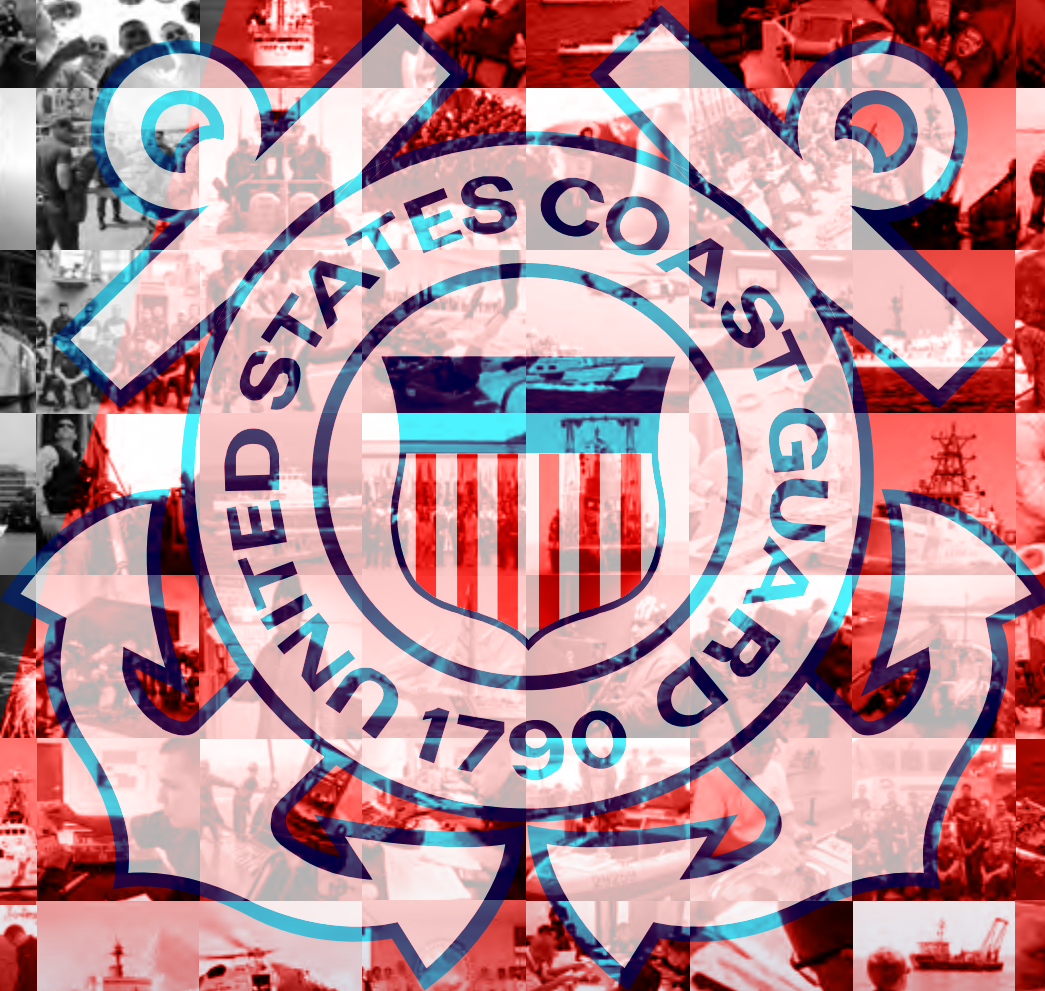


U.S. COAST GUARD INTERNATIONAL TRAINING HANDBOOK



2025

PROVIDING FOR THE SAFETY AND SECURITY OF THE SEAS

and stewardship of the world's maritime resources is a job that requires cooperation among maritime services. The U.S. Coast Guard has built partnerships with other countries to advance the mission to maintain a free and open maritime environment around the world. Like our service, maritime agencies in other nations seek to address issues that include maritime law enforcement, port security, fisheries and exclusive economic zone management, migration, pollution response and of course, search and rescue. The U.S. Coast Guard has core competencies in these areas and our members are known globally as experts in their fields. We take pride in sharing our expertise with partners and Allies to further strengthen our shared interests. This handbook is intended to provide Security Cooperation Officers and foreign maritime agencies with information regarding U.S. Coast Guard training and education programs. We look forward to continuing to partner with you or to invite you to partner with us in this critical mission of securing a free, open, and environmentally safe maritime environment.

Holly A. Haverstick

A handwritten signature in white ink, reading "Holly A. Haverstick", with a long, sweeping horizontal line extending to the right.

Senior Executive Service
Director, International Affairs and Foreign Policy Advisor
U.S. Coast Guard

U.S. COAST GUARD INTERNATIONAL TRAINING HANDBOOK



2025



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SECTION

WELCOME TO THE COAST GUARD



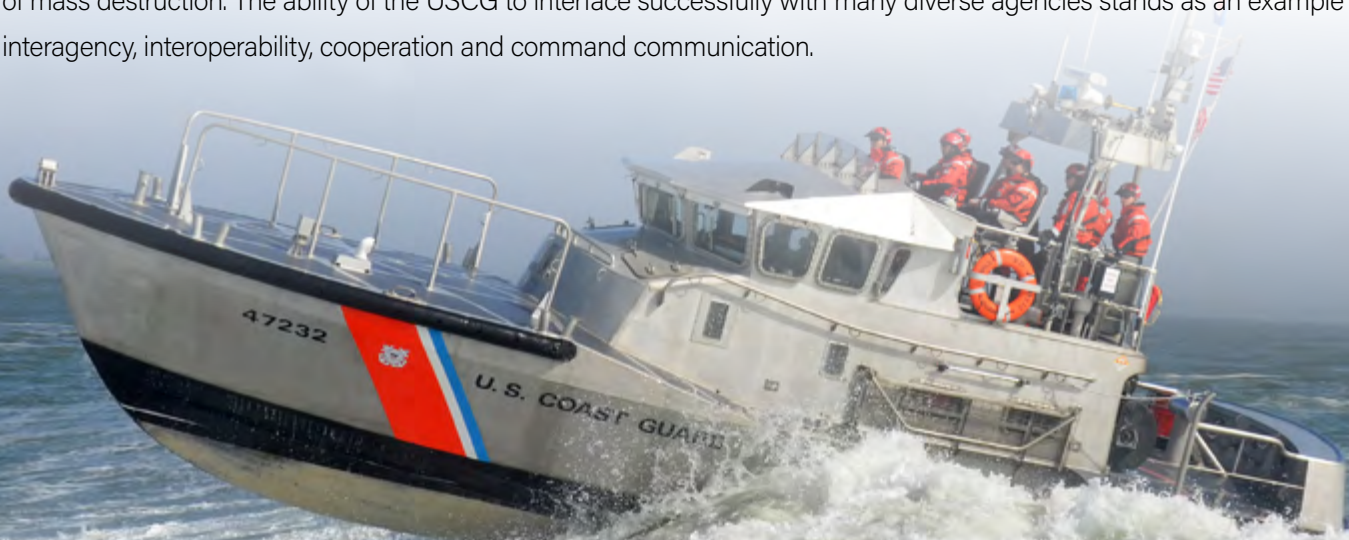
About the U.S. Coast Guard

Under the Department of Homeland Security, the U.S. Coast Guard (USCG) is at all times an armed force—a full time military, multi-mission, maritime organization with a true peacetime mission. The USCG work force of approximately 93,000 active duty, auxiliary, reserve, and civilian personnel and more than 2000 vessels and aircraft and 1200 shore locations makes it the world's greatest coast guard.

Structured to meet the diverse missions assigned, the command and control network allows decentralized responsibility and authority. Primary organizational elements include USCG Headquarters; two area commands; nine district commands; thirty-seven sectors; and field and headquarters units such as training centers.

Committed to its reputation as a multifaceted organization with its distinctive blend of military, humanitarian, maritime safety and security, and civilian law-enforcement capabilities, the USCG has a vital international role in support of regional and national security strategies. The USCG provides assistance and training for which the USCG is “especially qualified” to citizens of other countries. This assistance is provided under the authority of 14 USC 141(a) and the Economy Act 31 USC 1535, which requires reimbursement from the assisted federal agencies. The Foreign Assistance Act of 1961, as amended in sec 545 (22 USC 2347d) specifically authorizes training in maritime skills under the international military education and training program.

Globally recognized as a master in accomplishing each of the duties with which it has been entrusted throughout its 234-year history, the USCG has also been a leader in using limited resources. The USCG's main mission areas are maritime safety, maritime security, national defense, and environmental stewardship. These mission areas encompass operations in aids to navigation, national defense and international engagement, pollution prevention and environmental response, ice conditions, maritime law enforcement, marine inspection, marine licensing, marine science activities, port safety and security, search and rescue, and waterways management. These capabilities are in great demand throughout the world. For example, proficiencies used to interdict narcotics or illegal aliens are also recognized in wider application to assist other nations to combat the global threat of terrorism, threats to maritime safety and security or in areas of piracy, trafficking in persons or interdicting weapons of mass destruction. The ability of the USCG to interface successfully with many diverse agencies stands as an example of interagency, interoperability, cooperation and command communication.

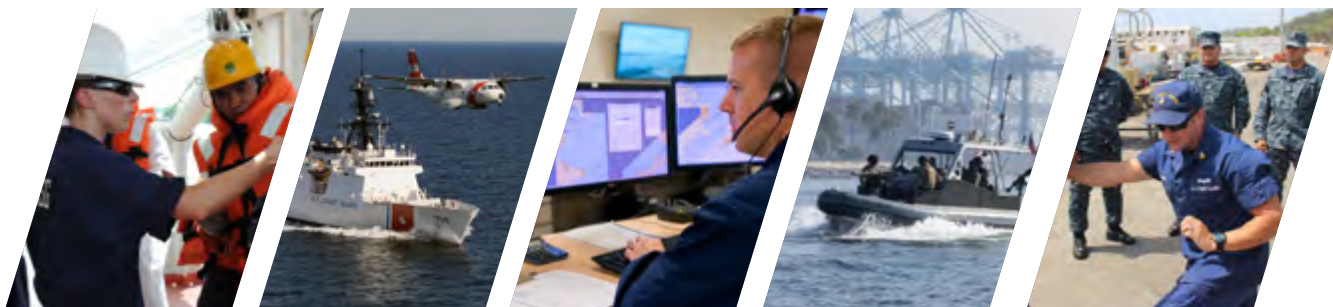




Missions of the U.S. Coast Guard

The mission of the USCG is to ensure our Nation's maritime safety, security and stewardship. The USCG executes 11 statutory missions:

- 1 Search and Rescue (SAR):** SAR is one of the USCG's oldest missions. The National Search and Rescue Plan designates the USCG as the federal agency responsible for maritime SAR operations in U.S. and international waters. The SAR program's goal is to minimize loss of life, injury, and property damage in the maritime environment; minimize crew risk during SAR missions; optimize use of resources in conducting SAR; and maintain a world leadership position in maritime SAR.
- 2 Marine Safety:** The USCG's Marine Safety program ensures the safe operation and navigation of U.S. and foreign flagged vessels, inspects domestic vessels, and carries out port state control (foreign vessel) examinations. The USCG is also the primary agency responsible for developing and enforcing federal marine safety regulations, certifying and licensing mariners, and promoting safe practices by investigating commercial marine casualties and sharing the findings.
- 3 Marine Environmental Protection:** The Marine Environmental Protection program develops and enforces regulations to avert the introduction of invasive species into the maritime environment, stop unauthorized ocean dumping, and prevent oil and chemical spills. This program is complemented by the Marine Safety program's pollution prevention activities.
- 4 Ports, Waterways, and Coastal Security:** The goal of the Ports, Waterways, and Coastal Security (PWCS) program is to detect, deter and disrupt maritime terrorism activities. Primary activities include improving Maritime Domain Awareness (MDA), conducting maritime security and response operations, and developing maritime security regimes. MDA is the effective understanding of anything associated with the global maritime domain that could impact the security, safety, economy, or environment of the United States.
- 5 Defense Readiness:** As one of the Nation's six Armed Services, the Coast Guard continues to support U.S. Combatant Commanders by providing capabilities and resources for security cooperation and capacity building operations. The USCG contributes various assets including National Security Cutters (WMSL), Medium Endurance Cutters (WMEC), 115-foot Sentinel-class Cutter (WPC), Law Enforcement Detachments (LEDET), Port Security Units (PSU), and other specialized units to support the National Security Strategy and defense imperatives.





- 6 **Illegal Drug Interdiction:** The USCG strives to reduce the supply of illegal drugs from entering the United States via air and maritime routes through the interdiction of smugglers and illicit cargos at sea. As the primary maritime law enforcement agency, the USCG defends a six million square mile area comprised of the Caribbean, the Gulf of America, Western Atlantic, and the Eastern Pacific Ocean in which drugs transit.
- 7 **Migrant Interdiction:** Conducts patrols and coordinates with other federal agencies and foreign countries to interdict illegal migration at sea, preventing entry to the United States via maritime routes.
- 8 **Living Marine Resources:** Project federal law enforcement presence over 3.4 million square miles of ocean within the U.S. Exclusive Economic Zones (EEZ) while ensuring compliance of domestic fisheries law and international fisheries agreements.
- 9 **Other Law Enforcement:** The USCG plays a critical role in maintaining maritime borders and protecting U.S. resources. The USCG also enforces international agreements to suppress damaging illegal, unreported, and unregulated fishing activity on the high seas.
- 10 **Aids to Navigation:** The USCG's system of 51,000 visual aids to navigation (ATON), Vessel Traffic Services, and marine information services facilitates the flow of commerce through the Maritime Transportation System (MTS) and minimizes disruptive incidents in the maritime environment. The USCG also prevents disruptions to maritime commerce by establishing regulated navigation areas and regulating bridges over navigable waters.
- 11 **Ice Operations:** Conducts icebreaking services in emergency situations and facilitates essential commercial maritime activities in the Great Lakes and Northeast regions. The USCG operates the only U.S.-flagged heavy icebreakers capable of providing year-round access to the Polar Regions.

In summary, the USCG's ability to fulfill its three broad roles—maritime safety, maritime security, and maritime stewardship—makes it truly a unique instrument of national policy and well-being. More than simply “guarding the coast,” the multi-missioned USCG helps safeguard global maritime interests.



People of the U.S. Coast Guard

America's enduring maritime interests—its reliance on the seas for commerce, sustenance, and defense—have changed little since independence. The U.S. Coast Guard exists to advance these interests. The USCG Force has evolved as it has grown, and today, it reflects the uniqueness of the Service.

The USCG workforce is built upon a foundation of close cooperation among the skilled contributions, direct and indirect, of active duty and civilian full-time employees, part-time reservists, and auxiliary volunteers. When appropriate or necessary, the USCG also relies on the help of federal, state, local, tribal, and private sector partners. The USCG's full-time workforce is made up of more than 43,000 active duty military personnel and over 10,000 civilian employees.

The USCG Reserve, numbering approximately 8,000 members, provides the USCG surge capacity and flexibility to respond to all threats and all hazards. The USCG Reserve also offers citizens the opportunity to serve in the military part-time while maintaining a separate civilian career. The Reserve provides the USCG with highly trained and well qualified personnel for active duty in time of war and national emergency, and for augmentation of USCG forces during natural or man-made disasters or accidents.

Approximately 32,000 strong, the men and women of the uniformed all-volunteer USCG Auxiliary spend thousands of hours each year, often on their personal vessels and aircraft, helping to carry out USCG missions. On some waterways, Auxiliarists are the principal USCG personnel serving the public. They are best known for their boating safety classes and courtesy vessel safety checks. However, since 1997 they have supported all USCG missions except those involving military operations or law enforcement. The USCG Auxiliary is the only all-volunteer component within the Department of Homeland Security.

Altogether, this small service with a very big job, numbers only about 93,000 personnel. By comparison, the next smallest U.S. Armed Force is the Marine Corps with around 179,000 active duty members alone. Mission success is made possible by the combined activities of USCG operational and support personnel. This teamwork is key to ensuring USCG readiness, agility, and operational excellence.










Officer Rank Insignia

Rank	Identifiers
Ensign (O-1)	
Lieutenant Junior Grade (O-2)	
Lieutenant (O-3)	
Lieutenant Commander (O-4)	
Commander (O-5)	



Officer Rank Insignia (Cont'd)

Rank	Identifiers
Captain (O-6)	
Rear Admiral - Lower Half (O-7)	
Rear Admiral (O-8)	
Vice Admiral (O-9)	
Admiral (O-10)	



Chief Warrant Officer (CWO) Rank Insignia

Rank	Identifiers
CWO2	
CWO3	
CWO4	



Enlisted Rank Insignia

Rank	Identifiers
Seaman Recruit (E-1) - one white stripe	
Seaman/Fireman/ Airman Apprentice (E-2) - two stripes: White - Seaman Apprentice Red - Fireman Apprentice Green - Airman Apprentice	  
Seaman/Fireman/Airman (E-3) - three stripes: White - Seaman Red - Fireman Green - Airman	  
3rd Class Petty Officer (E-4) - one chevron 2nd Class Petty Officer (E-5) - two chevrons 1st Class Petty Officer (E-6) - three chevrons	  



Rank	Identifiers
Chief Petty Officer (E-7) Senior Chief Petty Officer (E-8) - one star Master Chief Petty Officer (E-9) - two stars	
Gold Badge Command Master Chief - two silver stars AREA Level Command Master Chief - two gold stars	
Master Chief Petty Officer of the Coast Guard	



Chief Warrant Officer Specialties



Aviation
Engineering



Bandmaster



Boatswain



Diving
Specialist



Electronics



Finance
& Supply



Information
Systems
Management



Intelligence
System Specialist



Investigator



Marine Safety
Specialist Deck



Marine Safety
Specialist
Engineer



Marine Specialist
Response



Maritime Law
Enforcement
Specialist



Material
Maintenance



Medical
Administration



Naval
Engineering



Operations
Systems
Specialist



Personnel
Administration



Port Safety
Security



Public
Information



Weapons



Cyber Mission
Specialist (CMS)



Enlisted Ratings



**Aviation
Maintenance
Technician (AMT)**



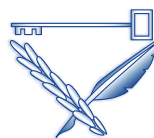
**Aviation Survival
Technician (AST)**



**Avionics Electrical
Technician (AET)**



**Boatswain's
Mate (BM)**



**Culinary Specialist
(CS)**



**Damage
Controlman (DC)**



Diver (DV)



**Electrician's
Mate (EM)**



**Electronics
Technician (ET)**



**Gunners Mate
(GM)**



**Health Services
(HS)**



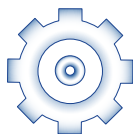
**Information
Systems
Technician (IT)**



**Intelligence
Specialist (IS)**



Investigator (IV)



**Machinery
Technician (MK)**



**Marine Science
Technician (MST)**



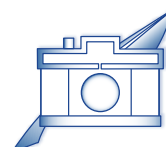
**Maritime Law
Enforcement (ME)**



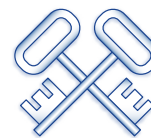
Musician (MU)



**Operations
Specialist (OS)**



**Public Affairs
Specialist (PA)**



Storekeeper (SK)



Yeoman (YN)



