receiving a waiver from the Commander exercising TACON and OPCON in accordance with the *U.S. Coast Guard Boat Operations and Training (BOAT) Manual, Volume I, COMDTINST M16114.32* (series).
- The operator is responsible for keeping track of crew mission time and advising the OIA when their crew mission time is approaching the limits.



**Table 4-1
Coast Guard Boat Crew Fatigue Standards**

Boat Type	Maximum Underway Hours			Rest Hours Required
	Seas < 4 ft	Seas > 4 ft	Heavy Weather	
PWCs	See Note Below			1
44', 47', 52' MLB	10	8	6	8
41' UTB	10	8		8
49' BUSL/ 55' ANB	10	8		8
SRB	8	6	4	8
Aux/Non-Standard <30'	8			8
Aux/Non-Standard >30'	8	6		8

NOTE 

PWCs may not be operated in seas greater than 3 feet. PWC patrols may operate for a maximum of 6 hours during any 24-hour period. A mandatory 1-hour off-the-water rest is required after 3 hours of PWC operations. See the *Auxiliary Boat Crew Qualification Guide, Volume III*, COMDTINST M16794.54 (series), for operational limitations.

E.9. Maritime SAR Assistance Policy

Auxiliarists on orders and operating an Auxiliary facility must follow the Coast Guard’s Maritime SAR Assistance Policy. The *U.S. Coast Guard Addendum to the United States National Search and Rescue Supplement (NSS) to the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR)*, COMDTINST M16130.2 (series), *Chapter 4* sets forth policy and procedures for handling requests for any type of SAR assistance. It also defines Coast Guard relationships with other possible sources of assistance. Unit commanders must provide Auxiliarists on orders the necessary guidance to understand the policy.



E.9.a. Requests for Assistance

When an Auxiliary vessel on routine patrol or otherwise on orders discovers a vessel requesting assistance, but is not in contact with the Coast Guard, the Auxiliarist will relay the request for assistance to the Coast Guard Operational Commander and may undertake to provide assistance, if capable.

E.9.b. Safety Considerations

If a tow is undertaken, the Auxiliary vessel is required to notify the Operational Commander of the identity of the vessel, location of the vessel, and the destination to which the vessel is being towed. No Auxiliary vessel may undertake the tow of another vessel unless the coxswain is reasonably assured of the safety of both vessels and the persons aboard. If the Auxiliary vessel cannot safely tow a disabled vessel that is standing into danger, it may endeavor to remove the persons from the threatened vessel and stand by until a more capable resource arrives on scene.

In cases involving towing by the Coast Guard Auxiliary, the vessel being assisted will normally be taken to the nearest safe haven. Coast Guard Auxiliary resources should not tow the vessel beyond the nearest safe haven when there are commercial resources that could perform this function. Exceptions to this policy may be made in specific cases if, in the judgment of the SAR mission coordinator (SMC), they are warranted by humanitarian or other concerns.

E.9.c. Non-Emergency Assistance

In cases involving towing by the Coast Guard Auxiliary where no emergency exists, the assisted vessel may be released to another provider who appears capable provided that;

- The SMC and coxswain of the assisting vessel determine that a hand-off can be carried out safely, and either
 - Alternative assistance is desired and arranged by the operator of the vessel being assisted; or
 - The Operational Commander has a higher need for the Auxiliary resource.
-

E.9.d. Commercial Assistance

In cases when a Coast Guard Auxiliary facility under orders arrives on scene nearly simultaneously with a commercial provider, the Auxiliary coxswain should report to the SMC, remain on scene until it is confirmed the provider is capable of providing the required assistance and safely completing the case and the disabled vessel owner/ coxswain accepts the assistance; then clear the area and take no further part in the incident.

When a mariner requesting assistance rejects the first arriving commercial assistance, Coast Guard or Coast Guard Auxiliary units should not assist in these cases so long as the situation remains classified below the DISTRESS phase (see *U.S. Coast Guard Addendum to the United States National Search and Rescue Supplement (NSS) to the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR)*, COMDTINST M16130.2 (series)).



