

5 February 2010

Hi All – I have just returned from N-Train and would like to review some of the many changes that have or are happening with our MS department.

**Name change:**

We are now the “P” department, since we are Prevention.

**Trident Program:**

There have been significant changes to the Trident program. I’m sure many of you have seen the ALCOAST that speaks to this. If you haven’t, it is ALCOAST 045-10 and the link is posted on our district Marine Safety page.

There are 12 new PQS’s, 12 revised PQS’s and 2 cancelled PQS’s. Those that have been cancelled are Marine Safety Watchstander and Harbor Safety. They are no longer available. If you are in the process of completing the Harbor Safety Qualification, you have until 10 April, 2010 to get your **signed** letter of designation. If you do not get your letter signed on or before that date, you will not be able to finish that qualification.

Both the MSAM and MEES PQS’s have been re-written. The current (legacy) quals will be no longer available on 10 April 2010. If you are in the process of completing this qualification, you must have your letter of designation signed no later than 10 April 2010 for the qualification to be valid. If you do not have your signed letter of designation by that date, you will need to start the revised MSAM or MEES PQS.

The new PQS’s are listed on the ALCOAST and the National MS department web page. The big change with the PQS’s is that they are now basically the same as the active duty ones, just removing the items that we as Auxiliarists are not allowed to do. Several have new prerequisites, as well. To get to the PQS’s, you will need to go to the following site and get a login.  
<https://learning.uscg.mil/portal.asp>

***Please note – the earlier mentioned date of 28 April is incorrect...the changes take effect 90 days from the date of the ALCOAST, which is dated 10 January, 2010.***

Also different is the amount of time required to go from “conditional” to “permanent” award of the Trident device. It has been revised upward from four years to five. In the near future, there are plans to track the hours put in toward this device (the annual minimum is 96 hours) and those not maintaining them will go into REYR status, like some of our other programs.

For those of you who are thinking that all this has made the device harder to earn, I remind you that this program is not for everyone. It is an intense, time-consuming and very hands-on program with a long period of “paying back” the time that was spent in training. It can take anywhere from six to eighteen months to become qualified in each PQS. Since people that earn their qualifications in any (except MSAM or MEES) PQS will be working directly with the

active duty, they must be sufficiently trained to do so. If this is similar at all to any other qualification we have, it would be most like boat crew or coxswain, with the sign-offs and oral board (check ride). There will be an application process for the program (PQS's); the application is currently being updated.

I would just like to point out one other important item regarding this program and the PQS's. All the PQS's that you see are what is available to the Auxiliary nationally. That does not mean that every individual station or sector will have them all – or any. It is up to the local command as to what PQS's they will support based on their missions. Unlike most of our other programs, we do not get to pick and choose which PQS's we want to work on; it depends on what is available to us.

### **AWW:**

America's Waterway Watch 2.0 is under construction. There is consideration that AWW will be updated and "included" with two other programs that are becoming available in various districts: D11's Operation Focused Lens, <http://www.youtube.com/watch?v=JGFpAM8XRo4> which deals with small boat threats. Visits are made to all the marinas in the AOR and each marina and boat ramp is "scored" using a matrix on a variety of things that would make it appeal to a terrorist that may use a small boat to carry out a threat. Things such as remoteness, poor lighting and unsecured access would count negatively. The other program under consideration is D13's CAN (Citizen's Action Network) <http://www.uscg.mil/d13/can> which uses anyone (businesses, civilians or auxiliary members) that has a marine view (live on a waterway) are trained in what to look for and who to report to for any suspicious activity, a SAR, pollution case or other unusual occurrence. The participants can also assist with ATONs - correct location after a storm, or they could help VTS (vessel traffic service) verify a vessels location, as examples. The only requirements are that you have access to a phone and a view of the water.

As always, if there are any questions, please follow your MS chain of leadership.