**Cyber Mission
Specialist (CMS)**

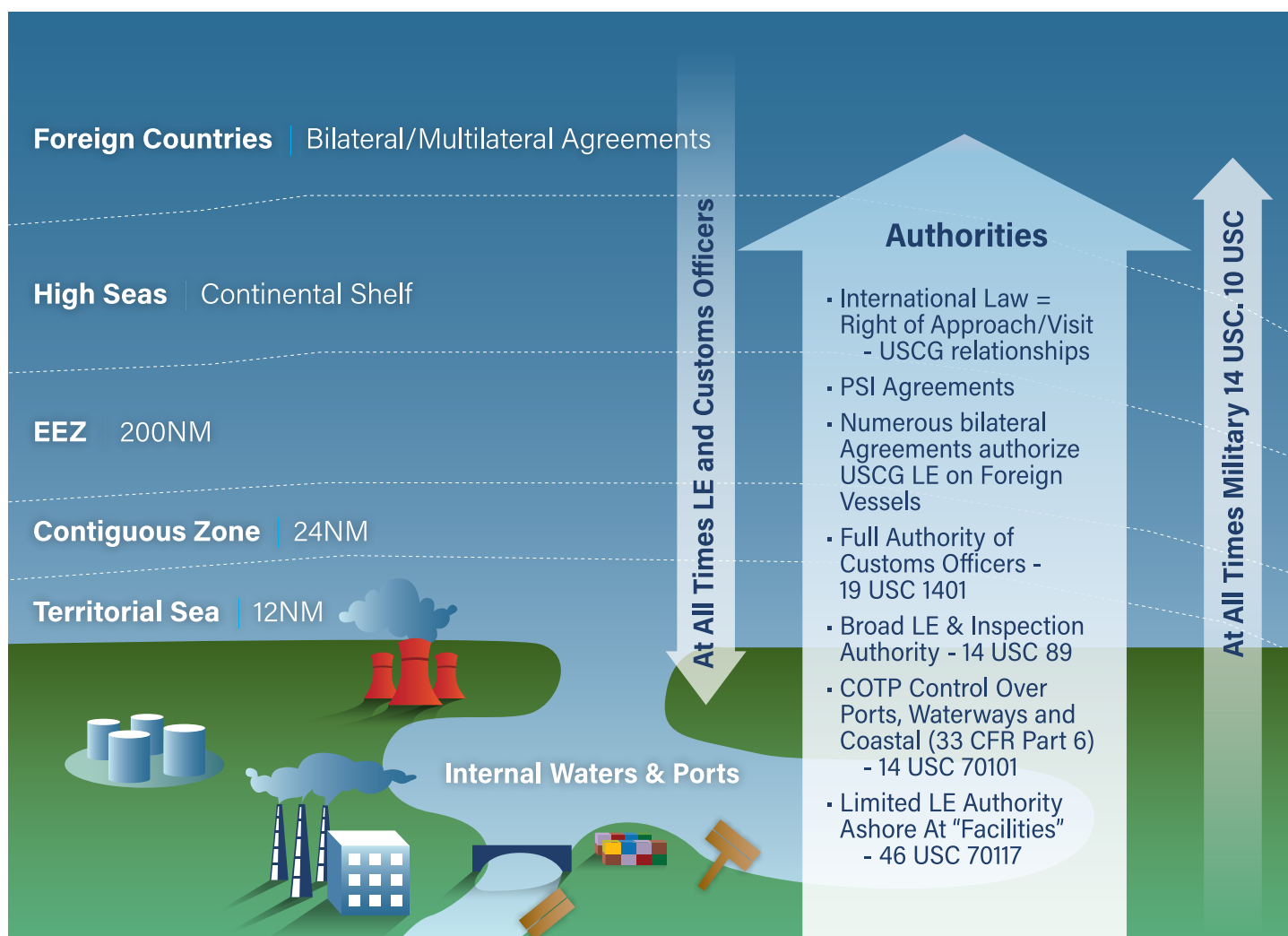


U.S. Coast Guard Geostrategic Environment

The USCG employs an adaptive and responsive operating model throughout the Nation and the world. The USCG allocates geographically-based resources to highest order needs and can adjust strategic planning to address changing external factors including trade, terrorism, climate, energy, the environment, tourism, and international relations. Field commanders adjust operating assumptions, based on their assessments, to ensure the continued efficacy of integrated field efforts.

The below graphic articulates major regional trends and characteristics throughout the USCG's operating environment. These themes and trends are not an exhaustive description of the operating environment in each area. Rather, they are a sampling of factors from various regions throughout USCG areas of operation. This introduces an array of issues that can inform policy pertaining to homeland security, counterterrorism, and marine transportation and safety.

Authorities Cross Maritime Boundaries





International Engagement of the U.S. Coast Guard

People are often surprised when they find the USCG performing duties in places far from the United States coast. But increasingly, the USCG has found that all its missions have an international nexus. This reflects the country's national security interests, as well as the integration of maritime interests within the international system of trade, finance, information, law, and people. The USCG offers key advantages in international engagement such as:

Capabilities relevant to all coastal nations – Many of the world's navies and coast guards have a mix of military, law enforcement, resource protection, and humanitarian functions similar to those of the USCG. The USCG has a long history of providing technical and professional training and existence to maritime forces around the world. The USCG also has strong partnerships based on common responsibilities and multi-national forums, such as the North Pacific and North Atlantic Coast Guard Forums, and the Arctic Coast Guard Forum.

Experience in whole-of-government solutions – Building effective maritime governance requires engagement beyond navies, coast guards, maritime police, and border guards. It requires integrated efforts across agencies and ministries, as well as private sector commitment. The USCG routinely engages other nations through multiple ministries and offers a model maritime code that countries can use to improve their laws and regulations.

Unique Authorities – Because of the USCG's unique character, and the blend of military and civil duties, they can interact on the exact issue requested. Its humanitarian reputation abroad makes USCG presence welcome in many regions and circumstances.

Samples of Fiscal Year 2024 USCG international activities include:

- 912 International Military Students from 30 countries taught by mobile training teams
- 214 International Military Students from 57 countries attended USCG resident courses

The USCG "speaks the language" of both civil and military organizations. It can play an important bridging role by coordinating the actions of U.S. and foreign civilian agencies and military forces in the maritime arena. The USCG can provide the needed presence, access, and influence in nations where humanitarian and constabulary skills are most needed.





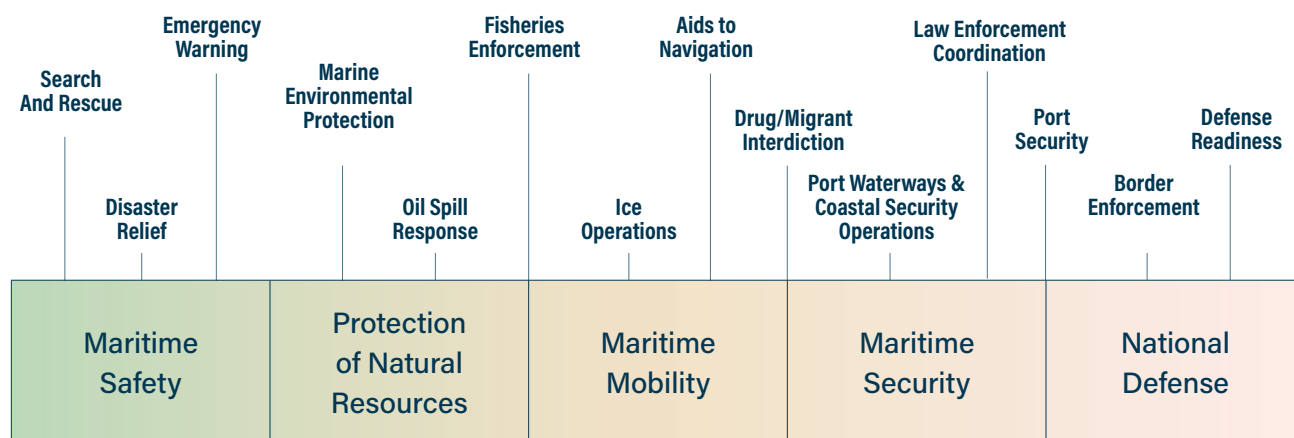
Training to Meet Strategic Goals

The full spectrum of USCG core missions is depicted in the two following illustrations. Because the USCG is one of our Nation's six military services but not part of the Department of Defense, the Combatant Commanders (COCOM) and the Department of State (DoS) can leverage USCG capabilities and authorities to support Theater Security Cooperation (TSC) objectives and U.S. policy in unique ways. Frequently, USCG training is utilized as an entrée to other U.S. training and cooperation.

Maritime Safety focuses USCG efforts on preventing maritime accidents, and when prevention fails, responding to accidents to save lives and property. The USCG has developed formal relationships through international organizations and foreign maritime services to develop international standards and response capabilities which are leveraged to promote safe navigation and lifesaving in areas such as countering illegal migration.

Natural Resource Protection includes protection of critical infrastructure and natural resources in the maritime environment. The USCG assists in development of critical infrastructure protection plans for vital resources in their areas of responsibility (AOR) as well as help respond to an environmental tragedy, whether man-made or caused by a natural disaster, within their AORs.

Maritime Mobility not only includes safe navigation and the safe movement of vessels, but in today's world, it also includes security of the maritime transportation system. The USCG has become a world leader in developing international security standards and assessing the implementation of those standards in ports throughout the world. This capability assists nations in their AOR develop anti-terrorism capability and counter piracy threats in shipping areas.



U.S. Coast Guard capabilities can be applied to promote the full range of maritime priorities within the National Military Strategy



Through **Maritime Security**, the USCG protects the U.S. borders from all illegal activities such as trafficking in illegal drugs, aliens, and contraband to the United States through maritime routes. The USCG has strong ties with other nations through bilateral agreements and international organizations to work cooperatively in countering illegal activities. These relationships and international agreements can be used to promote other security initiatives.

In its **National Defense** role, the USCG brings a fully trained and interoperable military capability but with unique law enforcement authority (not encumbered by Posse Comitatus) and an international reputation as a life-saving organization.





Introduction to U.S. Coast Guard International Affairs

The **Deputy Commandant for Operations** (CG-DCO) is charged with developing and overseeing the execution of operational planning, policy, and international engagement at the strategic level. DCO's management responsibilities include the Coast Guard Intelligence, Response Policy, Prevention Policy, Capability, Cyber Command, National Command Center, Global MOTR Coordination Center, Resources Management Directorate, and the Director of International Affairs (CG-DCO-I).

The **Director of International Affairs** (CG-DCO-I) includes regional advisors and regional training managers organized by geographical regions. Their mission is to advise, inform, and assist the Commandant on strategies, foreign policy matters, and the general impact of USCG programs and operations on international affairs. DCO-I also coordinates all aspects of USCG international affairs including negotiating agreements, participating in international organizations, training foreign personnel, arranging visits by foreign officials, providing technical assistance to foreign governments, and monitoring travel of USCG personnel abroad.

The **Security Cooperation and Training Staff** (CG-DCO-I-2) is a component of the USCG Director of International Affairs staff. The Security Cooperation and Training Staff (CG-DCO-I-2) is a component of the USCG Director of International Affairs staff and provides education through training at resident schools and operational units in the United States and Mobile Education and Training Teams (MET/MTT) in host countries.

The Training and Technical Assistance Staff is responsible for:

- Coordinating with the Department of Homeland Security, Department of State (including embassy components), and Department of Defense (including combatant commands), and other agencies as applicable for all aspects of Security Cooperation training and technical assistance
- Programming, scheduling, and executing resident and mobile training teams for our international partners
- Formulating and implementing USCG's Security Cooperation/Security Sector Assistance policy
- Developing and managing regional training objectives
- Allocating international training quotas
- Supervising International Military Student (IMS) administration

The USCG will establish, improve, sustain, and leverage international cooperation and partnerships to promote, create and ensure a transparent, safe, secure and environmentally sound maritime domain in support of U.S. Coast Guard missions and National interests.



DCO-I International Regional Contacts

Functional Title:	Contact:
CENTCOM Regional Training Manager	COMDT-DCO-I-CENTCOM@uscg.mil
EUCOM Regional Training Manager	COMDT-DCO-I-EUCOM@uscg.mil
AFRICOM Regional Training Manager	COMDT-DCO-I-AFRICOM@uscg.mil
INDOPACOM Regional Training Manager	COMDT-DCO-I-INDOPACOM@uscg.mil
SOUTHCOM Regional Training Manager	COMDT-DCO-I-SOUTHCOM@uscg.mil
NORTHCOM Regional Training Manager	COMDT-DCO-I-NORTHCOM@uscg.mil
Mail:	Commandant (CG-DCO-I) The Office of International Affairs and Foreign Policy U. S. Coast Guard 2703 Martin Luther King Jr Ave, SE, Stop 7203 Washington, DC 20593-7203
Message:	COMDT COGARD WASHINGTON DC//CG-DCO-I//
Internet:	
U.S. Coast Guard International Affairs:	https://www.dco.uscg.mil/Our-Organization/Director-of-International-Affairs-and-Foreign-Policy-CG-DCO-I/
U.S. Coast Guard International Training Handbook:	https://www.dco.uscg.mil/Our-Organization/Director-of-International-Affairs-and-Foreign-Policy-CG-DCO-I/Programs/Training-Leadership-Development/
U.S. Coast Guard:	www.USCG.mil
U.S. Coast Guard Facebook:	www.facebook.com/UScoastguard
U.S. Coast Guard X (formerly Twitter):	https://x.com/uscoastguard
U.S. Coast Guard YouTube:	www.youtube.com/user/USCGImagery
U.S. Coast Guard Auxiliary:	www.cgaux.org
Boating Safety:	www.USCGboating.org
U.S. Coast Guard Community News:	www.USCG.mil/community



SECTION

POLICY AND PROCEDURES

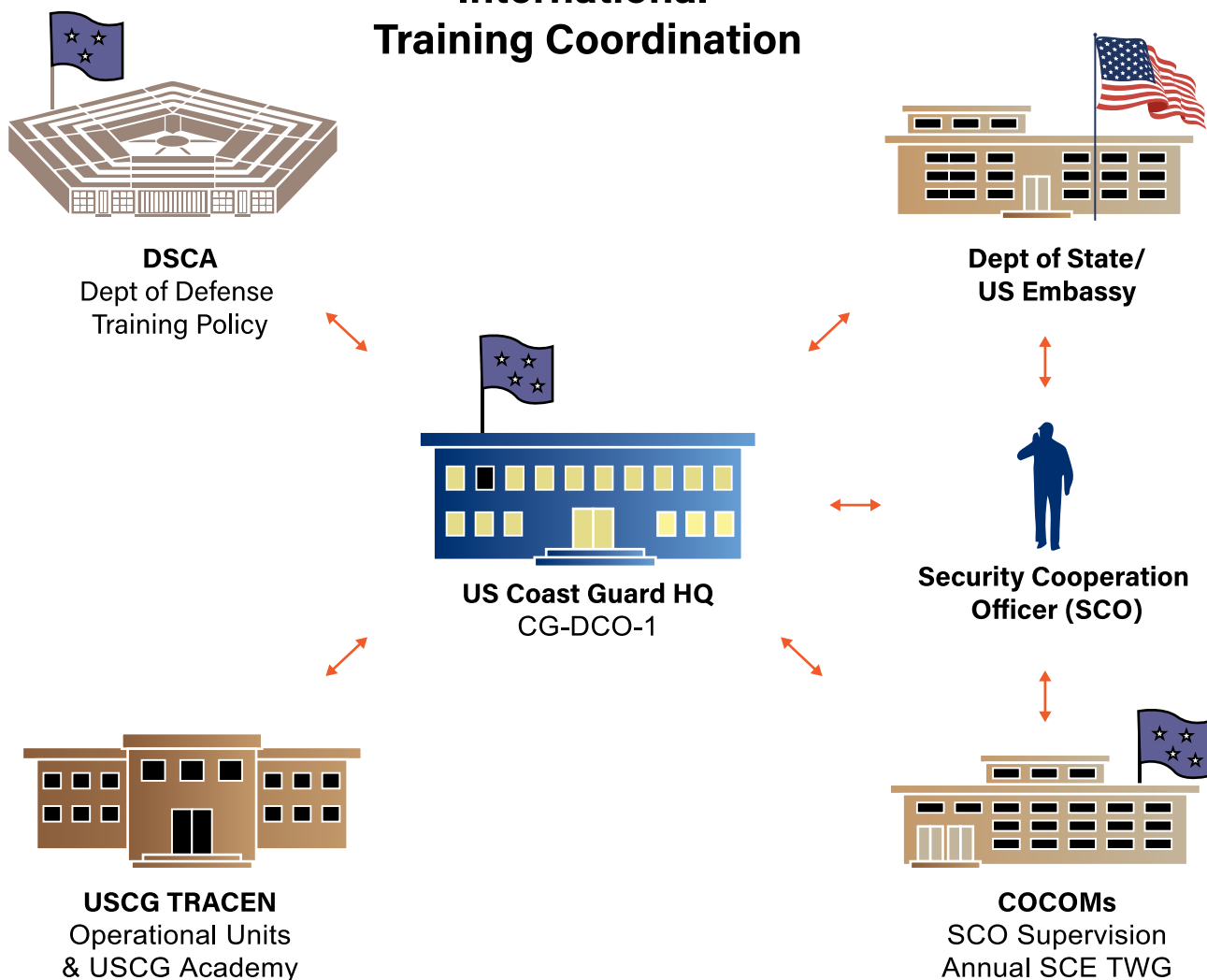


Training Requests

The USCG provides training to officer, enlisted, and civilian personnel from foreign military and civilian agencies when in compliance with applicable laws and authorities. Absent specific USCG legal authorities, this training is funded by or through another U.S. Government agency or foreign government agency. When training is funded directly by a foreign government agency, the foreign government agency and the USCG sign a reimbursable agreement which will clearly delineate costs associated with training.

All requests for training and assistance (military and civilian) must be submitted through the U.S. Embassy in the host nation concerned. The appropriate U.S. Embassy staff component (Security Cooperation Office (SCO)), U.S. Military Advisor, USCG Liaison Officer, Narcotics Affairs Section, etc.) will review the request and forward it to International Affairs (DCO-I) at USCG Headquarters for processing. Security Assistance (SA) sponsored training requests will follow procedures identified in the Defense Security Cooperation Agency Security Assistance Management Manual (SAMM) and the Joint Security Cooperation Education and Training (JSCET) regulation.

International Training Coordination





Training Plan Assistance

Properly identified training requirements and clearly developed host nation expectations will ensure a successful training program. A training plan equates an individual skill or organizational strategic mission requirements with the individual or unit skill level and experience. These objectives are developed into a training plan. The U.S. Embassy staff and the USCG Headquarters International Affairs (DCO-I) staff will assist a host nation or agency to develop a training plan for an individual International Military Student (IMS), or a comprehensive and phased plan for an agency or organization geared toward the development of specific capabilities. Similarly, a long-term plan may be designed to assist in the establishment of a maritime agency with missions similar to the USCG. The Embassy's Combined Education and Training Program Plan (CETPP) will be one of the source documents used to develop a training plan. Training plans are developed to utilize USCG specific competencies toward attainment of host nation specific strategic plan objectives.

Funding Procedures

The host nation or agency requesting USCG training is responsible for arranging funding through a sponsoring U.S. agency or with host nation funds. Each course has a tuition cost and varies based on the fund source and applicable U.S. agreements with countries. A price estimate will be provided upon written request to schedule training. The requester must provide a written commitment to reimburse the USCG through a reimbursable agreement or another funding document that clearly provides the (1) scope or purpose, (2) terms and conditions, (3) estimated cost, (4) billing address and instructions, and (5) required authorizations and/or authorized signatures. Sources of funding may include, but are not limited to:

- Department of State Security Cooperation Programs implemented by Department of Defense including Foreign Military Sales (FMS), the International Military Education and Training (IMET) Program, Foreign Military Financing (FMF), Department of State International Narcotics Control and Law Enforcement Programs, and Nonproliferation, Anti-Terrorism
- Building Partner Capacity of Foreign Militaries
- Combating Terrorism Fellowship Program
- Department of Defense Title 10 U.S.C. 333
- Department of State International Narcotics and Law Enforcement Affairs (INL)
- Department of State Anti-Terrorism Assistance (ATA)
- Department of State African Partner Station (APS)
- Other U.S. grant funding, and foreign government funding with U.S. diplomatic approval



Cancellation Fee

Resident Training

A cancellation fee of 50% of the applicable tuition cost will be billed for confirmed quotas that are cancelled by other than the USCG within 60 days of the class start date. A cancellation fee of 100% will apply to cancellations of international-only courses, such as the International Maritime Officers Course (IMOC) and International Maritime Domain Awareness (IMDA). There are other courses where a 100% penalty fee will apply. In those cases, the customer will be informed in advance in correspondence dealing with the scheduling. An example is where a contract must be in place prior to an IMS arrival, such as the Military Law Enforcement training provided at the Maritime Law Enforcement Academy (MLEA) and the Port Engineer training provided at CG Yard.