NOTE *GS*

Cases discovered by the Auxiliary are a particularly sensitive section of the SAR policy. How the situation is dealt with is the end product of sustained negotiations and compromise efforts on the part of all concerned parties. It intends that the Auxiliarist, not the SMC, will make the judgment as to whether the Auxiliarist can safely assist. When the Auxiliarist notifies the SMC that they intend to assist the vessel, it's not "asking for permission". The Auxiliarist has already determined that he/she can safely provide assistance, and the notification to the SMC is a courtesy. This policy does not reduce the operational commander's authority and responsibility to exercise command and control over all assigned forces, including Auxiliary vessels on ordered patrols. The operational commander may override the Auxiliarist's decision if warranted by an evaluation of the circumstances. However, unless there is a specific reason to do so, such as an indication of unusual risk or hazard, or an operational need to assign the Auxiliary vessel to a higher priority mission, the decision to assist should be left to the Auxiliarist.

NOTE *GS*

Auxiliarists not under orders may act freely as "Good Samaritans" to provide help. (See *paragraph C.1 of Chapter 4.*)

E.10. Emergency Medical Response

First aid training (beyond a basic awareness of emergency situations) is not a part of the Auxiliary boat or air crew qualification process. Auxiliarists, while on orders (verbal or written) or while assigned to duty, can give first aid. In cases of boating emergencies, Auxiliarists shall advise the unit commander of any emergency medical situation. If unable to contact the unit commander, then seek guidance from competent medical authority.

NOTE *GS*

The Auxiliarist may only provide first aid that they are trained to give and which is within the scope of their assigned duties. For example, an Auxiliarist on an authorized patrol who is not CPR, qualified must not perform CPR but an Auxiliarist who is CPR qualified may.

E.10.a. Taking First Aid Courses

Auxiliarists are encouraged to develop personal first aid qualifications by taking first aid courses (e.g., a Red Cross course, etc.) and to maintain those qualifications.

E.10.b. Operation Without Orders

Any medical aid given by an Auxiliarist operating without orders (verbal or written) or not assigned to duty is given as a private citizen and not as an Auxiliarist (see *paragraph C.1 of this chapter.*)

E.10.c. Assigning Certified EMTs

Unit commanders may assign Auxiliarists certified as EMTs under Coast Guard standards to augment Coast Guard forces as EMTs. A unit commander must first issue the Auxiliarist a "letter of certification" (upon proof that Coast Guard EMT standards were met). The Auxiliarist is then eligible for orders. Only the Coast Guard unit which issued the "letter of certification" may issue orders assigning the Auxiliarist as an EMT.



E.11. Towing Lights

Auxiliarists must follow Rule 24 of the *Navigation Rules, International - Inland*, COMDTINST M16672.2 (series), regarding regulations for all vessels when towing. Rules 24 (j) and 36 discuss alternatives to follow when it is impracticable to display the required towing lights. The following applies to Auxiliary facilities:

- The Coast Guard may accept the use of Auxiliary surface facilities for towing under all visibility conditions. Unit commanders may accept these facilities even though their configuration may be such that they cannot reasonably follow the towing light requirements of Rule 24.
- Auxiliary vessel facilities are basically for recreational use and do not normally engage in towing. Therefore, it is often impracticable for most facilities to exhibit required towing lights.
- Coxswains must make every effort to show other boats that their Auxiliary facilities are towing a disabled boat. A coxswain might “visually” show other boats the tow by illuminating the towline or tow.
- Owners of Auxiliary surface facilities are encouraged to install proper towing lights onboard their facilities when, due to the nature of their operating area, they are likely to conduct tows after dark.