Confirmation of a training quota constitutes the authorization to bill the costs of the training if not officially notified of cancellation within the 60-day window. Transportation, living allowances, personal expenses, incidentals, and any medical expenses incurred are the responsibility of the IMS, sending agency, or sponsoring program as stipulated in any applicable reimbursable agreement.

Mobile Education & Training Teams (MET/MTT)

A cancellation fee of 100% will apply to cancellation of training that incurs up-front costs prior to actual commencement of training. An example would be for the translation cost or tailoring of course material to meet a specific host nation requirement. Confirmation of training constitutes the authorization to bill the costs of the training if not officially notified of cancellation within the 60-day window.

Security Clearance

Currently all USCG resident and deployable training, attended by IMSs, is available and attended on an *unclassified* basis.

Training that involves the release of classified information must be reviewed and authorized in advance by the U.S. military disclosure authority. Absent this clearance, an IMS attending a classified course will be removed from the classroom, or the area, when classified material or operations are being discussed.

Student Vetting (Leahy Amendment)

All USCG training attended by an IMS must comply with the "Leahy Law." The State Leahy Amendment (or "Leahy Law") was first enacted as part of the 1997 Foreign Operations Appropriations Act (P.L. 104-208). The amendment was sponsored by Senator Patrick Leahy of Vermont. It prohibited Foreign Operations, Export Financing, and Related Programs Appropriations Act (FOAA) assistance to foreign security force units implicated in gross human rights violations unless the Secretary determined that the host government is taking effective measures to bring those responsible to justice. Initially the law was narrowly focused on the State Department's International Narcotics Control program. It was expanded in 1998 to include all security assistance programs using funds appropriated through the FOAA.



In general terms, the Leahy Amendment and policies developed to implement the amendment prohibit the use of foreign assistance funds to assist foreign security forces where there is credible evidence such forces have committed gross human rights violations. The State Department's Leahy "vetting process," which is also used by the Department of Defense, determines whether there is such evidence prior to providing assistance.

Department of Defense (DoD) Enhanced Security Vetting

DoD security vetting procedures satisfy the security vetting requirements established by the Office of the Under Secretary of Defense for Intelligence and Security. DoD security vetting does not supersede or eliminate the requirements for human rights screening (Leahy Vetting) or local security screening however, it can be used in lieu of local security screening if desired and approved by the embassy. The visa application process is a separate process overseen by State, but the embassy will not issue a training-related visa to an IMS until formally notified that DoD security vetting has been completed.

As part of the security vetting process, biographic and biometric data are collected. Further, if a visa is required, a **DS-160 online Nonimmigrant Visa Application** form is submitted for each IMS. If a visa is not required, the needed data is collected using alternative forms (**Section C10.8.3.2.76.**). Biometric enrollment required for DoD security vetting is separate from biometric enrollment conducted by embassy consular sections for visa applications.

Federal Law Enforcement Training Center (FLETC) Vetting Requirement

There are additional vetting requirements for IMSs attending courses at the USCG's Maritime Law Enforcement Academy (**MLEA**) which is located on board FLETC in Charleston, SC. Courses that require this additional vetting are:

1. Basic Boarding Officer (**P17301**)
2. International Boarding Officer (**P173016**)

FLETC requires the following documents **NLT 45 days** in advance of the reporting date:

1. Foreign National Screening Request Form (DHS Form 11055)
2. Passport and Visa (scanned copies)
3. Foreign National Employee / Detailee / Scientist / Student Worksheet (DHS Form 11059). This form is only required for resident courses greater than four weeks in duration

This requirement is strictly enforced by the Department of Homeland Security (DHS) and FLETC. Failure to provide the information within the required timeline will result in cancellation of the course date. Forms will be provided by the respective USCG Regional Training Manager (RTM) representative.



Information Technology Access Requirements

In order for IMSs attending courses requiring computer access, DHS Form 4300A requesting access to DHS Systems for a non-citizen must be completed and returned to DCO-I no later than 30 days prior to the course start date. Courses requiring computer access will note this in their course description and/or notified by USCG Regional Training Managers.

Medical

Resident Training

The IMS selected by their host nation for training is presumed to be in good physical and mental health, as well as being free from communicable diseases. If it is discovered that an IMS cannot qualify for training by reason of physical or mental condition and, in the opinion of medical authorities, will require treatment before entering training, the IMS will be returned to their home country immediately, or as soon thereafter as his or her condition will permit travel.

A health screening must be performed by a licensed, practicing medical authority (physician or dentist) from the list of qualified practitioners maintained by the United States Embassy, to ensure that the IMS meets the specific medical and dental pre-requisites for scheduled education/training. These documents must be in English and received through official channels.

Every IMS is required to have and maintain coverage for health care for the duration of their travel and training. **IMSs are required to carry a copy of their medical insurance card with them at all times.** This will help to protect the IMS from having to pay for any potentially catastrophic-type of unforeseen medical charges incurred during the period the IMS is present in the United States. Failure to maintain coverage may result in the removal from training and return to home country. Coverage can be provided by a United States Government funded program, Foreign Military Sales (FMS) Case, foreign government, a Reciprocal Health Care Agreement (RHCA) or health insurance or a combination of these.

The SCO shall ensure that each IMS has the minimum required health care insurance coverage required for the duration of stay in the United States in accordance with the *Defense Security Cooperation Agency (DSCA) Security Assistance Management Manual Chapter 10.9: Chapter 10 | [Defense Security Cooperation Agency \(dsca.mil\)](https://www.dsca.mil)* and ***DSCA Memo dated 23 JUN 2010***. Training Managers at DCO-I are available to answer any questions. Below are just a few of the minimum required health care insurance requirements:

- Healthcare insurance policy coverage should include coverage for all non-elective medical conditions, and must remain in effect for the duration of the IMSs' stay in the United States
- Medical benefits of at least \$400,000 per year, per individual/family member
- Deductible not to exceed \$1000 per family



- Repatriation of remains in the amount of \$50,000 (per individual/family member), should a death occur in the United States, to provide for the preparation and transportation of remains to home country
- Medical evacuation in the amount of \$250,000 (per individual/family member) for immediate transportation to the nearest adequate medical facility, and subsequently in the event it is determined to be medically necessary for IMS to return to their home country

The following web sites are just a few where an IMS may obtain information on insurance companies that provide insurance for non-U.S. citizens:

- Cigna Global: www.cignaglobal.com
- Global Insurance Solutions: www.myglobalinsurance.com
- Inside Direct: www.insidedirect.com
- New York International Group: www.nyig.com
- PSI International Student & Scholar Health Insurance: www.psiservice.com
- Travel Insurance Center: www.worldtravelcenter.com
- United Healthcare: www.uhc.com
- United Health One: www.uhone.com
- Worldwide Medical: www.worldwidemedical.com

Mobile Education & Training Teams (MET/MTT)

When training is to take place in the host nation or in a third country (e.g., a regional MTT), the USCG does not require IMS medical screening. However, the Security Cooperation Office (SCO) should ensure the host nation representative understands that the IMS must meet the specific medical and physical fitness pre-requisites for the education/training to be provided.

The background of the page is a photograph of several police officers in uniform, crouching in a line on a grassy field. They are all looking towards the right side of the frame. The image is heavily tinted with a dark orange or red color. A large, white, stylized number '3' is superimposed over the left side of the image, partially obscuring the officers. The word 'SECTION' is written in white, uppercase letters to the left of the number '3'.

SECTION

RESIDENT TRAINING & EDUCATION INFORMATION



General Information

Resident Courses

The U.S. Coast Guard (USCG) resident courses reflected in this handbook are open for International Military Student (IMS) attendance. USCG courses are developed and conducted to meet mission requirements and are intended to improve mission performance. Courses are regularly reviewed and updated to address evolving USCG needs, which means that course details such as duration, content, location, and availability may change.

USCG resident courses are categorized as 'A' Schools or 'C' Schools.

- 'A' School courses offer hands-on, performance-based training that teach entry-level, basic skills in a formal, classroom setting. The USCG student population for these courses is primarily non-designated seamen who are working towards a career field. The students are enlisted personnel designated as non-rates (E-1) and apprentices (E-2 to E-4) who will have either recently completed basic recruit training or may have had brief duty assignments with little or no practical experience.
- 'C' School courses provide advanced training and signify that the student population is primarily experienced mariners who are progressing through their career field. These courses are developed and conducted to meet USCG mission requirements and are intended to improve USCG mission performance. This training may be taken after successful completion of an 'A' School, or requisite experience and are taught at all USCG training centers.

On-the-Job Training (OJT) Programs

On a case-by-case review basis, officer, enlisted, and civilian personnel may participate in On-the-Job Training (OJT) programs that expose IMSs to real-life application of skills used in all missions of the USCG. In most cases, the IMSs will have completed a USCG formal resident course prior to undergoing an OJT program.

Student Selection

Officer, enlisted, and/or civilian personnel from foreign military or civilian agencies may attend most courses. When selecting an IMS for a course and determining the equivalent U.S. grade, the host nation should consider the candidate's age, experience, educational level, years of service, prior formal training, and the IMSs ability to represent their host nation favorably. Providing advance biographical data about the IMS will help ensure correct placement in appropriate training. U.S. military grade restrictions are not typically imposed for IMSs for most USCG courses. Any restrictions will be noted in course description and/or notified by USCG Regional Training Managers. Mobile Training Team (MTT) team leaders may also recommend individual IMSs who could benefit from Continental United States (CONUS) based resident skill or leadership training to support the development of capabilities in the host nation. Course descriptions in Section 4 of this Handbook have course pre-requisites that will aid in selecting the appropriate IMS.



English Comprehension Level (ECL)

Resident training is provided only in English. The successful accomplishment of a USCG mission task is often a matter of life or death. Members are multi-tasked to perform the duties of their primary rating in a multi-mission environment. Accordingly, IMSs will require adequate English language skills. IMSs may be tested upon arrival to determine current ECL. It is the responsibility of the Security Cooperation Office (SCO) or host nation program representative to ensure the IMS has the appropriate level ECL for the course(s) the IMS will attend. Waivers may be granted solely by DCO-I, based on the School Chief recommendation, and on a very limited case-by-case basis. Additional information on ECL testing can be found on the Defense Language Institute English Language Center (DLIELC) website: www.dlielc.edu.

Invitational Travel Order

An Invitational Travel Order (ITO) or approved DCO-I-2 mechanism is required for all IMSs sponsored under Security Cooperation programs. The ITO is the controlling document for authorized training, conditions, and privileges, and is used to provide recognition of the military or equivalent civilian status of the IMS. A letter of introduction or travel orders from the sending agency must be presented for non-Security Cooperation IMSs. Any subsequent change must be done by publishing an amendment to the ITO or to the travel orders for non-Security Cooperation IMSs.

The U.S. visa is the authority to travel to the United States during the valid period; it has no relation to the period of stay in the United States. The Department of Homeland Security's Immigration and Customs Enforcement (ICE) will issue Form I-94 (Arrival/Departure Record), to the IMS when they enter the United States. The U.S. Citizenship and Immigration Services (USCIS) Inspector will write a date or "D/S" (duration of status) on the I-94 card. This date, in conjunction with the ITO, form the documentation that governs the IMS's status in the United States. IMSs must possess the appropriate A-2 visa. Additional information regarding Visa policy can be found at the Department of State website: <https://travel.state.gov/content/travel.html>.

Student Administration

Once the requested training is approved for an IMS, details are coordinated, and the receiving unit begins planning. An International Military Student Officer (IMSO) is assigned to major USCG training centers and other commands to coordinate individual IMS administration and supervision. When there is no IMSO assigned, the Chief IMSO will be the primary point of contact. This responsibility includes coordination with DCO-I for program oversight, academic progress and disciplinary issues. The IMSO also coordinates proper documentation, arrival, transportation if available, and living accommodations, and sees to the IMSs general well-being. The IMSO function usually is assigned as a collateral duty to an officer, senior enlisted personnel, or civilian member of the USCG training command.

Time permitting and in addition to the training and military experience, the IMSO will provide opportunities to participate in off-duty activities to assist the IMS in acquiring a balanced understanding of U.S. society, institutions, and goals through the Field Studies Program (FSP). These FSP activities can include visits to historical points of interest, local industries, private homes, and civic activities.



Billeting And Dependents

Dependents are not authorized for any USCG courses.

At most training commands, IMSs and their U.S. classmates reside in student barracks at no cost. However, this could be subject to change. Barracks are generally 2 or 4 persons to a room.

Dependent on course and training location, there is a fee for student barracks. An IMS may be required to reside at commercial hotel. Specific information on billeting at each training site is available later in this Section of this Handbook.

Cancellation Fee Policy

A cancellation fee of 50% of the applicable tuition cost will be billed for confirmed quotas that are cancelled by other than the USCG within 60 days of the class start date. A cancellation fee of 100% will apply to cancellations of international-only courses, such as the International Maritime Officers Course (IMOC) ([P171575](#)). There are other courses where a 100% penalty fee will apply. In those cases, the customer will be informed in advance in correspondence dealing with the scheduling. An example is where a contract must be in place prior to IMS arrival, such as the Military Law Enforcement training provided at the Maritime Law Enforcement Academy ([MLEA](#)) and the Port Engineer training provided at CG Yard.

Confirmation of a training quota constitutes the authorization to bill the costs of the training if not officially notified of cancelled within the 60-day window. Transportation, living allowances, personal expenses, incidentals, and any medical expenses incurred are the responsibility of the IMS, sending agency, or sponsoring program as stipulated in any applicable reimbursable agreement.

Physical Fitness Requirements

Some USCG courses are physically demanding and require a high level of physical fitness. Below are the minimum fitness requirements Aviation Survival Technician 'A' School, Boatswain Mate 'A' School, Machinery Technician 'A' School, Officer Candidate School, Officer Indoctrination School, and the Chief Petty Officers Academy:

Aviation Survival Technician 'A' School and AST 'A' Prep Course

Successfully completing AST 'A' School ([P116036](#)) requires the IMS to be at the very top of their physical training and must complete the AST 'A' Prep Course ([P116004](#)) prior to attending AST 'A' School. The following Aircrew Physical Evaluation minimum standards are pre-requisites to be eligible to attend AST 'A' school and must be completed in sequence and within one hour:



Physical Fitness Exercise Metrics	
Body Weight Rows	8 at 60 beats per minute (metronome)
Push-Ups	20 at 80 beats per minute
Side Plank	45 seconds
Dead Hang Pull-Ups	3 at 60 beats per minute (1:4 pull to hang ratio)
Shuttle Run	2 x 300 meter with 79 second average (5-minute rest between)
Gear Swim	400 meters under 7:30
Gear Sprints	6 x 50 meter on 1:10 interval
Underwater Down / Swim Back	3 x 50 meter on 1:45 interval

Boatswain Mate 'A'

Because of the physical nature of certain aspects of MLE training, all IMSs attending Boatswain Mate 'A' School (**P145296**) are required to take a physical fitness test on the first day of the course. The minimum passing standards for the test are listed below. Anyone failing any portion of the evaluation will have the opportunity to re-test within the first week.

Note: To ensure their ability to pass the physical fitness test, IMSs should begin a physical fitness program prior to arriving.

1-Minute Push-Up Test

1. On all fours, place hands approximately shoulder width apart and positioned directly beneath the shoulders.
2. Extend the legs straight back, supported by the balls of the feet. Keep the torso in a straight line.
3. Smoothly bend the elbows and lower the body as a unit, then push back up. Arms should be fully extended without locking the elbows.
4. For a proper push-up to be completed, lower the body until the chest is within one-fist distance of the floor, and then return to the up position.

1-Minute Sit-Up Test

1. Lie on back, bend knees, place heels flat on the floor about 18 inches away from buttocks, and place fingers loosely on side of the head. Hands may not come off the side of head for sit-up to count.
2. In the up position, elbows will touch the knees, and then return so that both shoulder blades are touching the floor.
3. Buttocks should never leave the floor.

1.5-Mile Run Test: The IMS must complete a 1.5-mile run within the time standard specified in the table below.

12-Minute Swim Test: The IMS may opt to complete the 12-minute swim test in lieu of the 1.5-mile run. The IMS must meet the standard specified in the table below.



Males	Push-Ups	Sit-Ups	1.5-Mile Run	12-Minute Swim*
Under 30	29	38	12:51	500 yds.
30 to 39	24	35	13:36	450 yds.
40 to 49	18	29	14:29	400 yds.
50 to 59	13	25	15:26	350 yds.
60+	10	22	16:43	300 yds.
Females	Push-Ups	Sit-Ups	1.5-Mile Run	12-Minute Swim*
Under 30	15	32	15:26	400 yds.
30 to 39	11	25	15:57	350 yds.
40 to 49	9	20	16:58	300 yds.
50 to 59	9	16	17:55	250 yds.
60+	9	15	18:44	200 yds.

Note(s):

- (1) 12-minute swim test chart is based on Dr. Kenneth Cooper's research.
- (2) Push-ups and sit-ups must be performed within a one-minute time period.
- (3) Either the 1.5-mile run or the 12-minute swim may be performed to meet the standard.

Officer Indoctrination School (OIS)

Physical fitness is a crucial part of both officer training and the professionalism that every maritime officer should embody. In keeping with this, all students attending Officer Indoctrination School (OIS) (P164008) are required to participate in daily physical training and physical fitness tests. For both men and women, this test is composed of cadence push-ups, sit-ups, and a 1.5-mile run. The test is given three times throughout the course and must be passed successfully to graduate. A description and the testing standards for each event are given below. A score of at least 180 points (60 points in each event) out of a possible 300 points is considered passing. In addition to the aforementioned test, OIS students participate in multiple swimming classes throughout the program. To gauge their swimming ability, students complete a Basic Swim Assessment, as well as 12 minutes of free swimming for distance within the first four days of arrival. Students are expected to complete all components of the basic swimming proficiency assessment and are expected to complete at least 500 yards within 12 minutes. These tests ensure students are physically capable of participating in training passing the required Survival at Sea Test near the end of the program. The criterion for this test is included below and detailed health and physical readiness standards are located on pages 13-15 of the OCS/OIS Pre-reporting Guide. to participate in daily physical training and physical fitness tests. For both men and women, this test is composed of cadence push-ups, sit-ups, and a 1.5-mile run. The test is given three times throughout the course and must be passed successfully to graduate. A description and the testing standards for each event are given below. A score of at least 180 points (60 points in each event) out of a possible 300 points is considered passing. In addition to the aforementioned test, OIS students participate in multiple swimming classes throughout the program. To gauge their swimming ability, students complete a



Basic Swim Assessment, as well as 12 minutes of free swimming for distance within the first four days of arrival. Students are expected to complete all components of the basic swimming proficiency assessment and are expected to complete at least 500 yards within 12 minutes. These tests ensure students are physically capable of participating in training passing the required Survival at Sea Test near the end of the program. The criterion for this test is included below and detailed health and physical readiness standards are located on pages 13-15 of the OCS/OIS Pre-reporting Guide.

2-Minute Cadence Push-Up Test: The cadence is one push up every two seconds for a maximum of 60 push-ups in two minutes. The push-up is broken into two movements with each movement assigned a command. When the command “up” is given, the test subject has one full second to complete the movement and may not begin the next movement until the command “down” is given.

1. At the start of the test, the test subject will lie on their stomach, hands shoulder width apart and just under the shoulders. Fingers should be facing forward. Elbows are bent.
2. On the “up” command, the elbows are locked, body straight from shoulders to heels. Hips may not be flexed and knees may not be resting on the floor.
3. On the “down” command, the back is straight with elbows bent at least 90 degrees.
4. Continue for as long as possible, staying on the cadence.

Note: No resting is permitted. Hand and foot positions cannot be changed. The test is finished if push-ups are not properly executed or subject does not stay with the cadence.

2-Minute Sit-Up Test:

1. At the start of the test, the test subject will lie on their back with their knees flexed so that their feet are flat on the floor and eight to twelve inches from their buttocks. Have someone hold the test subject's feet firmly. The test subject's arms should be crossed over their chest with their hands firmly grasping their shirt above their shoulders.
2. On the start command, curl torso up so elbows touch the middle to upper thigh, then return to the starting position. Repeat as many times as possible in two minutes.

Note: No resting is permitted. Hand and foot positions cannot be changed. The test is finished if push-ups are not properly executed or subject does not stay with the cadence.

1.5-Mile Run Test: The IMS must complete this distance run as quickly as possible.

Basic Swim Assessment & 12-Minute Swim

All IMSs attending Officer Indoctrination School (OIS) (*P164008*) must complete a Basic Swim Assessment, as well as 12 minutes of free swimming for distance within the first four days of arriving to training. IMSs are expected to complete all components of the basic swimming proficiency assessment (outlined on *Page 41*) without fail. The 12-minute swim is conducted in a 25-yard pool and participants are expected to swim at least 500 yards within 12 minutes. The “safe to train” standard is 10 laps or 250 yards and IMSs will be expected to achieve that during the first physical fitness test upon arrival. Standards to remain off remedial physical training varies by sex and age.



Survival at Sea (SAS) Test

Additionally, all IMS attending OIS must participate in the Survival at Sea Test, but they are not required to pass. Survival swimming is designed to assess and develop fundamental skills in both boat crew and rescue & survival systems skills. By the end of all swimming sessions, students should be competent swimmers and comfortable in the water. OIS students have 30 minutes to complete the test and must obtain a minimum of 70% to pass.

1. Conduct a head-first dive and swim underwater for 15 yards without breaking the surface. Once surfaced, swim elementary backstroke 10 yards
2. Swim 25 yards using any stroke without stopping to rest
3. Remove trousers and inflate for flotation use without assistance or stopping to rest. Skull 10 yards and back using inflated trousers for flotation
4. Don trousers and swim 25 yards any stroke without stopping to rest
5. Press out of the pool and properly don a Type III Personal Flotation Device (PFD)
6. Re-enter the pool and swim 25 yards utilizing the breaststroke while wearing a PFD without stopping to rest, then remove the PFD
7. Conduct a head-first surface dive from a position in the water and recover a weighted brick from the bottom of the deep end of the pool (15 feet)
8. Press out of the pool and don an anti-exposure suit; complete a cross and cover entry from the side of the pool
9. Swim 35 yards using any stroke wearing an anti-exposure suit without stopping to rest
10. Remove the anti-exposure suit and tow suit 15 yards without stopping to rest
11. Swim 50 yards using any stroke or combination of strokes without stopping to rest
12. Press out of the pool

HPR TEST POINT SYSTEM - PART A (OIS)							
Points	Push-Ups	Push-Ups	Sit-Ups	Sit-Ups	1.5 Mile Run	1.5 Mile Run	Points
	Women	Men	Women	Men	Women	Men	
100	48	60	100	100	9:59-10:01	8:04-8:06	100
99	47		99	99	10:02-10:05	8:07-8:10	99
98		59	98	98	10:06-10:09	8:11-8:14	98
97	46	58	97	97	10:10-10:13	8:15-8:19	97
96	45	57	96	96	10:14-10:17	8:20-8:23	96
95			95	95	10:18-10:22	8:24-8:27	95
94	44	56	94	94	10:23-10:26	8:28-8:32	94
93	43	55	93	93	10:27-10:30	8:33-8:36	93
92	42	54	92	92	10:31-10:34	8:37-8:40	92
91			91	91	10:35-10:39	8:41-8:45	91



HPR TEST POINT SYSTEM - PART A (OIS)							
Points	Push-Ups	Push-Ups	Sit-Ups	Sit-Ups	1.5 Mile Run	1.5 Mile Run	Points
	Women	Men	Women	Men	Women	Men	
90	41	53	90	90	10:40-10:43	8:46-8:49	90
89	40	52	89	89	10:44-10:47	8:50-8:53	89
88		51	88	88	10:48-10:51	8:54-8:58	88
87	39		87	87	10:52-10:55	8:59-9:02	87
86	38	50	86	86	10:56-11:00	9:03-9:06	86
85		49	85	85	11:01-11:04	9:07-9:11	85
84	37	48	84	84	11:05-11:08	9:12-9:15	84
83	36	47	83	83	11:09-11:12	9:16-9:20	83
82	35		82	82	11:13-11:17	9:21-9:24	82
81		46	81	81	11:18-11:21	9:25-9:28	81
80	34	45	80	80	11:22-11:25	9:29-9:33	80
79	33	44	79	79	11:26-11:29	9:34-9:37	79
78			78	78	11:30-11:33	9:38-9:42	78
77	32	43	77	77	11:34-11:38	9:42-9:46	77
76	31	42	76	76	11:39-11:42	9:47-9:50	76
75		41	75	75	11:43-11:46	9:51-9:54	75
74	30		74	74	11:47-11:50	9:55-9:59	74
73	29	40	73	73	11:51-11:55	10:00-10:03	73
62	21	31	62	62	12:38-12:41	10:47-10:51	62
61			61	61	12:42-12:45	10:52-10:55	61
60	20	30	60	60	12:46-12:49	10:56-10:59	60
59	19	29	59	59	12:50-12:54	11:00-11:04	59
58		28	58	58	12:55-12:58	11:05-11:08	58
57	18		57	57	12:59-13:02	11:09-11:12	57
56	17	27	56	56	13:03-13:06	11:13-11:17	56
55		26	55	55	13:07-13:11	11:18-11:21	55
54	16	25	54	54	13:12-13:15	11:22-11:25	54
53	15		53	53	13:16-13:19	11:27-11:30	53
52	14	24	52	52	13:20-13:23	11:31-11:34	52
51		23	51	51	13:24-13:27	11:35-11:39	51
50	13	22	50	50	13:28-13:32	11:40-11:43	50



HPR TEST POINT SYSTEM - PART A (OIS)

Points	Push-Ups	Push-Ups	Sit-Ups	Sit-Ups	1.5 Mile Run	1.5 Mile Run	Points
	Women	Men	Women	Men	Women	Men	
49	12		49	49	13:33-13:36	11:44-11:47	49
48		21	48	48	13:37-13:40	11:48-11:52	48

HPR TEST POINT SYSTEM - PART A (OCS and OIS)

Points	Push-ups	Push-ups	Sit-ups	Sit-ups	1.5 Mile Run	1.5 Mile run	Points
	Women	Men	Women	Men	Women	Men	
47	11	20	47	47	13:41-13:44	11:53-11:56	47
46	10	19	46	46	13:45-13:49	11:57-12:00	46
45		18	45	45	13:50-13:53	12:01-12:05	45
44	9		44	44	13:54-13:57	12:06-12:09	44
43	8	17	43	43	13:58-14:01	12:10-12:13	43
42	7	16	42	42	14:02-14:05	12:14-12:18	42
41		15	41	41	14:06-14:10	12:19-12:22	41
40	6		40	40	14:11-14:14	12:23-12:26	40
39	5	14	39	39	14:15-14:18	12:27-12:31	39
38		13	38	38	14:19-14:22	12:32-12:35	38
37	4	12	37	37	14:23-14:27	12:36-12:39	37
36	3		36	36	14:28-14:31	12:40-12:44	36
35		11	35	35	14:32-14:35	12:45-12:48	35
34	2	10	34	34	14:36-14:39	12:49-12:52	34
33	1	9	33	33	14:40-14:43	12:53-12:57	33
32			32	32	14:44-14:48	12:58-13:01	32
31		8	31	31	14:49-14:52	13:02-13:05	31
30		7	30	30	14:53-15:56	13:06-13:10	30
29		6	29	29	14:57-15:00	13:11-13:14	29
28		5	28	28	15:01-15:05	13:15-13:18	28
27			27	27	15:05-15:09	13:19-13:23	27
26		4	26	26	15:10-15:13	13:24-13:27	26
25		3	25	25	15:14-15:17	13:28-13:31	25
24		2	24	24	15:18-15:21	13:32-13:36	24
23			23	23	15:22-15:26	13:37-13:40	23

**HPR TEST POINT SYSTEM - PART A (OCS and OIS)**

Points	Push-ups	Push-ups	Sit-ups	Sit-ups	1.5 Mile Run	1.5 Mile run	Points
	Women	Men	Women	Men	Women	Men	
22		1	22	22	15:27-15:30	13:41-13:44	22
21			21	21	15:31-15:34	13:45-13:49	21
20			20	20	15:35-15:38	13:50-13:53	20
19			19	19	15:39-15:43	13:54-13:57	19
18			18	18	15:44-15:47	13:58-14:02	18
17			17	17	15:48-15:51	14:03-14:06	17
16			16	16	15:52-15:55	14:07-14:11	16
15			15	15	15:56-15:59	14:12-14:15	15
14			14	14	16:00-16:04	14:16-14:19	14
13			13	13	16:05-16:08	14:20-14:24	13
12			12	12	16:09-16:12	14:25-14:28	12
11			11	11	16:13-16:16	14:29-14:32	11
10			10	10	16:17-16:21	14:33-14:37	10
9			9	9	16:22-16:25	14:38-14:41	9
8			8	8	16:26-16:29	14:42-14:45	8
7			7	7	16:30-16:33	14:46-14:50	7
6			6	6	16:34-16:37	14:51-14:54	6
5			5	5	16:38-16:42	14:55-14:58	5
4			4	4	16:43-16:46	14:59-15:03	4
3			3	3	16:47-16:50	15:04-15:07	3
2			2	2	16:51-16:54	15:08-15:11	2
1			1	1	16:55-16:58	15:12-15:14	1
0			0	0	16:59+	15:15 +	0

OIS: SCORED HEALTH AND PHYSICAL READINESS TEST

	Push-Ups (cadence style, 2-min. limit)	Sit-Ups (2-minute limit)	1.5 Mile Run
Males	30	60	10:59
Females	20	60	12:49



OIS: BASIC SWIMMING PROFICIENCY	
Test Item	Requirement
Back Float	60 seconds
Prone Float (holding breath)	10 seconds
Treading Water (no hands)	60 seconds
Elementary Backstroke	10 yards
Front Crawl	25 yards
Unassisted Swim (any stroke)	75 yards
1 Meter Front Dive, Remain Submerged & Swim Underwater Without Breaking the Surface	15 yards

OIS: 12-MINUTE SWIMMING TEST	
Sex	12-Minute Swim
Males	At least 500 yards
Females	At least 500 yards

OIS: Survival at Sea (SAS) Test	
Test Item	Requirement
Head-First Dive, Remain Submerged & Swim Underwater Without Breaking the Surface	15 yards
Elementary Back Stroke	10 yards
Any Stroke	25 yards
Remove Trousers & Inflate Assuming H.E.L.P. Position	
In H.E.L.P. Position, Skull Out & Back	10 yards
Redress Trousers	
Any Stroke & Press Out of the Pool	25 yards
Don Type III PFD	
Breaststroke	25 yards
Remove PFD	
Recover Brick from Deep End of the Pool, then Press Out of the Pool	
Don Anti-Exposure Suit & Swim (35 yards), Remove Suit & Tow Back Using Any Stroke (15 yards)	50 yards
Pass Suit Off & Swim Any Stroke	50 yards
After Completing Last Lap, Press Out of the Pool to Finish Test	



Chief Petty Officer Academy

IMSS need to arrive at the Chief Petty Officer (CPO) Academy ([P17302](#)) “Fit for Full Duty.” They are required to participate in vigorous physical exercise and meet all medical screening requirements. IMSS must provide their own physical training (PT) gear, to include athletic shoes, for mandatory PT in the CPO Academy course.

Throughout the four-week course, the IMSS participate in a multitude of fitness enhancing activities to include, but not limited to:

- TRX Suspension training
- High-Intensity Circuit training
- Cybex – Weight/Strength Training machines
- Fitness Walks/Runs of varying length (up to 5k)
- Spin class
- Pool workout



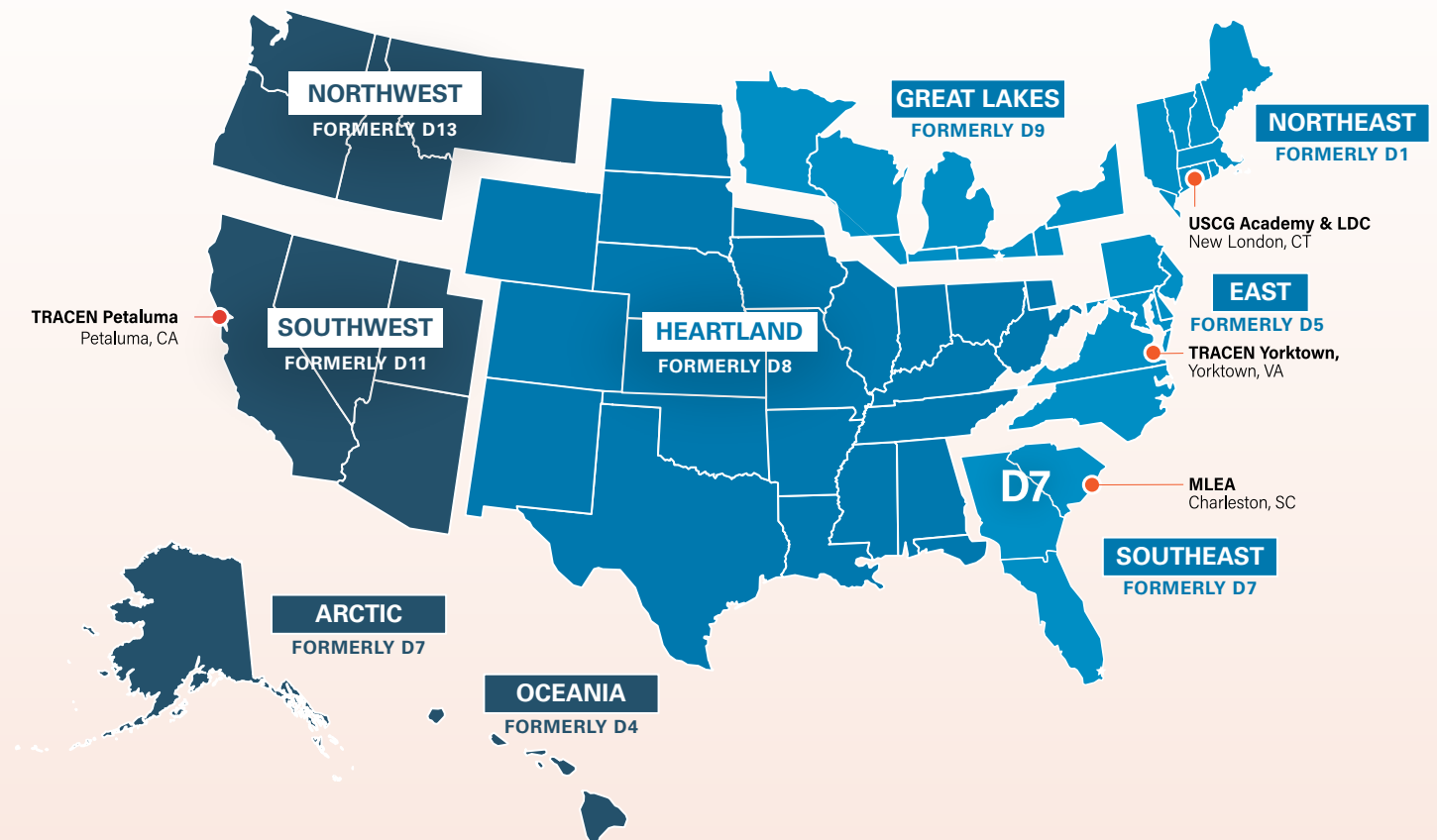


Training Center Locations

Resident training for IMSS is conducted primarily at four (4) USCG training centers. Detailed information about these training sites is provided below:

- Maritime Law Enforcement Academy (MLEA); Charleston, South Carolina
- Training Center (TRACEN) Petaluma; Petaluma, California
- Training Center (TRACEN) Yorktown; Yorktown, Virginia
- USCG Academy and the Leadership Development Center (LDC); New London, Connecticut

USCG Training Centers and the USCG Academy





Maritime Law Enforcement Academy (MLEA) – Charleston, South Carolina

General Information

The Maritime Law Enforcement Academy (MLEA) was established in 2004 at the Federal Law Enforcement Training Center (FLETC) in Charleston, South Carolina. Charleston is located near the middle of South Carolina's coast at the point "where the Ashley and Cooper Rivers meet to form the Atlantic Ocean" and is South Carolina's second largest city.

Please see Section 2 Page 30 for IMS vetting requirements for the Basic Boarding Officer (P173101) and the International Boarding Officer (P173016) courses taught at the MLEA on the FLETC campus.

Student Arrival/Departure Information

Airport: Charleston International Airport (CHS), Charleston, SC; alternate is Savannah International Airport (SAV), Savannah, GA.

Transportation: If an arrival message is received, every effort is made to meet IMSs at the airport. Arrival information should be sent 30 days in advance. If an IMS is delayed for any reason, please contact the IMSO and advise of the adjusted arrival time. Other emergency numbers are MLEA Officer of the Day (OOD) (843) 259-1656 or Base Security Police (843) 743-2010 EXT 111.

Check-In: After hours arrivals are NOT recommended. The optimal arrival time for IMSs at FLETC is Wednesday through Friday 0800-1500 hours. IMSs should report to the duty dorm clerk at the front desk in the main lobby of Bldg 28 which is open 24 hours a day. If IMSs arrive during the work week, they will report to the IMSO at 0800 the next day in Bldg 654, Room 205. If IMSs arrive on the weekend or a scheduled holiday, they will report to the IMSO in Bldg 654, Room 205 at 0800 on the next scheduled workday. IMSs will be briefed on the training center policies and procedures during their initial briefing with the IMSO. IMSs should report no earlier than the report date as indicated on the ITO or quota confirmation correspondence provided.

Billeting

Berthing is not available to IMSs at MLEA. Lodging will be arranged by the IMSO at MLEA for each IMS and is included in the course costing. Daily transportation to MLEA will be provided for the IMSs to and from the hotel. The Student Center has a computer lab with INTERNET access, study rooms, barber shop, and convenience store. Base facilities include an indoor pool, a fitness center, and a gym.



Messing

The Federal Law Enforcement Training Center (FLETC) dining facility serves 3 meals per day and is open to all personnel at no additional cost to the IMS if the living allowance is funded in the training case. If living allowance is not funded, IMSs must pay for meals based upon the items ordered. In addition, there is a sandwich/pizza snack bar open for lunch from 1000-1400. Dormitory lounge areas have vending machines and microwave ovens.

Uniforms

IMSs must bring appropriate seasonal uniforms, including a dress uniform, as well as authorized work uniforms and seasonal outerwear. IMSs lacking adequate uniforms, to include steel toe or composite toe boots, may be required to purchase necessary items upon arrival. PT clothing/gym gear is provided by the USCG for mandatory PT. However, IMSs must bring their own athletic shoes/sneakers. Cold weather clothing is recommended November-March.