E.12. Public Safety Vessel ID Light

The pilot rules allow use of an optional alternately flashing red and yellow (amber) light by public safety vessels engaged in public safety activities. The use of the light serves only as an identification signal and conveys no special privileges. Vessels using the identification light during public safety activities must abide by the Navigation Rules and must not presume that the light or the nature of the activity (emergency or otherwise) gives them precedence or right of way to complete the activity.

E.12.a. Optional Use

The public safety vessel ID light is optional for Auxiliary vessel facilities. Absence of this light does not affect the Auxiliary facility’s certification to perform operational missions unless it is required by the Coast Guard unit commander. Purchase of the public safety vessel ID light is the responsibility of the facility owner – unless it is otherwise required by the Operational Commander, who would provide an ID light for the ordered mission.

E.12.b. Light Use Allowed

Auxiliary vessel facilities may use the public safety vessel ID light while under orders in the following situations:

- When patrolling regattas and marine events.
 - When helping Coast Guard forces in maintaining security zones during such events as shuttle launches and hazardous cargo transfers.
 - When needed for brief periods of identification of the Auxiliary facility. These periods include helping a boat in distress locate the Auxiliary facility during a SAR case, warning boats away from a hazardous situation, or when SAR activity takes place within the boundaries of regattas, marine events, or security zones.
-



E.12.c. Light Use Prohibited An Auxiliary vessel facility may not display the public safety vessel ID under the following circumstances:

- As a towing light (see *paragraph E.11* of this section for guidance on towing lights).
- During the prosecution of a SAR case, except as authorized above.

NOTE 

No law enforcement light configuration (i.e., blue lights) is authorized.

E.13. Personal Flotation Device

All Auxiliarists on a surface facility or special purpose facility that is underway, assigned to duty shall wear the appropriate Coast Guard approved Type I, II, or III inherently buoyant or Coast Guard approved automatic/manual inflatable PFD (which meets Coast Guard requirements of a Type I, II, or III when worn) at the Operational Commander's discretion.

E.13.a. Within Enclosed Engine Space

Requirements for wearing PFDs within an enclosed engine space, or enclosed living space on vessels constructed with overnight accommodations, may be relaxed by the coxswain on a case-by-case basis after careful consideration of risk factors.

E.13.b. Onboard Personal Watercraft

Auxiliary personal watercraft (PWC) coxswains (including passengers) shall only use inherently buoyant Type I, II, or III PFDs with a minimum dynamic strength test rating of 50 miles per hour.

E.13.c. During Air Patrols

Specific PFD requirements for air patrols are outlined in *Annex I*.

E.13.d. While Performing Evolutions Near Water

Auxiliarists must also wear PFDs when performing evolutions near the water (such as when embarking or disembarking, line handling, or refueling). PFDs must be international orange or high-visibility yellow, and all crewmembers should be in the same color. In addition, each person on a boat being towed by an Auxiliary facility must wear an approved PFD meeting Type I, II, or III Coast Guard standards.

NOTE 

Some automatic/inflatable PFDs and anti-exposure coveralls are of Type V design but meet Type I, II, and III requirements when worn as directed in the product label or owner manual. If those Type V PFDs are removed, a suitable Type I, II, or III PFD must be readily available for each member.

NOTE 

Auxiliarists utilizing an automatic/inflatable PFD must check before donning that the device is armed and packed in accordance with the owner's manual, and that a fully charged CO₂ cylinder is in place. Scheduled maintenance recommendations in the owner's manual must be completed. Uncharged or manual only inflatable PFDs are not authorized for Auxiliary use while on orders.



E.14. Survival Equipment

Auxiliarists must equip their PFDs, worn while conducting a mission or evolution, with certain survival equipment identified below.

E.14.a. Required PFD Equipment

The following survival equipment must be attached to each PFD during surface operations:

- Whistle
- Reflective tape
- Personal marker light (PML) – a cyalume light stick, a flashlight, or a strobe light
- A signal mirror

NOTE 

As of June 1, 2004, Auxiliary surface facilities (including PWCs) and special purpose facilities not equipped with a 406 MHz EPIRB are required to have a minimum of one crew member carrying a PEPIRB while underway on orders.