Climate

Summer temperatures range from an average low of 70°F (22°C) to an average high of 88°F (31°C). In winter (November-March), the average low and high temperatures are 48°F (10°C) to an average high of 69°F (21°C), respectively. Winter temperatures occasionally drop below freezing and snow does fall 2-3 times per winter. The average annual rainfall is 54 inches (1309 millimeters).

International Military Student Officer (IMSO)

Mailing Address: Commanding Officer (ti) USCG MLE Academy Federal Law Enforcement Training Center, Building 655 Charleston, SC 29405	Message Address: COMCOGARD MLE ACADEMY CHARLESTON SC Internet: https://www.forcecom.uscg.mil/Our-Organization/FORCECOM-UNITS/MLEA/ Location Code: PCGK
Base Contact: (843) 259 - 1656 or (843) 746 - 0850	



Training Center Petaluma – Petaluma California

General Information

This USCG Training Center is located 9.5 miles west of Petaluma, California, which is 50 miles north of San Francisco, California.

Student Arrival/Departure Information

Airport: San Francisco International Airport (SFO), San Francisco, CA or Santa Rosa Regional Airport (STS), Santa Rosa, CA

Transportation: If advance arrival information is received, every effort is made to meet IMSs at the airport. If not met, contact the IMSO immediately. If commercial transport must be used, IMS should proceed from the baggage claim area to the median marked by the blue flag poles. On the poles, there are signs for bus services. Proceed to the bus placard marked Sonoma Airport Express. The bus departs the San Francisco airport every 1.5 hours starting at 1100 with the last bus departing at 0030. The fare is approximately \$32.00 to the Bus Depot in Petaluma. Have the bus driver contact a taxi to pick up the IMS at the Bus Depot to go to the USCG Training Center at 599 Tomales Road. The taxi ride will be approximately \$25.00.

Check-In: All IMSs must check in with the Officer of the Day (OOD) or call the IMSO. IMSs should report no earlier than the report date as indicated on the ITO or quota confirmation correspondence provided.

Briefing: In-processing begins at 0900 in the Juliet Nichols Building, Room 347 on the day after arrival.

Billeting

Adequate berthing is available for all IMSs in the student barracks. Officers and Chief Petty Officers are billeted in 2-person rooms similar to an average motel/hotel at a cost of \$45.00 per night regardless of the resident course they attend. Junior enlisted members are billeted in 3 or 4-person rooms at no cost when attending "A" school courses. All other IMSs attending "C" schools will be assigned quarters at a cost of \$30 per night.

Messing

The USCG all hands Dining Facility (CGDF) is open to all IMSs and serve 3 meals per day.

Uniforms

IMSs must bring appropriate seasonal uniforms, including a dress uniform, as well as authorized work uniforms and seasonal outerwear. The summer uniform is optional year-round. IMSs lacking adequate uniforms, to include safety boots, may be required to purchase necessary items upon arrival. For courses requiring physical training (PT), IMSs must provide their own PT gear and/or athletic shoes. Cold weather clothing is recommended during November-March.

Note: IMSs attending the Chief Petty Officer (CPO) Academy ([P171302](#)) must wear a dress uniform (suit and tie for civilians) for the graduation dinner. IMSs must provide their own PT gear and/or athletic shoes for mandatory PT in the CPO Academy course.



Climate

Temperatures are normally moderate to warm from May to October, 75°F (24°C) to 95°F (35°C). During winter, this area experiences frequent rain with temperatures from 50°F (10°C) to 65°F (18°C). The area is windy year-round.

International Military Student Officer (IMSO)

Mailing Address: Commanding Officer USCG Training Center Juliet Nichols Building, Room 347 599 Tomales Road Petaluma, CA 94952-5000	Message Address: COGARD TRACEN PETALUMA CA//TPO// Internet: https://www.forcecom.uscg.mil/Our-Organization/FORCECOM-UNITS/TraCen-Petaluma/
Base Contact: (707) 765 - 7215/7320	Location Code: PCGP

Training Center Yorktown – Yorktown, Virginia

General Information

The USCG Training Center in Yorktown, Virginia is located at the eastern tip of Virginia's historic triangle of the colonial communities of Jamestown, Yorktown, and Williamsburg. The surrounding area is full of museums and colonial displays. Williamsburg is located 15 miles to the west and has sights and living displays about the colonial era and life in those times. Jamestown is approximately 18 miles from Yorktown and is the home of the Jamestown settlement. There are static ship displays from the pilgrims. Yorktown is about 180 miles south of Washington, D.C., and 37 miles north of Norfolk, Virginia.

Student Arrival/Departure Information

Airport: Newport News Airport (PHF) (travel time 15 minutes), Newport News, VA; alternate is Norfolk International Airport (ORF) (travel time 45-60 minutes), Norfolk, VA.

Transportation: IMSs are required to take a taxi, Uber, or Lyft to the training center. The cost is approximately \$30-\$35 from Newport News and \$80-\$100 from Norfolk. IMSs should get a receipt. IMSs will be required to show their passport and ITO upon arrival at the Training Center.

Driving: If you are driving to the base in your personal or rental car, please have 1) ID/Passport/Driver's License and 2) Copy of the rental agreement or vehicle registration for security at the gate. Recommend using Google maps for driving directions to the training center's physical address of 1 U.S. Coast Guard Training Center, Yorktown, Virginia 23690.

Check-In: All IMSs must check in with the Officer of the Day (OOD). IMSs should report no earlier than the report date as indicated on the ITO.



Billeting

Officers O-6 and above will be in 1-person room. All 'A' and 'C' school personnel will be billeted in rooms as directed by barracks management. There is no cost for billeting. As a reminder personnel O-5 and below will have a roommate.

There are no phones in the rooms. There is free Wi-Fi on the base and access will be provided the day after arrival.

Messing

The USCG all hands Dining Facility (CGDF) is open to all IMSs and provides 3 meals per day at a cost of \$14.25 or \$2.85 breakfast, \$5.70 lunch, and \$5.70 dinner.

The Port of York Dining Facility is available for officers, enlisted personnel and civilians. Current meal rates (breakfast and Lunch only) for the Port of York are provided below but are subject to change.

Sunday through Saturday (Closed on Mondays prior to Monday Holidays)	Meal Cost
Breakfast 0645-0745	\$2.85
Lunch 1115-1300	\$5.70

There is also the Liberty Lounge for all personnel and a Subway sandwich shop at the exchange complex.

Uniforms

IMSs must bring appropriate seasonal uniforms, including a dress uniform, as well as authorized work uniforms and seasonal outerwear. IMSs lacking adequate uniforms, to include safety boots, may be required to purchase necessary items upon arrival. For courses requiring physical training (PT), IMSs must provide their own PT gear and/or athletic shoes. Cold weather clothing is recommended during November-March.

Note: *International Maritime Officers Course (IMOC) (P171575) IMSs must wear a dress uniform (suit and tie for civilians) for the graduation ceremony.*

Climate

Summer temperatures range from an average low of 69°F (21°C) to an average high of 90°F (32°C). In winter (November-March), the average low is 36°F (2°C), and the average high is 54°F (12°C). The average annual rainfall is 45 inches.

International Military Student Officer (IMSO)

Mailing Address: Commanding Officer USCG Training Center 1 U.S. Coast Guard Training Center Yorktown, VA 23690-5000 ATTN: International Division	Message Address: COGARD TRACEN YORKTOWN VA//i// Internet: https://www.forcecom.uscg.mil/Our-Organization/FORCECOM-UNITS/TraCen-Yorktown/
Officer of the Day (OOD): (757) 449 - 9739 Base Security Office: (757) 856 - 2314	Location Code: PCGR



Leadership Development Center (LDC) – New London, Connecticut

General Information

Established in 1998, the LDC serves as an educational resource in leadership excellence for the entire Coast Guard. The Center annually delivers training to over 5,000 members through nearly 20 unique college accredited courses.

The LDC is co-located with the United States Coast Guard Academy on the Thames River in New London, Connecticut, which is half-way between New York City and Boston.

Student Arrival/Departure Information

Airport: T.F. Green Airport (PVD), Providence, RI

Arrival and Transportation: If advance arrival information with full itinerary is received, every effort is made to meet IMSs at the airport. Flight arrival should be scheduled during normal duty hours (0800-1630, Monday through Friday) if possible. If flight is delayed, contact one of the emergency numbers (860-625-0914 or 860-701-6880) to advise of the situation. Taxis are available at an approximate cost of \$100 from TF Green Airport to the USCG Academy campus.

Check-In: All IMSs must check in with the Munro Hall staff during normal business hours (860-444-8664) or Junior Officer Of the Day (JOOD) (860-234-1481) after normal business hours. IMSs should report no earlier than the report date as indicated on their orders. All OCS IMSs must check in with the OCS Duty Officer (860-701-6880) no earlier than 0900 on the assigned reporting day. IMSs will form a line outside the OCS barracks and follow signage.

Driving: Privately owned vehicles (POV) are not recommended and strongly discouraged. However, if a POV is brought on base, it must be registered with proof of ownership and insurance. Driver must have an International Driver's License (valid for driving) and major credit card.

Public transportation such as buses and taxis are available. There is also a local Amtrak Railroad Station approximate 12 miles from the Academy which also provides Greyhound Bus Service throughout the United States. More information can be obtained from www.amtrak.com or www.greyhound.com.

Briefing: In-processing will take place according to individual school schedule. Coordinate with the appropriate school chief or the IMSO.

Billeting

IMS officers (to include OIS attendees) are billeted in Munro Hall student quarters at a cost of \$42 per day; if double occupancy, cost is \$26 per day, per occupant. Each room has an attached bathing facility for the two (2) occupants. OCS IMSs will reside 2 or 3 to a room in the OCS Barracks, Chase Hall, at no charge. Meals are provided for the OCS students on a daily basis.

Uniforms

IMSs must bring appropriate seasonal uniforms, including a dress uniform, as well as authorized work uniforms and



seasonal outerwear. IMSs lacking adequate uniforms will be required to purchase necessary items upon arrival. For courses requiring PT, IMSs must provide their own PT gear and/or athletic shoes. Date of change to winter uniforms is the first full week of November and to summer uniforms is the Monday of the first full week of April. Cold weather clothing is recommended during November-March.

Note: See specific uniform requirements for IMSs attending Officer Candidate School (OSC) and Officer Indoctrination School (OIS): <https://www.forcecom.uscg.mil/Portals/3/Documents/LDC/Reporting%20Guides/OCS%20Pre-Reporting%20Guide.pdf?ver=2018-06-09-080012-993>

Host nation's formal dress uniform (suit and tie) is required for graduation.

Climate

Summers are warm to hot, with highs ranging from 80°F (27°C) to 95°F (35°C), with high humidity. Northeast winters (October-May) are cold, with temperatures ranging from 10°F (-12°C) to 45°F (7°C).

30 Days Prior to Arrival

30 days prior to arrival, each student is required to fill out a Pre-Assessment Questionnaire and email it to the school. These forms can be found in the school's Pre-Reporting Guide located on the website link listed above.

International Military Student Officer (IMSO)

Mailing Address: Commanding Officer Leadership Development Center ATTN: (Course of Instruction) 37 Mohegan Avenue New London, CT 06320	Message Address: COGARD ACADEMY NEW LONDON CT//LOC// Internet: https://www.forcecom.uscg.mil/Our-Organization/FORCECOM-UNITS/LDC/
Academy Contact: (860) 701 - 6289/6337 or (860) 625 - 0914	Location Code: PCCS and PCGA



SECTION

4

RESIDENT
COURSES



Introduction to USCG 'A' Schools

USCG 'A' Schools are designed as hands-on, performance-based training that teach entry-level skills in a formal, classroom setting. The USCG student population for these courses is primarily non-designated seamen who are working towards a career field. The USCG International Military Students (IMS) are enlisted personnel designated as non-rates (E-1) and apprentices (E-2 to E-4) who have recently completed basic recruit training, or had brief duty assignments with little or no practical experience. The recruit training includes physical fitness, water survival, self-discipline, military skills, and core values training. Thus, the USCG IMSs in 'A' School courses will be young and eager individuals in good physical condition.

Enlisted IMS attending 'A' School courses will train alongside these junior enlisted personnel. In order to successfully complete an 'A' School course, IMSs are expected to have basic orientation to the skills and knowledge needed to succeed as a seaman apprentice and should be able to perform the skills necessary for successful completion of their chosen course. Other practical skills needed include the ability to handle heavy lines, survival equipment, small arms, and be familiar with firefighting, damage control, and helm commands. Some specialties, such as the aviation field, involve additional requirements.

Members must multi-task to perform various duties of their primary rating in a multi-mission environment. Accordingly, IMSs will need strong English language, science, and math skills for successful completion of most 'A' school courses. All IMSs attending USCG courses are expected to meet weight and grooming standards. Courses that require IMSs to satisfactorily complete specific physical fitness tests will be annotated accordingly.





Enlisted Skill Ratings - Culinary & Medical

CULINARY SPECIALIST 'A' (CS-A/500990)

Course:

P163207

TRACEN Petaluma, CA

Duration: 14 Weeks

ECL: 80

**Open ONLY to
enlisted IMSS**

Description:

This course includes comprehensive training in all facets of food preparation, including food safety and sanitation, food science, and classical cuts. After studying the basic principles of cooking, IMSS complete several weeks of hands-on training where they prepare sauces, vegetables, potatoes, legumes, meats, poultry, and seafood employing a variety of fundamental and advanced culinary techniques. During nutrition training, IMSS develop the knowledge to modify recipes and prepare meals using nutritional cooking techniques. During one week of baking training, IMSS prepare cakes, pies, cookies, and various breads. IMSS will also spend several weeks honing their skills in an operational dining facility where they prepare meals for the Training Center staff and IMSS under the mentorship of experienced instructors.

Pre-requisite(s): None.

Note(s): IMSS must have, or report with sufficient funds (approximately \$30.00) to purchase physical training (PT) attire.





Enlisted Skill Ratings - Culinary & Medical

HEALTH SERVICES TECHNICIAN 'A' (HS-A/210090)

Course	Description:
P175005 TRACEN Petaluma, CA Duration: 24 Weeks ECL: 80 Open ONLY to enlisted IMSS	<p>This course provides lecture, laboratory demonstration, practical exercises, and clinical experiences in the areas of anatomy and physiology, medical administration, basic clinical laboratory procedures in asepsis and sterilization technique, preventive medicine, nursing skills, pharmacy, clinical sick call, wound repair, dental sick call, manage care principles, and electronic health record interface system. Included in the curriculum is the USCG Emergency Medical Technician course.</p> <p>Pre-requisite(s): IMSSs must have normal color vision.</p> <p>Note(s): IMSSs are expected to have a strong grasp of reading due to the amount of reading required and requirements to make deductions from scenario style questions as part of the EMT cognitive skills testing.</p> <p>IMSSs must have, or report with sufficient funds (approximately \$30.00) to purchase physical training (PT) attire.</p>





Enlisted Skill Ratings - Aviation Specialty

AVIATION SURVIVAL TECHNICIAN 'A' (RESCUE SWIMMER) (AST-A/501072)

Course	Description:
<p>P116036</p> <p>TRACEN Petaluma, CA Duration: 22 Weeks ECL: 80 Open ONLY to enlisted IMSs</p>	<p>The Aviation Survival Technician (AST) training program is very intense and demanding. This course teaches entry-level skills, knowledge, and concepts required to perform aviation administrative record keeping; inspect, service, maintain, analyze, and repair aircraft and aircrew survival equipment and rescue devices; deliver aircrew survival training; and perform helicopter rescue swimmer duties.</p> <p>Pre-requisite(s): IMSs must complete the mandatory AST 'A' School Prep Course (P116004) prior to attending this 22-week course. See the next page for more information.</p> <p>IMSs must have normal color vision and hearing capability.</p> <p>Note(s): <i>IMSs must be in superior physical shape with no chronic orthopedic problems, must possess a high level of mental acuity and outstanding military bearing. Training is extremely stressful and designed to identify those candidates who possess the physical and mental skills to handle the rigors of being a rescue swimmer.</i></p> <p><i>Helicopter rescue swimmer training is extremely physically demanding and requires exceptional comfort in the water. Non-USCG IMSs are allowed on a space available basis. Many IMSs are unable to complete this course because they lack the mental or physical stamina needed to meet the challenging regimen. Some candidates may have pre-existing medical problems that they have not fully realized until they routinely and consistently perform demanding physical training. Therefore, it is extremely important that potential candidates realistically and honestly evaluate their overall health, level of fitness, and confidence before attending this course.</i></p> <p><i>IMSs must pass an aircrew physical evaluation. See Page 37.</i></p>



Enlisted Skill Ratings - Aviation Specialty

AVIATION SURVIVAL TECHNICIAN 'A' (RESCUE SWIMMER) Prep Course (AST-A-Prep/100183)

Course	Description:
<p>P116004</p> <p>TRACEN Petaluma, CA Duration: 5 days ECL: 80</p> <p>Open ONLY to enlisted IMSs</p>	<p>The objective of this training is to provide IMSs the skills required to successfully complete AST 'A' School training in a purely instructional format. IMSs will be afforded the opportunity to discuss training with AST Instructors and find comfort in the Rescue Swimmer Training Facility. Lessons will focus on: movement, mobility, regeneration, nutrition, strength fundamentals, power fundamentals, energy system development, and more. Training according to the principals of this course will enable the candidate to have the best opportunity to find success at AST 'A' School.</p> <p>Pre-requisite(s): IMSs must be fit for full duty and physically prepared for five days of physical training both on land and in the pool.</p> <p>IMSs must have normal color vision and hearing capability.</p> <p>Note(s): <i>IMSs must be in superior physical shape with no chronic orthopedic problems, must possess a high level of mental acuity and outstanding military bearing. Training is extremely stressful and designed to identify those candidates who possess the physical and mental skills to handle the rigors of performing duties as a rescue swimmer.</i></p> <p><i>Lessons are diversified through classroom lecture, practical demonstrations, practice exercises, and full training sessions. IMSs will perform functional fitness training routines on land as well as in the pool. Training is educational in nature, and while participation is required, these sessions are not pass/fail evolutions. Scaling and instruction will be afforded to IMSs.</i></p> <p><i>IMSs must complete this course prior to attending AST 'A' School (P116036). IMSs must pass an aircrew physical evaluation. See Page 37.</i></p> <p><i>IMSs must have, or report with sufficient funds to purchase physical training (PT) attire: approximately \$30.00 for shirt/shorts and approximately \$40 for sweatshirt/sweatpants – if necessary.</i></p>



Enlisted Skill Ratings - Engineering

DAMAGE CONTROLMAN 'A' (DC-A/210020)

Course	Description:
<p>P122209</p> <p>TRACEN Petaluma, CA Duration: 15 Weeks ECL: 75</p> <p>Open ONLY to enlisted IMs</p>	<p>This course consists of instruction through lecture and practical training to develop knowledge and skills in the principles of leadership, carpentry, Shielded Metal Arc Welding, Oxyacetylene-fuel Cutting and Brazing, Plasma Cutting, Chemical, Biological, Radiological, and Nuclear (CBRN) Warfare Defense, Shipboard Firefighting Procedures, Shipboard Damage Control Procedures, Watertight Closure Maintenance, Shipboard Plumbing and Pipe Fitting.</p> <p>Pre-requisite(s): None</p> <p><i>Note(s): IMs must have safety toe boots or report with sufficient funds (approximately \$85.00) to purchase safety boots. The wearing of contact lens while attending school is discouraged; IMs who need corrective eyewear should bring their glasses with them. All other required safety equipment (e.g., goggles, ear protection, welding leathers) will be provided.</i></p> <p><i>In addition, IMs must have, or report with sufficient funds (approximately \$30.00) to purchase physical training (PT) attire.</i></p>





Enlisted Skill Ratings - Engineering

ELECTRICIAN'S MATE 'A' (EM-A/501776)

Course	Description:
P122216 TRACEN Yorktown, VA Duration: 19 Weeks ECL: 75 Open ONLY to enlisted IMs	<p>This course includes lectures and hands-on practical exercises on power generation, control, and distribution of electricity; uses of electricity; and maintenance/repair of electrical equipment. Topics include: alternating current (AC) and direct current (DC) circuit analysis, batteries, power distribution systems, lighting systems, generators, motors, controllers, interior communication systems, electric power tools, galley equipment, laundry equipment, scullery equipment, electric damage control equipment, CPR, deck machinery equipment, and maintain fire suppression system.</p> <p>Pre-requisite(s): IMs must have normal color vision.</p> <p>Note(s): Basic algebra skills (i.e., the ability to manipulate and solve rational equations, operations on real numbers, systems of linear equations/inequalities, factors of quadratics, equivalent expressions, solving quadratic equations, points on the x,y plane, etc.) are necessary for completion of this course. In addition, understanding of scientific, metric and engineering notations.</p> <p>IMs must have, or report with sufficient funds (approximately \$85.00) to purchase safety boots. In addition, IMs must have, or report with sufficient funds (approximately \$30.00) to purchase physical training (PT) attire.</p> <p>IMs are required to complete the DHS 4300A Form in order to receive access to <u>Information Technology Systems</u> while attending the course.</p> <p>IMs must know how to use a laptop or desktop computer.</p>





Enlisted Skill Ratings - Engineering

ELECTRONICS TECHNICIAN 'A' (ET-A/210060)

Course	Description:
<p>P131093</p> <p>TRACEN Petaluma, CA Duration: 20 Weeks ECL: 80</p> <p>Open ONLY to enlisted IMSS</p>	<p>This course provides instruction on basic electronics theory fundamentals, troubleshooting to maintain, repair and install Command, Control, Computer, Communications, Cyber, Intelligence, Surveillance and Reconnaissance (C5ISR) systems throughout the USCG. The course encompasses the use of test equipment, technical publications and troubleshooting used for depot (D) and organizational (O) level corrective maintenance and repair. Working at heights, basic soldering, Cardio Pulmonary Resuscitation (CPR), USCG Logistics Systems introduction, and safety are also included. Emphasis is placed on developing proficiency of the student's ability to operate, identify, diagnose, and repair equipment faults.</p> <p>Pre-requisite(s): IMSS must have normal color vision.</p> <p>Note(s): Basic algebra skills (i.e., the ability to manipulate and solve rational equations, operations on real numbers) are necessary for completion of this course. Students are expected to participate in structured class physical fitness activities throughout the course.</p> <p>IMSS must have, or report with sufficient funds (approximately \$30.00) to purchase physical training (PT) attire.</p>





Enlisted Skill Ratings - Engineering

MACHINERY TECHNICIAN 'A' (MK-A/210210)

Course	Description:
P122219 TRACEN Yorktown, VA Duration: 13 Weeks ECL: 75 Open ONLY to enlisted IMSS	<p>This course teaches the principles of operation, maintenance, and repair of machinery. The following topics are covered: hand and machine tools, piping, tubing, flex hose, leadership, basic administration, hydraulics, internal combustion engines, lubrication systems, cooling systems, fuel systems, diesel engine overhaul, basic electricity and electrical equipment, auxiliary machinery, refrigeration, clutches, gears, shafting, boat trailers, and outboard engines.</p> <p>Pre-requisite(s): IMSSs must have normal color vision.</p> <p>Note(s): IMSSs must have, or report with sufficient funds (approximately \$85.00) to purchase safety boots. In addition, IMSSs must have, or report with sufficient funds (approximately \$30.00) to purchase physical training (PT) attire.</p> <p>IMSSs are required to complete the DHS 4300A Form in order to receive access to Information Technology Systems while attending the course.</p> <p>IMSSs must know how to use a laptop or desktop computer.</p>





Enlisted Skill Ratings - Operations

BOATSWAIN'S MATE 'A' (BM-A/501489)

Course	Description:
<p>P145296</p> <p>TRACEN Yorktown, VA Duration: 13 Weeks ECL: 75</p> <p>Open ONLY to enlisted IMSS</p>	<p>This course will expose IMSSs to all facets of the USCG Boatswain's Mate rating. The first week begins with an indoctrination process and the USCGs Apprentice Leadership Program. This includes a discussion of school policies and procedures as well as leadership training focused at the E-4 level. The remainder of the course covers a variety of Boatswain's Mate rate specific topics, including but not limited to: Basic deck maintenance, honors and ceremonies, marlinspike seamanship, basic and advanced navigation, use and application of USCG vessel navigation systems, and search and rescue principles. As part of this course, IMSSs will participate in three weeks of underway hands-on instruction on the USCG's 38' Special Purpose Craft Training Boats.</p> <p>In order to graduate from this course, IMSSs will be required to pass the following: USCG Deck Watch Officer examination and two consecutive USCG physical fitness evaluations.</p> <p>Pre-requisite(s): IMSSs must have normal color vision.</p> <p>Note(s): <i>It is highly recommended that IMSSs have a physical fitness regimen in place prior to reporting aboard. The physical fitness standards ensure crewmembers have sufficient strength, flexibility, and endurance to safely perform duties during normal and adverse conditions.</i></p> <p><i>IMSSs must have, or report with sufficient funds (approximately \$30.00) to purchase physical training (PT) attire.</i></p> <p><i>IMSSs are required to complete the DHS 4300A Form in order to receive access to Information Technology Systems while attending the course.</i></p> <p><i>IMSSs must know how to use a laptop or desktop computer.</i></p>





Enlisted Skill Ratings - Operations

GUNNER'S MATE 'A' (GM-A/210080)

Course	Description:
P122210 TRACEN Yorktown, VA Duration: 13 Weeks ECL: 75 Open ONLY to enlisted IMs	<p>This course provides job entry level training and includes the following topics: basic leadership, fundamental electricity, small arms and machine guns (less than 25 mm), ammunition and magazines, administration and preventative maintenance system (PMS), USCG ordnance, and an introduction to the Coast Guard Decoy Launching Systems and MK38 25mm Machine Gun System and MK-75 76mm Gun Mount System, USCG equipment tag out procedures, and basic electronics and basic hydraulics.</p> <p>Pre-requisite(s): IMs must have normal color vision.</p> <p>Note(s): IMs must have, or report with sufficient funds (approximately \$85.00) to purchase safety boots. In addition, IMs must have, or report with sufficient funds (approximately \$30.00) to purchase physical training (PT) attire.</p> <p>IMs are required to complete the DHS 4300A Form in order to receive access to Information Technology Systems while attending the course.</p> <p>IMs must know how to use a laptop or desktop computer.</p>





Enlisted Skill Ratings - Operations

MARINE SCIENCE TECHNICIAN 'A' (MST-A/210110) (MST-A/210110)

Course	Description:
<p>P179027</p> <p>TRACEN Yorktown, VA Duration: 12 Weeks ECL: 80</p> <p>Open ONLY to enlisted IMSS</p>	<p>This course instructs enlisted personnel on entry level knowledge requirements for the Coast Guard's marine safety mission. Subject areas taught include: hazard recognition, the National Incident Management System, water pollution response and investigation regulations, compliance with U.S. and international hazardous material transportation regulations, Coast Guard regulated facility security and safety requirements, and Port State Control regulations both domestic and international. Practical exercises include hands-on experience with documentation, response, and inspection techniques. In addition, the course also contains an apprentice-level leadership fundamentals component.</p> <p>Pre-requisite(s): None</p> <p>Note(s): IMSS must have, or report with sufficient funds (approximately \$85.00) to purchase safety boots. In addition, IMSS must have, or report with sufficient funds (approximately \$30.00) to purchase physical training (PT) attire.</p> <p>IMSS are required to complete the DHS 4300A Form in order to receive access to Information Technology Systems while attending the course.</p> <p>IMSS must know how to use a laptop or desktop computer.</p>





Introduction to USCG 'C' Schools

USCG 'C' Schools provide advanced training for members who are progressing through their career field. These courses are developed to meet USCG mission requirements and are intended to improve mission performance. This training may be taken after successful completion of an 'A' School or prerequisite experience. Courses are taught at all USCG training centers.

International Military Student (IMS) attending 'C' School courses will train alongside USCG enlisted and officer Active Duty and Reserve personnel, USCG Auxiliary (volunteers), civilian and other agency personnel with varying levels of operational training and experience. Enlisted IMSs are generally E-4 and above, and officers are O-1 through O-5. These courses include students with previous training in physical fitness, water survival, self-discipline, military skills, and leadership. U.S. training counterparts will be mature, in good physical condition, and have a defined career path.

IMSs are required to have strong English Language skills, science, and math skills for successful completion of most 'C' School courses. Furthermore, all IMSs attending USCG courses are expected to meet acceptable weight and grooming standards. Some 'C' School courses may require IMSs to meet physical fitness requirements.

These courses provide training for shipboard and shore-based personnel. The courses include theory and maintenance of electrical and mechanical systems, use and maintenance of equipment, and how to make repairs. These capabilities are critical to the success of routine operations and emergency response.

The Origins of *Semper Paratus*

The exact origin of the U.S. Coast Guard motto – *Semper Paratus* – has never been determined. The earliest recorded use of the phrase *Semper Paratus* in the Service was in the New Orleans newspaper, *Bee*, in January 1836 which used the phrase in an article praising the revenue cutter *Ingham*. The motto appears to have been adopted between October 1896 and May 1897, when a new seal containing the phrase appeared on a general order of the Division of Revenue Cutter Service on May 21, 1897.



Specialty Training - Engineering

HYDRAULIC SYSTEMS AND EQUIPMENT (MK-06/230670)

Course	Description:
<p>P145423</p> <p>TRACEN Yorktown, VA Duration: 2 Weeks ECL: 75</p> <p>Open ONLY to enlisted IMSs</p>	<p>This training is for Machinery Technicians (MK) and Electrician Mates (EM) Petty Officers E-5 through E-9 along with personnel from USCG Maintenance Augmentation Teams (MAT). Training will cover operation, maintenance, and repair of hydraulic systems and their components.</p> <p>Pre-requisite(s): Completion of Machinery Technician 'A' (P122219), Electricians Mate 'A' (P122216), or equivalent experience. IMSs should be comfortable with concepts and problem solving introduced through 2nd year algebra and basic trigonometry, including abstract numbers and vectors.</p> <p>Pre-requisite(s): Completion of Machinery Technician 'A' (P122219), Electricians Mate 'A' (P122216), or equivalent experience. IMSs should be comfortable with concepts and problem solving introduced through 2nd year algebra and basic trigonometry, including abstract numbers and vectors.</p> <p>Note(s): <i>IMSs must have, or report with sufficient funds (approximately \$85.00) to purchase safety boots.</i></p>

AIR CONDITIONING AND REFRIGERATION (MK-22/230830)

Course	Description:
<p>P145414</p> <p>TRACEN Yorktown, VA Duration: 6 Weeks ECL: 75</p> <p>Open ONLY to enlisted IMSs</p>	<p>Description: This course is designed for Machinery Technicians (MK) E-5 through E-9. The training consists of classroom instruction in the fundamentals of air conditioning and refrigeration, fundamentals of recovery, brazing procedures, electrical components of air conditioning systems and controls, and EPA standards, with practical training in operations, maintenance, and repair of various air conditioning and refrigeration systems.</p> <p>Pre-requisite(s): Completion of Machinery Technician 'A' (P122219), or equivalent experience. IMSs should be comfortable with concepts and problem solving introduced through 2nd year algebra and basic trigonometry, including abstract numbers and vectors.</p> <p>Note(s): <i>IMSs must have, or report with sufficient funds (approximately \$85.00) to purchase safety boots.</i></p>



Specialty Training - Engineering

CATERPILLAR 3508 OPERATOR/MAINTENANCE (MK-34/501297)

Course	Description:
P145173 TRACEN Yorktown, VA Duration: 1 Week ECL: 75 Open ONLY to enlisted IMSS	<p>This course is for Machinery Technicians (MK) and Electricians Mates (EM) E-4 through E-9 assigned to cutters and Maintenance Augmentation Teams (MAT). The training consists of practical instruction on the operation, maintenance, and repair of the Caterpillar 3500 series diesel engine.</p> <p>Pre-requisite(s): Completion of Machinery Technician 'A' (<u>P122219</u>), Electricians Mate 'A' (<u>P122216</u>), or equivalent experience.</p> <p>Note(s): IMSSs must have, or report with sufficient funds (approximately \$85.00) to purchase safety boots.</p>

ENGINEERING ADMINISTRATION ASHORE (MK-01/230990)

Course	Description:
P164201 TRACEN Yorktown, VA Duration: 1 Week ECL: 75 Open to both officer and enlisted IMSS	<p>This is an advanced-level course intended for enlisted personnel E-5 and above who are assigned to ashore engineering duty. This course will train ashore Engineering Petty Officers (EPO) in administrative procedures, engineering finance, unit safety program, and engineering maintenance management.</p> <p>Pre-requisite(s): Completion of Machinery Technician 'A' (<u>P122219</u>), or equivalent experience. IMSSs should be comfortable with concepts and problem solving introduced through 2nd year algebra and basic trigonometry, including abstract numbers and vectors.</p>



Specialty Training - Engineering

STEEL WELDING (DC-01/230300)

Course	Description:
<p>P145421</p> <p>TRACEN Yorktown, VA Duration: 3 Weeks ECL: 75</p> <p>Open to both officer and enlisted IMSS</p>	<p>This course will consist of instructional and practical training for Damage Controlman (DC) in the following procedures: SMAW Process (Cold rolled steel is used in lieu of high yield steel due to the cost and availability of high yield steel. Both metals have similar characteristics, which enable cold rolled steel to be substituted for high yield steel), utilizing the approved Welding Procedure Specification, In-depth working knowledge of Quality Assurance, and Plasma Arc Cutting/Gouging Process with the introduction to metallurgy, welding equipment troubleshooting, and non-destructive test methods. Competence maintenance requires welder to execute welding procedures per quarter in accordance with the procedure specification to maintain certification while assigned to a position that requires it.</p> <p>Pre-requisite(s): Completion of Damage Controlman 'A' (<i>P122209</i>) or equivalent experience. Enlisted personnel in other ranks/billetts may attend, if approved on a case-by-case basis. All welders must have basic welding experience and must be able to weld proficiently in the FLAT, HORIZONTAL, VERTICAL and OVERHEAD positions.</p> <p>Note(s): IMSSs must have, or report with sufficient funds (approximately \$85.00) to purchase safety boots. IMSSs should have four work uniforms and coveralls for lab work. Each student will be required to produce a test weldment free of visual defects in all positions. Each student will be required to produce and pass a test weldment free of meeting x-ray standards in the vertical and overhead positions.</p>





Specialty Training - Engineering

ALUMINUM WELDING (DC-02/140252)

Course	Description:
P145422 TRACEN Yorktown, VA Duration: 4 Weeks ECL: 75 Open to both officer and enlisted IMSs	<p>This course will consist of Instructional and practical training in the operation, safety, and troubleshooting procedures associated with Gas Metal Arc, Gas Tungsten Arc Welding and non-destructive test methods.</p> <p>Pre-requisite(s): Damage Controlman (E-5 or above) and successful completion of Steel Welding (P145421) within the previous year. Enlisted personnel in other ranks/billets may attend, if approved on a case-by-case basis. All welders must be able to weld proficiently in the FLAT, HORIZONTAL, VERTICAL and OVERHEAD positions.</p> <p>Note(s): Please refer to Steel Welding note above.</p>

SMALL CUTTER DAMAGE CONTROL (DC-06/500206)

Course	Description:
P129700 TRACEN Yorktown, VA Duration: 1 Week ECL: 75 Open ONLY to enlisted IMSs	<p>This course is designed to provide IMSs E-5 through E-8 who will serve as Engineer Petty Officers and Onboard Training Teams (OBTT) onboard small cutters with training to evaluate proficiency of the crew in Damage Control evolutions and assessment of a cutter's readiness. An introduction to current USCG approved repair locker equipment, and methodologies of OBTT's as applicable to the small cutter fleet. This course covers evolutions in practical damage control, firefighting, duties of a Damage Control Petty Officer, Fire Marshal duties, drill writing, message blanks and plotting, and requirements of the OBTT's. Delivery of training is through classroom and hands-on practical experience.</p> <p>Pre-requisite(s): Completion of Damage Controlman 'A' (P122209).</p> <p>Note(s): IMSs must have, or report with sufficient funds (approximately \$85.00) to purchase safety boots.</p>



Specialty Training - Engineering

ADVANCED ELECTRONICS (EM-12/100659)

Course	Description:
P131077 TRACEN Yorktown, VA Duration: 4 Weeks ECL: 75 Open ONLY to enlisted IMSS	<p>This course provides technical training in advanced analog/digital electronics to Electrician's Mates (EM) E-5 through E-8. Training includes knowledge-based concepts and performance application, troubleshooting, and use of technical manuals and test equipment associated with analog/digital electronic equipment and devices.</p> <p>Pre-requisite(s): Completion of Electrician's Mate 'A' (<u>P122216</u>) or equivalent experience. IMSSs should be comfortable with concepts and problem solving introduced through 2nd year algebra and basic trigonometry, including abstract numbers and vectors.</p>

MARK 27 GYROCOMPASS SYSTEM (EM-20/230810)

Course	Description:
P145448 TRACEN Yorktown, VA Duration: 1.5 Weeks (11 days) ECL: 75 Open ONLY to enlisted IMSS	<p>This training is for Electrician's Mates (EM) E-4 through E-9, along with personnel from the Shore-side Maintenance facilities (i.e., Maintenance Augmentation Teams). The training consists of instructional and practical training in the operation, maintenance, and repair of the Mark 27 Gyrocompass System.</p> <p>Pre-requisite(s): Completion of Electrician's Mate 'A' (<u>P122216</u>) or equivalent experience and Advanced Electronics (<u>P131077</u>). IMSSs should be comfortable with concepts and problem solving introduced through 2nd year algebra and basic trigonometry, including abstract numbers and vectors.</p>



Specialty Training - Engineering

PORT ENGINEER (PORTENGINE/502468)

Course	Description:
<p>P149010</p> <p>Location: USCG Yard, Curtis Bay, MD</p> <p>Duration: 4 Weeks</p> <p>ECL: 80</p> <p>Open to both officer and enlisted IMSS</p>	<p>This course is for personnel with a maritime engineering background and is designed to provide specialized education and training to enhance the theoretical knowledge and practical skills of engineers to deal with engineering problem in a maritime and coastal environment. Training begins in the classroom and includes practical exercises. IMSS learn hands-on techniques in the classroom and laboratory. Subjects include: Surface Forces Logistics Center and Product Line Organizational Structure, Preparing for a Maintenance Period, Engineering Administration, Fundamentals of Project Management, Weld Inspections/Non-Destructive Testing, and Dry-docking and Shaft Alignment.</p> <p>The course will ultimately provide engineers the fundamental knowledge to carry out depot level maintenance. Fundamentals include general engineering administration, development of Current Ship's Maintenance Projects, maintenance tracking through the Naval Engineering Project List, condition found report, change requests, independent government estimates, ship propulsion system alignment, dry-docking fundamentals and safety, welding principles and non-destructive testing. Upon completion, engineering IMSS will receive certification from the National Association of Corrosion Engineers for Corrosion Inspector Program, Level 1.</p> <p>Pre-requisite(s): IMSS should be screened for requisite judgment, maturity, attitude, and aptitude. IMSS should be prepared for and expect a mentally demanding course and should be in good physical condition to stand and work in prolonged practical academic exercise environments.</p>