E.14.b. Optional Equipment

The following equipment is recommended, but optional for each PFD:

- Transceiver
- Knife
- Dye marker or other manual person in water (PIW) locator

E.15. Hypothermia Protective Clothing

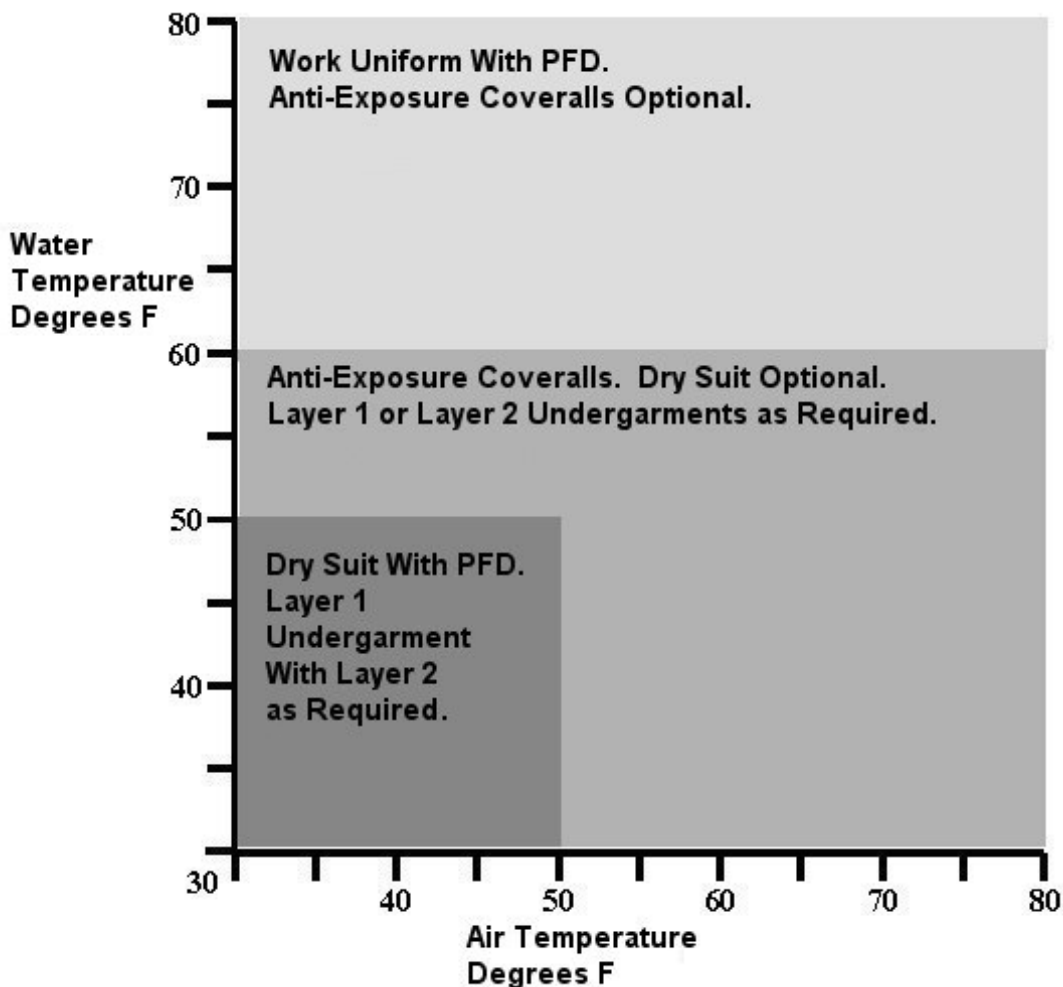
Hypothermia protective clothing permits personnel to function in cold weather and to reduce the loss of body heat in cold water. The four types of clothing are:

- Wet suits
- Survival (exposure) suits
- Dry suits
- Anti-exposure coveralls

E.15.a. Usage Requirements

The following usage requirements apply to hypothermia protective clothing:

- Crewmembers may not use the wet suit as an on-deck work garment. Wet suits are authorized for PWC operations only.
- Survival (exposure) suits, also known as “Gumby suits,” provide the best protection from hypothermia in the water. However, the suits are extremely bulky and, therefore, the Coast Guard limits their use to abandoning ship operations in cold water.
- Dry suits, with proper undergarments, as outlined in the *Rescue and Survival Systems Manual*, COMDTINST M10470.10 (series), provide the best protection for crewmembers in adverse weather conditions and in cold water immersion. However, dry suits are not inherently buoyant, so crewmembers must wear PFDs over them.
- Anti-exposure coveralls provide good durability and out-of-water protection from the elements. Coveralls also provide limited protection from hypothermia to crewmembers in the water.
- Boat crewmembers and all other persons onboard must wear hypothermia protective devices (dry suit or anti-exposure coveralls) if the water/air temperatures meet the requirements in **Figure 4-2**.



**Figure 4-2
Hypothermia Protective Device Requirements**

E.15.b. Waivers

The OIA may waive the wearing of PFDs with the hypothermia device when the device is inherently buoyant (17½ pounds of buoyancy) or provides the proper buoyancy once activated (e.g., an inflatable vest/PFD).

The OIA may waive, on a single sortie basis, the wearing of hypothermia protective devices in accordance with the *Rescue and Survival Systems Manual*, COMDTINST M10470.10 (series), if the degree of risk of hypothermia is minimal (e.g., non-hazardous, daylight operations in calm water). The coxswain may request a waiver from the OIA when there is concern about the adverse effects of “thermal stress”. If an OIA waives the wearing of hypothermia protective devices, Auxiliarists are required to carry them onboard the facility.

E.15.c. Air Operations

See *Section D of Annex 1* for additional guidelines on the use of hypothermia protective devices in air operations.



E.16. Bloodborne Pathogen Protective Clothing

Bloodborne pathogen (BBP) protective clothing provides protection from accidental contact with HIV and hepatitis organisms, helping to prevent Auxiliarists from acquiring those diseases. The complete BBP protective clothing kit can be found in *Prevention of Bloodborne Pathogen Transmission*, COMDTINST M6220.8 (series), includes the following:

- Gown
- Mask
- Eye shield
- Shoe covers
- Hair cover
- Latex gloves (or an alternative material for persons allergic to latex)

E.16.a. Latex Glove Usage

Using latex (or alternative material) gloves provide a basic level of protection for most situations. It is highly recommended that gloves be immediately available on all Auxiliary missions.

E.16.b. Training

An extensive video discussion of BBPs, the steps necessary to assess the risks of contamination, and the steps necessary to manage those risks is available. This video fulfills the training requirement for Coast Guard personnel required to receive Level 2 training in accordance with *Prevention of Bloodborne Pathogen Transmission*, COMDTINST M6220.8 (series).

E.17. Operational Support Equipment

The Coast Guard considers operational support equipment to be pertinent to the execution of authorized Auxiliary missions.

- Auxiliarists may use personally-owned operational support equipment with the following:
 - Any Auxiliary facility
 - Any Coast Guard unit
 - Any state or federal agency authorized by the Director
 - Operational support equipment includes the following:
 - Vessels that use only oars and sail power, designed to transport people (e.g., row boats, dinghies, rubber rafts) and are not otherwise eligible for a facility decal.
 - Other equipment not routinely required of operational facilities but certified by the unit commander to be or have been necessary to the execution of the mission. This equipment includes portable electronic devices, optical equipment, and safety equipment.
 - Auxiliarists may use this equipment to further the execution of any authorized mission in accordance with unit commander policy.
 - Operational support equipment must be:
 - Maintained in a working and serviceable condition.
 - Used in accordance with policy, procedures, and requirements set by the Operational Commander.
-



- Operational Commanders must consider the operating conditions in their district/region in developing policy, procedures, and operational support equipment requirements.