Specialty Training - Engineering

87' COASTAL PATROL BOAT (CPB) MOTOR TURBINE UNION (MTU) - BASIC (ES-03/501171)

Course	Description:
P145179 TRACEN Yorktown, VA Duration: 2 Weeks (12 days) ECL: 80	<p>This course provides instruction on the operation, maintenance, and repair of an MTU diesel engine and the associated ECS components. Training will consist of classroom lectures and laboratory exercises involving hands-on performance. Training will include introduction to MTU diesel engines (mechanical); MTU maintenance (mechanical); corrective maintenance repairs (mechanical); introduction to MTU ECS; ECS operation and maintenance; ECS troubleshooting and repair; full power trial and trend analysis.</p> <p>Pre-requisite(s): Machinery Technicians (MKs) and Electrician's Mates (EMs) (E-4 through E-9)</p>

87' COASTAL PATROL BOAT (CPB) MOTOR TURBINE UNION (MTU) - ADVANCED MECHANICAL (ES-06/502004)

Course	Description:
P145180 TRACEN Yorktown, VA Duration: 2 Weeks (12 days) ECL: 80	<p>This course provides the student with classroom instruction and practical hands-on experience in replacing: the raw water and jacket water heat exchanger; jacket water thermostat; intake manifold; exhaust manifold; cylinder head; connecting rods; pistons; cylinder liner; turbochargers; fuel delivery pump; high-pressure fuel pump; and lube oil cooler.</p> <p>Pre-requisite(s): Machinery Technicians (MKs) (E-4 through E-9) and successfully completed 87' CPB MTU Basic course (ES-03/501171/P145179)</p>

87' COASTAL PATROL BOAT (CPB) MOTOR TURBINE UNION (MTU) - ADVANCED ELECTRICAL (ES-09/502005)

Course	Description:
P145180 TRACEN Yorktown, VA Duration: 1 Week (5 days) ECL: 80	<p>This course is designed for depot-level service personnel and is a follow-on course to the CPB MTU Basic (P145179). Course covers advanced electronic troubleshooting and system commissioning.</p> <p>Pre-requisite(s): Machinery Technician (MK) or Electrician's Mate (EM) (E-4 or above). Assignment to 87' CPB. Completion of 87' CPB MTU Basic (P145179).</p>



Specialty Training - Health and Safety

EMERGENCY MEDICAL TECHNICIAN (EMT) CERTIFICATION (EMT/250240)	
Course	Description:
P175209 TRACEN Petaluma, CA Duration: 7 Weeks ECL: 80 Open to both officer and enlisted IMSs	<p>This course provides classroom instruction and practical experience for emergency medical care given to ill or injured persons. Much of the practical exercises pertain to rescue techniques used in a maritime environment as encountered during USCG search and rescue missions. It is a 130-hour, intensive, college-level course. IMSs are required to complete both written and practical examinations.</p> <p>Pre-requisite(s): None.</p> <p>Note(s): <i>This is a mentally intensive course with a demanding course load.</i></p>

Specialty Training – Maritime Law Enforcement

Maritime Law Enforcement (MLE) training provides IMSs with the skills and knowledge required to carry out the USCG's responsibilities of enforcing U.S. and international laws and treaties in a variety of operational settings in a safe and professional manner. The most popular courses cover counter-narcotics, homeland security, and counter-terrorism. However, MLE functions also include fisheries protection, enforcement of marine safety standards, and interdiction of illegal immigrants. Courses are also offered in the operation and maintenance of weapons systems and small arms used by the USCG to carry out the law enforcement mission. All USCG MLE courses are approved under Expanded IMET (E-IMET).

Federal Law enforcement Training Center Vetting Requirement

There are additional vetting requirements for IMSs attending courses at the USCG's Maritime Law Enforcement Academy (***MLEA***) which is located on board the Federal Law Enforcement Training Center (FLETC) in Charleston, SC. Courses that require this additional vetting are:

- Basic Boarding Officer (***P173101***)
- International Boarding Officer (***P173016***)

The following documents are required no later than 30 days in advance of the reporting date:

1. Signed copy of the DHS Foreign National Screening Request (11055) form is required 30 days in advance of reporting date.
2. Scanned copy of passport and visa.

This requirement is strictly enforced by the Department of Homeland Security (DHS) and FLETC. Failure to provide the information within the required timeline will result in cancellation of the quota.



Specialty Training - Maritime Law Enforcement

BASIC BOARDING OFFICER (MLE-01/341090)	
Course	Description:
173101 MLE Academy, Charleston, SC Duration: 5 Weeks ECL: 80 Open to both officer and enlisted IMs E-IMET approved	<p>This course is for personnel on a maritime law enforcement boarding team and is designed to provide a basic foundation in applicable legal concepts; practical experience in fundamental and advanced boarding procedures and techniques stressing teamwork and officer safety; and practical exercises involving administrative inspections, search, seizure, arrest, use of force, crime scene processing, case file preparation and courtroom procedures, communications, and intoxication identification. Training begins in the classroom and includes written exams. IMs also learn hands-on techniques in the classroom, gymnasium, and laboratory, such as how to identify and render safe weapons, how to remove weapons from persons during boardings, how to conduct searches of persons, and how to test and identify controlled substances. After establishing a strong foundation, IMs apply their knowledge and understanding of the law during dynamic mock boardings with experienced role players in a variety of scenarios. IMs will be expected to conduct boardings in a legal manner, determine whether a violation of federal law has occurred and, if so, take the appropriate enforcement action. The Use of Force training includes the USCG's use of force continuum, deadly force, defensive tactics, handcuffing, oleoresin capicum (OC) pepper spray, expandable baton, and tactical procedures.</p> <p>Pre-requisite(s): IMs should be screened for requisite judgment, maturity, attitude, and aptitude to serve as a boarding officer and must be service pistol qualified. IMs should be prepared for and expect a physically demanding course and should be in good physical condition. Weapon Qualifications are required, as the IMs will be subject to force-on-force situations with the use of the Coast Guard personal defense weapon. In addition, IMs must:</p> <ul style="list-style-type: none"> A. Be assigned to a Law Enforcement Designated Unit, Tactical Law Enforcement Unit, Maritime Security and Response Team, or Coast Guard Police Department. B. Have a minimum of 12 months remaining at the unit if assigned afloat, and 18 months remaining at the unit if assigned ashore. C. Be E-4 or above. <p>IMs must submit the DHS Foreign National Screening Request (11055) form NLT 30 days prior to the class report date. ITO and scanned copy of passport and visa must be submitted prior to arrival. See policy on <u>Page 31</u>.</p> <p>Appropriate PT clothing/gym gear is provided by the USCG for mandatory PT. However, IMs must bring their own athletic shoes/sneakers, and work uniforms.</p>



Specialty Training – Maritime Law Enforcement

INTERNATIONAL BOARDING OFFICER (ITBO/502363)

Course	Description:
<p>P173016</p> <p>MLE Academy, Duration: 4 Weeks ECL: 80</p> <p>Open to both officer and enlisted IMSs</p>	<p>This course is for personnel on a maritime law enforcement boarding team and is designed to provide a basic foundation in applicable legal concepts, practical experience in fundamental and advanced boarding procedures and techniques stressing teamwork and officer safety; and practical exercises involving administrative inspections, search, seizure, radiation detection, recreational vessel inspections and regulations, arrest, use of force, at sea space accountability and living marine resources. Training begins in the classroom and includes practical exercises. IMSs also learn hands-on techniques in the classroom, gymnasium and laboratory, such as how to identify and render safe weapons, how to remove weapons from persons during boarding's, how to conduct searches of persons, and how to test and identify controlled substances. After establishing a strong foundation, IMSs apply their knowledge and understanding of the law during dynamic mock boarding's with experienced role players in a variety of scenarios. IMSs will be expected to conduct boarding's in a legal manner, determine whether a violation of federal law has occurred and, if so, take the appropriate enforcement action. The Use of Force training includes the USCG's use of force continuum, deadly force, defensive tactics, handcuffing, oleoresin capicum (OC) pepper spray, expandable baton, and tactical procedures.</p> <p>Pre-requisite(s): IMSs should be screened for requisite judgment, maturity, attitude, and aptitude to serve as a boarding officer and must be service pistol qualified. IMSs should be prepared for and expect a physically demanding course and should be in good physical condition. Weapon Qualifications are highly recommended as the IMSs will be subject to force-on-force situations with the use of the Coast Guard personal defense weapon.</p> <p>IMSs must submit the DHS Foreign National Screening Request (11055) form NLT 30 days prior to class report date. ITO and scanned copy of passport and visa must be submitted prior to arrival. See policy on <u>Page 31</u>.</p> <p>Appropriate PT clothing/gym gear is provided by the USCG for mandatory PT. However, IMSs must bring their own athletic shoes/sneakers, and work uniforms.</p>



Specialty Training – Small Boat Operations

Safe and effective boat operations require various maritime skills. Outside of BM 'A' School's boat operations training, the 47' Motor Lifeboat (MLB) Coxswain Introduction course is the only other resident training course available. Request for any advanced tactical coxswain training is reviewed on a case-by-case basis.

47' MOTOR LIFEBOAT (MLB) COXSWAIN INTRO (MLBCOXSW/502137)	
Course	Description:
<p>P145175</p> <p>National Motor Lifeboat School, Ilwaco, WA</p> <p>Duration: 4 Weeks</p> <p>ECL: 75</p> <p>Open to both officer and enlisted IMSs</p>	<p>The 47' MLB Operator Course assists prospective 47' MLB coxswains in the coxswain qualification process. Students are provided classroom instruction and practical hands-on experience on a 47' MLB to include engineering and electrical systems, boat handling, towing, operational risk assessment and basic piloting. Course completion provides fundamental training on the 47' MLB with emphasis on the coxswain qualification process. Student performance is evaluated by performance criterion checklists. Students must successfully pass all terminal performance objectives to graduate from the 47' MLB Operator Course.</p> <p>Pre-requisite(s): IMSs must be at least boat crewman qualified, and preferably be coxswain qualified.</p> <p>Note(s): Instruction is restricted to 47-foot MLBs only and only to IMSs that operate this platform in their county. It is designed for Boatswain's Mates (BMs), E-4 to E-9, permanently assigned to 47' MLB units who will be required to perform the coxswain duties on 47' MLBs using advanced operating procedures in the Surf.</p>



Specialty Training – Search and Rescue

Search and Rescue (SAR) is the Coast Guard's best-known mission area and the service is recognized as the world's leader by the international SAR community. When the rescue alarm sounds, the Coast Guard is ready to confront the inherently dangerous maritime environment, frequently going into harm's way to save lives. The Coast Guard works closely with other federal, state, and local agencies, and with foreign nations, to provide the world's fastest and most effective response to distress calls.

INLAND SEARCH AND RESCUE PLANNING (ISPC/341141)

Course	Description:
P116035 TRACEN Yorktown, Duration: 1 Week ECL: 80 Open to both officer and enlisted IMSS	<p>The course provides a comprehensive, graduate-level, look at search theory and its application to land and air searches for missing persons and aircraft. The focus of this course, which is taught by Air Force instructors, is on planning for wilderness, not urban, inland search operations. The course consists of classroom lessons and practical tabletop exercises ONLY. Emphasis is placed on the planning necessary for effective area-type searching during an extended search, using probability of success, to allocate limited resources to their best effect predicatively. Additional topics include search area development, effort allocation, and the federal role in search and rescue (SAR), and related subjects. The course does not teach search tactics or technical procedures.</p> <p>Pre-requisite(s): A firm grounding in SAR terminology and employment techniques, practical SAR experience, basic map reading/plotting skills, basic arithmetic and calculator skills, and an understanding of local SAR mission management requirements.</p> <p>Note(s): <i>Designed for leaders assigned to organizations responsible for the planning, coordination, or conduct of air and ground search operations in the inland environment.</i></p>





Specialty Training - Operations Ashore Command

EMERGENCY MANAGEMENT SPECIALIST & EXERCISE COURSE (EMSEC/100632)

Course	Description:
<p>P171072</p> <p>TRACEN Yorktown, VA Duration: 2 Weeks ECL: 80</p> <p>Open to both officer and enlisted IMSS</p>	<p>This course provides Coast Guard emergency managers fundamental EMFR information, responsibilities, and the skills necessary to design and execute Coast Guard exercises. Major topics include: reviewing and updating emergency management plans, developing an emergency management IDP discuss emergency management training opportunities, emergency management partners/stakeholders, COOP, Area Committee, Area Maritime Security Committee, Port Readiness Committee, exercise program policy, Concepts of Exercise (COEs), discussion-based exercises, operations-based exercises, and after-action reporting. The target audience for this course are E-6 through O-5 and GS-9 through GS-13 personnel assigned to Sector Emergency Management Force Readiness (EMFR) billets or billets/duties associated with emergency management. Members outside this audience will be considered if their job duties include emergency management functions and exercise design/execution.</p> <p>Pre-requisite(s): All personnel are required to complete Homeland Security Exercise and Evaluation Program (HSEEP (E/L/K 0146) and Incident Command System (ICS) IS-100, IS-120, IS-130, IS-200, IS-700, IS-800, IS-230, and IS-235.</p>

ON-SCENE COORDINATOR CRISIS MANAGEMENT (MS-523/201481)

Course	Description:
<p>P179288</p> <p>TRACEN Yorktown, VA Duration: 1 Week ECL: 80</p> <p>Open ONLY to officer IMSS</p>	<p>This course provides a capstone on all hazards crisis management training for USCG field commanders. It focuses on balancing multiple responsibilities to direct USCG resources and coordinate federal, state, local and private sector resources in response to a crisis. Student composition includes a mix of 12 senior USCG field commanders and 12 counterparts from federal, state and private sector response organizations. This student mix provides the opportunity to share ideas on priorities, responsibilities and decision making for crisis management.</p> <p>Pre-requisite(s): Completion of the Incident Command System (ICS) 100, 200, 700 and 800 correspondence courses is recommended.</p> <p>IMSSs should be unit Commanding Officers (CO) or Executive Officers (XO) at the O-6/O-5 level with On Scene Coordinator responsibility for oil and hazardous substance incidents.</p> <p>Note(s): <i>IMS biographical data is required for screening and approval prior to quota confirmation.</i></p>



Specialty Training - Operations Ashore Prevention

The courses in this section offer training in a broad range of subjects including inspection of commercial vessels and offshore facilities, port safety and security management, and homeland security in and around the waterways to shield the nation from terrorists, weapons of mass destruction, hazardous materials and other threats to security.

FOREIGN PASSENGER VESSEL EXAMINER (FPVE) COURSE (MS-529/500317)

Course	Description:
P164010 USCG Cruise Ship National Center of Expertise (CSNCOE), Fort Lauderdale, FL Duration: 1 Week ECL: 80 Open to International Military Students (IMS) who conduct Port State Control Examinations	<p>This course is designed to broaden and deepen the competency in the USCG's Foreign Passenger Vessel Examination program in preparation. The week-long course is conducted underway on a cruise ship operating with passengers onboard. Course lessons explain in depth technical and regulatory concepts on standards applicable to foreign passenger vessels. The combination of lesson proficiency assessments and ship walkthroughs ensure greater awareness and consistency in decision making skills while evaluating a vessel's compliance with international and domestic safety, security, and environmental standards. The final Terminal Performance Objective required to be performed by the student is: "As a team member, given a FPVE Process Guide, evaluate a simulated examination without error." This simulated examination is held in the Lab (i.e., the Foreign Passenger Vessel [Cruise Ship]).</p> <p>Pre-requisite(s): IMSs must be certified Port State Control Examiners who conduct Foreign Passenger Vessel Exams. The attending IMS must have a good command of the English language.</p> <p>Note(s): Arrangements should be made with the CSNCOE's Foreign Passenger Vessel Course Coordinator. U.S. Government lodging is NOT available. Due to potential delays, the CSNCOE suggests arriving the day prior to embarkation day. IMSs will have to pay for lodging, if required on either side of embarking and disembarking the cruise ship. Cost of lodging in FT. Lauderdale and Miami can be expensive and varies based on tourist season. IMSs are responsible for ground transportation arrangements between airport, hotel, and the ship. Many taxi and ride sharing apps are available in the area. The FPVE Course Coordinator at the CSNCOE can provide additional information.</p>



Specialty Training - Operations Ashore Prevention

CONTAINER INSPECTION (MS-542/500848)

Course	Description:
<p>P173103</p> <p>TRACEN Yorktown, VA Duration: 1 Week ECL: 80</p> <p>Open to both officer and enlisted IMSS</p>	<p>This course instructs officers and enlisted personnel on the procedures to conduct inspections on intermodal containers and tanks. Subjects include compliance with U.S. and international hazardous material transportation regulations, requirements for labeling and packaging of hazardous cargo materials, inspections of cargo blocking and bracing. Practical exercises include hands-on experience with documentation and inspection techniques. In addition, the course also covers proper procedures and regulations for safe handling of HAZMAT transported by commercial vessel. International Maritime Dangerous Goods (IMDG) Code and 49 CFR HAZMAT table are covered in-depth.</p> <p>Pre-requisite(s): None</p>

EXPLOSIVES HANDLING SUPERVISOR (MS-496/240450)

Course	Description:
<p>P122252</p> <p>TRACEN Yorktown, VA Duration: 2 Weeks ECL: 80</p> <p>Open to both officer and enlisted IMSS</p>	<p>This course instructs officers and enlisted personnel on the proper procedures and regulations for safe handling of military and commercial explosives through seaports. Subject areas taught include compliance with U.S. and international hazardous material transportation regulations, requirements for labeling and packaging of Class 1 cargo materials, inspections of cargo blocking and bracing, examinations of cargo gear and rigging inspections, containerized explosive shipment inspections, vessel preload examinations and supervision of cargo handling operations. Practical exercises include hands-on experience with documentation and conducting of explosive cargo inspections.</p> <p>Pre-requisite(s): Experience working with containers and/or experience working with explosive material. IMS should work in the capacity of a Facility Inspector, Container Inspector, OR Port State Control Examiner.</p> <p>Note(s): <i>Because of the focus on U.S. laws and court procedures, this course is recommended only if the host nation desires to mirror the U.S. system</i></p>



Specialty Training - Operations Ashore Response

The USCG promotes international maritime safety and security standards and protects the marine environment. Through training, personnel are taught to use Command and Control (C2) principles to manage and direct a response to an incident including oil and hazardous substance pollution incidents released into the navigable waters in order to protect public health and the environment.

OIL SPILL RECOVERY TECHNICIAN (OSRT/501393)

Course	Description:
P122XXX OHMSETT, Earl, NJ Duration: 1 Week ECL: 80 Open to both officer and enlisted IMs	<p>The Oil Spill Response Technician (OSRT) course covers oil spill recovery equipment, pumping and transfer operations, Special Monitoring of Applied Response Technologies (SMART) and decontamination. This course will be based on National Strike Force (NSF) qualification requirements and is considered an entry level course for NSF members.</p> <p>This course contains both classroom and hands-on training. The curriculum will include actual set-up of oil spill recovery equipment and contractor provided oil spill response mechanical recovery systems, dispersant application and monitoring systems, and other ancillary systems using the test tank and other facilities at OHMSETT.</p>



Leadership

As a small service with many responsibilities, the USCG places great value on effective leadership. The Leadership Development Center (LDC) staff supports all USCG Enlisted, Officer, Cadet, Reserve, Civilian and Auxiliary through resident and non-resident classroom training, unit level programs, and web-based curricula. These delivery strategies combine to improve leadership skills to enhanced mission performance and increase retention. The LDC improves the USCG's performance by training members to demonstrate leadership competencies, providing leadership and quality development efforts, and identifying future needs through research and assessment.