NOTE

Refer to *paragraph D.9.a of Chapter 2* for further guidance regarding reimbursement.

E.18. Guests/Passengers on Auxiliary Facilities

Operators may not allow non-Auxiliary guests or passengers (including family members) onboard any Auxiliary surface or aircraft facility under orders unless the OIA authorizes their presence specifically for that event or patrol. However, the total number of persons onboard must not exceed the manufacturer's stated maximum capacity. All individuals' names onboard (guests/passengers as well as crew) must be given to the unit commander before getting underway or getting airborne and must be listed on the patrol orders prior to returning them to the OIA. Guests and passengers may be authorized only for limited purposes (e.g., training, indoctrination, public affairs, and other circumstances reasonably linked to the Auxiliary's purpose and mission). When guests or passengers are contemplated in advance of orders being issued, the below must be followed:

- Guest/passenger authorization must be in writing. Authorization can be by title (e.g., members of WXXX-TV news team, on-water training students of flotilla X) or by name (e.g., Mrs. Martha C. Cranberry, prospective Auxiliarist).
- Operators may not involve guests or passengers in any crew activity except as authorized in *paragraph E.6 of Chapter 4*.
- All guests/passengers must wear appropriate flotation and hypothermia protective equipment when underway (see *paragraph E.13* of this section).
- Auxiliarists who are not assigned to duty as crewmembers are not guests within the meaning of this restriction. Facility operators may take these Auxiliarists onboard at their discretion, consistent with district policies.
- The passenger carrying requirements of this paragraph do not apply to persons recovered from the water or assisted during a patrol.

E.19. Entering the Water

Auxiliarists on an Auxiliary facility that is under orders shall not enter the water during any operations. This restriction also applies to PWC coxswains, except when necessary to mount or dismount to allow normal operation, remount if involuntary ejected, or while performing PWC coxswain qualification task "dismount/remount/re-right in deep water" under the supervision of a mentor in accordance with *Auxiliary Boat Crew Qualification Guide, Volume III, COMDTINST M16794.54* (series).

E.20. Surf Zones

Auxiliarists shall not operate surface facilities in surf zones.

E.21. Pregnancy

While not specifically disqualified from any Auxiliary missions, unit commanders (or operators) must not place pregnant Auxiliarists in high risk situations. Unit commanders shall follow the guidelines in *Pregnancy in the Coast Guard, COMDTINST 1900.9* (series), *Enclosure (1)*. These guidelines provide measures to help determine what assignment limits are appropriate. For aviation guidelines see *Annex I*.



E.22. Alcohol and Drug Use

Auxiliarists shall not consume alcoholic beverages on any mission. An Auxiliarist impaired due to alcohol consumption before a mission or who has consumed alcoholic beverages within the 8 hours before a mission shall not participate in that mission. They also may not activate contingency orders (see *paragraph A.8 of Chapter 2*) or otherwise act on behalf of the Coast Guard. A zero alcohol level is essential for personnel to meet the demands of a mission.

This prohibition includes prescribed medications that may diminish the ability of an Auxiliarist to function safely. Failure to abide by these rules may be grounds for disenrollment. Further, failure to abide by these rules could constitute gross negligence and may subject Auxiliarists to personal liability.

NOTE 

See *paragraph B.7 of Annex 1* for additional alcohol and drug use restrictions for air operations.

E.23. Toxicological Testing

Toxicological testing is in accordance with Commandant policy applicable to Coast Guard Operations and National Transportation Safety Board (NTSB) recommendations. In order to ensure Auxiliarists are provided complete liability protection, coxswains under orders and directly involved in a vessel accident may be subject to an immediate post-accident toxicological testing.