INSTRUCTOR DEVELOPMENT (G-P INSTRU/230140)

Course	Description:
P166425 TRACEN Yorktown, VA P166435 TRACEN Petaluma, CA P166400 Various locations Duration: 1 Week ECL: 75 Open to both officer and enlisted IMSS	<p>This course provides personnel assigned to instructor duty the skills to conduct performance based instruction to individuals, groups, or teams. IMSS gain experience in adult learning theories, effective communication/presentation skills, feedback, managing the learning environment, effectively using a variety of media/instructional methods, establishing/maintaining instructor credibility, lesson planning, reading/writing performance-based objectives, preparing the instructional site, demonstrating effective questioning/answering skills, providing positive reinforcement/motivational incentives, evaluating learner performance/delivery of instruction and reporting evaluation information.</p> <p>Pre-requisite(s): This course is intended for personnel assigned to a position with an instructor role either as a primary or collateral duty.</p> <p>Note(s): IMSS prepare and deliver performance-based presentations for CAPSTONE utilizing lesson as outlined in the provided Capstone Lesson Instructor Guide.</p>

LEADERSHIP AND MANAGEMENT (G-P-OLAM/340720)

Course	Description:
P162225 TRACEN Yorktown, VA P162225 TRACEN Petaluma, CA P162224 LDC New London, CT Duration: 1 Week ECL: 80 Open to both officer and enlisted IMSS	<p>The course objective is to enhance supervisory skills for first line supervisors and mid-level managers. The course develops skills in the following areas: communicating effectively, influencing others, creating an environment that motivates performance, executing the mission while taking care of subordinates, personal ethics, and promoting teamwork. Successful IMSS demonstrate competence through scenario-based exercises, case studies, role plays, and written homework.</p> <p>Pre-requisite(s): E-5 and E-6 are the target audience; however, O-1, O-2, and E-4s in a supervisory role may attend.</p>



Leadership

PROSPECTIVE COMMANDING OFFICER/ OFFICER IN CHARGE/ EXECUTIVE OFFICER/ EXECUTIVE PETTY OFFICER AFLOAT (PCO/PXO-2/340380)

Course	Description:
P171300 USCG Academy, New London, CT Duration: 2 Weeks ECL: 80 Open to both officer and enlisted IMSS	<p>To enhance operational safety, promote positive command climate, and increase the level of unit readiness across the cutter fleet. Graduates of this course will integrate and develop a personal command philosophy to promote safe mission execution and renewed enthusiasm for service afloat.</p> <p>The course's strategic objectives are to:</p> <ul style="list-style-type: none">▪ Prevent loss of life from cutter operations▪ Prevent collisions and groundings▪ Mitigate operational risk▪ Enhance readiness for positive command leadership aboard cutters <p>This is a two-week pre-arrival course designed to prepare personnel to serve as the senior leadership on board all classes of cutters and ships. The course provides training to IMSS in receipt of orders to an assignment as CO/OIC/XO/XPO while concurrently refreshing perishable skills for those IMSS who have previously served in command cadre positions. As such, the course is designed for officers O-2 to O-6, CWO2 to CWO4, and senior enlisted E-6 to E-9 assigned as prospective CO/XO of USCG afloat units. Major topic areas focus on command and leadership imperatives, operational readiness and mission execution, engineering and cutter readiness, and bridge resource management.</p> <p>Pre-requisite(s): Must be a prospective or current commanding officer or executive officer with assignment orders afloat.</p>



Professional Military Education (PME)

INTERNATIONAL MARITIME DOMAIN AWARENESS (IMDA) (IMDA/100136)

Course	Description:
<p>P171064</p> <p>TRACEN Yorktown, VA Duration: 5 Weeks ECL: 80</p> <p>Open ONLY to IMS officers O-4 to O-6, enlisted E-7 to E-9, and civilian of equivalent ranks</p> <p>E-IMET approved</p>	<p>This international-student only course is designed to expose senior military and civilian personnel to the concept of Maritime Domain Awareness (MDA). The course covers various topics, including the International Rule of Law Conflict, Illegal Unregulated and Unreported Fisheries, Whole of Government concepts, and Maritime Governance. Students will learn and examine policies, plans, systems, and information sharing to identify maritime threats and events, and to understand the value and importance of multi-agency partnership and collaboration efforts necessary to protect and safeguard the maritime domain. Additionally, the course offers a multi-faceted approach to using MDA in guiding incident prevention response planning.</p> <p>Field Studies Program: The formal coursework is augmented with a Field Studies Program of tours and activities. This includes visits to Washington D.C. and New York City, New York. These FSP trips support academic work, expose the student to U.S. culture, and provide an opportunity to learn more about whole of government approaches, interagency partnership, and various elements that contribute to MDA concepts.</p> <p>Pre-requisite(s): This course is directed to maritime professionals (both military and civilian) who manage and engage in maritime safety, law enforcement or port security operations. This course is designed for senior enlisted E-7 to E-9, officers O-4 to O-6, and equivalent civilian personnel. The course is not for commissioned officers paygrades O-1 to O-3.</p> <p>Note(s): Students examine: Legal aspects of combating terrorism and corruption; human rights and ethical considerations; law of the sea and law of armed conflict; prevention of illegal and unregulated fishing; whole-of-government weapons of mass destruction (WMD) and best practices for anti-piracy, seaport security and anti-terrorism will be shared through practical/ simulator exercises and classroom academic discussion.</p>



Professional Military Education (PME)

INTERNATIONAL MARITIME OFFICERS COURSE (IMOC) (IMOC/502837)

Course:	Description:
<p>P171575</p> <p>TRACEN Yorktown, VA Duration: 12 Weeks ECL: 80</p> <p>Open ONLY to IMS officers O-4 to O-6, enlisted E-7 to E-9, and civilian of equivalent ranks</p> <p>E-IMET approved</p>	<p>The purpose of this flagship course is to provide professional military education for international maritime officers by offering an in-depth overview of the U.S. Coast Guard organization and the planning and management of its missions while providing American cultural experiences in an environment that fosters the development of long-lasting bonds of friendship, partnership, and cooperation.</p> <p>Established in 1995, this course was designed specifically for international military, officers and civilians with maritime experience. The course consists of a 12-week series of seminars, classes, and field studies that present USCG and U.S. government best practices and policies. The course covers a wide variety of topics, including Maritime Law Enforcement (MLE), Search and Rescue (SAR), Marine Safety Prevention and Response, Emergency and Disaster Management, the International Rule of Law and Armed Conflict, Port Security, American culture, and military leadership. Guest instructors support the major areas of study and include:</p> <p>Search and Rescue. Presented by instructors from the Coast Guard National Search and Rescue School, Training Center Yorktown. The purpose of the Search and Rescue (SAR) Coordination and Execution class is to provide the basic SAR knowledge necessary for understanding the fundamentals of planning and coordinating a Search Action Plan (SAP). Subject matter covers basic SAR System and Organization; Drift Theory; Search Plan Variables; Search Patterns; SAR Communications; On-Scene Coordinator (OSC) Duties; Search and Rescue Resource Unit (SRU) Duties; General SAR Policies; Legal Aspects of SAR; Flare Incidents; and Surface and Aviation Resources. The student must complete a final assessment exercise to pass the class.</p> <p>Maritime Law Enforcement. Presented by instructors with years of experience in USCG federal law enforcement, the course reviews maritime legal concepts and practical law enforcement techniques. This section includes lessons on the use of force, ethics, boarding procedures, search and seizure, and authority/jurisdictional issues.</p>



Professional Military Education (PME)

INTERNATIONAL MARITIME OFFICERS COURSE (IMOC) (IMOC/502837)

Course:	Description:
<p>P171575</p> <p>TRACEN Yorktown, VA Duration: 12 Weeks ECL: 80</p> <p>Open ONLY to IMS officers O-4 to O-6, enlisted E-7 to E-9, and civilian of equivalent ranks</p> <p>E-IMET approved <i>(continued from previous page)</i></p>	<p>Marine Safety. Presented by instructors from the Marine Inspection and Investigations School, Training Center Yorktown. Topics include port state control and commercial vessel inspections, casualty investigations, pollution prevention and response, Standards of Training Certification and Watchkeeping (STCW), Maritime Transportation Security Act (MTSA) implementation, the regulatory aspects of the International Ship and Port Facility Security Code (ISPS), and the International Safe Management (ISM) code.</p> <p>Command and Operations. Presented by instructors experienced in shipboard and deck watch operations. Topics include ship handling, command organization, crew endurance, vessel on vessel use of force scenarios, and risk management. Students use a state-of-the-art ship simulator to reinforce professional studies and exercise lessons learned in the Team Coordination Training (TCT) block of instruction.</p> <p>Rule of Law and Armed Conflict. Topics include discussions on rules of engagement, the law of armed conflict, maritime security and terrorism, human rights, and the role of a military justice system in achieving military objectives.</p> <p>Crisis Communications and Emergency Management. Crisis Command and Control Presented by USCG International Division staff and staff from the School of Emergency and Disaster Management. This module develops the skills necessary for decision-makers to manage a variety of challenging incidents. Highly interactive instruction consists of emergency management doctrine familiarization, risk communications, media relations training, risk-based decision-making, "best response" practices, and the Incident Command System (ICS) Planning Process workshop. The curriculum is further reinforced by a civilian Emergency Operations Center (EOC) tour and a crisis management tabletop exercise in which participants utilize acquired skills to respond to a challenging crisis scenario.</p> <p>Tactical Operations Training. Presented by instructors from the Special Missions Training Center (SMTTC), Camp Lejeune, North Carolina. Topics include vessel escorts & security zones, riverine operations, and the development of tactical plans for waterside operations.</p>



Professional Military Education (PME)

OFFICER INDOCTRINATION SCHOOL (OIS) (OIS/340370)

Course	Description:
<p>P164008</p> <p>USCG Academy, New London, CT Duration: 12 Weeks ECL: 80</p> <p>Open to Officer, Enlisted, Civilians and Cadet candidates, who have attended a boot camp equivalent in their country</p>	<p>This course is offered for junior Commissioned Officers. It is important to know that OIS students will take their daily classes with Officer Candidate School (OCS) students. OIS is divided into three segments: basic officership (policy/administration), leadership and management, and maritime core studies, which include basic navigation, international/inland rules of the road, and a 2-week long cruise. OIS students attend all phases of physical fitness training with OCS students to include the physical fitness tests and the swimming portion. OIS students are also required to participate in the survival swim training and Survival at Sea Test. Participation is designed to improve their overall fitness level, which will be tested three times during the program. This test includes the following events: cadence push-ups, sit-ups, and a 1.5-mile run. IMSs must bring their own athletic shoes. All physical fitness and swim requirements are described in Pages 39-45.</p> <p>Pre-requisite(s): IMSs must be Commissioned Officers prior to arrival. IMSs should be in the O-1 to O-3 range. This is an ideal course for Officers transferring from Army or Marine forces into a maritime service. High physical, academic, and military aptitude is essential for course success.</p> <p><i>Note(s): IMSs are required to complete the DHS 4300A Form in order to receive access to Information Technology Systems while attending the course. This form is in Page 32.</i></p> <p><i>Officers must bring daily work uniforms and service dress uniforms for their respective service. Some winter clothing items are provided. IMSs should bring their country's formal dress uniform for graduation and graduation activities.</i></p> <p><i>IMSs are required to bring copies of all immunization records to ensure proper medical care.</i></p> <p><i>IMSs must be comfortable with the use of a laptop computer.</i></p>



Professional Military Education (PME)

CHIEF WARRANT OFFICER PROFESSIONAL DEVELOPMENT - 2 WEEK (CWO-T2/501614)

Course	Description:
<p>P171036</p> <p>USCG LDC, New London, CT</p> <p>Duration: 2 Weeks</p> <p>ECL: 80</p> <p>Open ONLY to senior enlisted IMs</p>	<p>This two-week course is designed to build leadership competencies by preparing senior enlisted personnel for transition into the officer corp. Course delivery is accomplished through lecture, group discussion, experiential activities, and facilitated discussion. The first week is conducted virtually via Microsoft Teams software, with the second week being in person at the Leadership Development Center.</p> <p>The program focuses on the roles of officers, development of leadership, administration, communications, management, writing, and presentation skills as well as other qualities of Coast Guard Officers.</p> <p>Pre-requisite(s): IMs must be selected to the rank of CWO and be a graduate of the Chief Petty Officer Academy (P171302) or Department of Defense Senior Enlisted Academy. Prior to the class convening, IMs will:</p> <ul style="list-style-type: none"> ▪ Complete the English Grammar Diagnostic (approximately one hour to complete) ▪ Begin work on a 500-700 word "Staff Study" memorandum, discussing a matter of interest that the member desires to change about their respective service. <p>Note(s): IMs must be E-7 or equivalent.</p>



Professional Military Education (PME)

CHIEF PETTY OFFICER ACADEMY (G-P-CPO-AC/230442)

Course	Description:
<p>P171302</p> <p>TRACEN Petaluma, CA</p> <p>Duration: 4 Weeks</p> <p>ECL: 80</p> <p>Open ONLY to senior enlisted IMSS</p>	<p>This is an advanced leadership program. Its curriculum and integrated teamwork environment are vital to the leadership development of the USCG's Chief Petty Officer Corps, the backbone of the enlisted workforce. Founded in 1982 at Yorktown, Virginia, the Academy was originally created to provide leadership training to the USCG's senior enlisted personnel. Over the years, its mission has changed to enhancing mission performance by emphasizing leadership competencies and strengthening the Chief's Mess. Today, the USCG proudly shares their history, traditions, and professionalism with selected U.S. Air Force senior enlisted personnel, partners from the Department of Homeland Security, and with IMSS representing their respective maritime services.</p> <p>IMSS learning objectives will include:</p> <ul style="list-style-type: none">▪ Professionalism▪ Self-Awareness▪ Leadership▪ Communications▪ Strategic Thinking▪ Education and Lifelong Learning▪ Health and Wellness <p>Pre-requisite(s): IMSS must be E-7 or equivalent.</p> <p>Note(s): <i>IMSS must be in good physical condition and expect to participate in vigorous physical exercise.</i></p> <p><i>IMSS must provide their own PT gear and/or athletic shoes for mandatory PT in the CPO Academy course. A list of the fitness enhancing activities is in Section 3.</i></p>



Professional Military Education (PME)

USCG ACADEMY INTERNATIONAL PROGRAM (USCGA)	
Course:	Description:
P164000 USCG Academy, New London, CT 4-year university ECL: 80	<p>The USCG accepts a limited number of highly qualified IMSs to attend the USCG Academy (USCGA), one of the most selective universities in America, maintaining a rigorous academic, athletic, and military program for career maritime officers.</p> <p>Standardized Tests</p> <p>All IMS candidates must be administered either the Scholastic Achievement Test (SAT) Reasoning Test or the American College Testing (ACT) exam on or before the January testing period for the year of entry, have the results reported to the USCG Academy, and meet minimum score recommendations.</p> <p>SAT I: A minimum of 600 on the Math portion is a minimum of 600 on the English portion are recommended. The USCG Academy report code number for the SAT is 5807. Information about the SAT and test dates can be found at: https://www.collegeboard.org/</p> <p>ACT: A minimum of 26 on the Math portion and 27 on the Verbal portion is recommended. The USCG Academy report code number for the ACT is 0600. Information about the ACT and test dates can be found at: http://www.act.org</p> <p>Language Assessment</p> <p>In countries where English is not the primary language, candidates must take the Test of English as a Foreign Language (TOEFL), have the results reported to the USCG Academy, and meet minimum score recommendations. In certain situations and with the approval from the USCG Office of International Affairs, the English Comprehension Level (ECL) exam may be administered in lieu of the TOEFL.</p> <p>TOEFL: A 560 minimum score (Paper-Based Test) or 90 (Computer-Based Test) is recommended. The USCG Academy report code number for the TOEFL is 5807. Information about the exam and test dates can be found on the TOEFL site.</p> <p>ECL: A minimum of 80 is required on the ECL exam.</p>



Professional Military Education (PME)

USCG ACADEMY INTERNATIONAL PROGRAM (USCGA)	
Course:	Description:
P170011 USCG Academy, New London, CT 4-year university ECL: 80	<p>PHYSICAL FITNESS AND MEDICAL EXAMS</p> <p>Physical Fitness: All IMS cadet candidates must be in good physical condition. Candidates must complete a Physical Fitness Exam (PFE) as part of the application process and must pass the PFE again shortly after reporting aboard. Cadets who fail will normally be disenrolled from the USCGA.</p> <p>Medical Exam: IMS cadet candidates are not required to take a medical exam to apply to the USCGA; however, candidates who are enrolled must pass a medical exam upon arrival. Any IMS who fails the medical exam will be disenrolled. A list of common medical disqualifications is available to all candidates.</p> <p>SELECTION</p> <p>Interview: It is necessary that all applicants be interviewed by the U.S. Defense Attaché Officer (USDAO) or other U.S. Embassy official prior to submission of their package. Applicants are required to present a certified high school transcript at the interview, were performance, English skills, activities and evidence of physical fitness will be evaluated.</p> <p>Application Documents: Upon request, the USCG Academy will send each International Cadet candidate the required forms and supplemental information. All requirements must be completed by March 1st.</p> <p>Selection: IMS cadets are selected on a competitive basis. Announcements of international appointments to the USCGA will be made in early April or as soon there-after as practicable.</p> <p>ENROLLMENT</p> <p>International Cadets enrolled at the USCG Academy are subject to the same regulations governing attendance, discipline, resignation, discharge, dismissal, and graduation as appointed U.S. citizens.</p> <p>All cadets enrolled in the Academy receive pay and allowance of approximately \$1000 per month. Most of the allowance is used for textbooks, uniforms, and various fees, but part of it is for personal use.</p> <p>Upon graduation, IMS cadets are awarded a Bachelor of Science degree; however, they are not entitled to serve in the USCG. Before enrollment, each International Cadet must have their sponsoring host nation certify that the cadet will serve in that country's coast guard, navy, or other comparable maritime service upon graduation.</p>



Professional Military Education (PME)

USCG ACADEMY INTERNATIONAL PROGRAM (USCGA)

Course:	Description:		
P170011 USCG Academy, New London, CT 4-year university ECL: 80 <i>(continued from previous page)</i>	<p>COSTS FOR INTERNATIONAL CADETS</p> <p>Before an IMS Cadet is enrolled at the USCGA, the sponsoring country must agree to reimburse the USCG for the cost of instruction. The cost of instruction for cadets is approximately \$97,000 per year for countries not on the world bank list. For countries that are on the world bank list the cost is \$24,000. In addition to the cost of instruction, all International Cadets are required to pay an initial deposit of \$3,000. This deposit helps offset the cost of a laptop computer, uniforms, and other issued military items. In certain instances, these costs may be completely waived, except the \$3000 deposit. Requests for waivers will be considered on a case-by-case basis and must be sent by message to the USCGA Admissions Division.</p> <p>Each country must bear all the costs associated with the IMSs travel to and from the USCGA including shipment of any personal items. The cost of travel to and from the USCGA cannot be waived.</p> <p>TIMELINE</p> <p>September to February – Registration and administration of SAT Reasoning, ACT and TOEFL exams</p> <p>March 1 – Deadline for submission of admission materials, nominations, and waiver requests</p> <p>April – Notification of acceptance and non-acceptance</p> <p>Late June – International Cadets report to the USCG Academy for orientation and start of Academy training program</p> <p>KEY CONTACTS</p> <table> <tr> <td> U.S. Coast Guard (DCO-I) Office of International Affairs Phone: (202) 372-4496 Fax: (202) 372-4965 </td><td> U.S. Coast Guard Academy Admissions Office Phone: (860) 701-6753 Fax: (860) 701-6700 </td></tr> </table> <p>Note(s): Security Assistance funding cannot be used to fund attendance at the USCG Academy. IMS cadets are required to complete the DHS 4300A Form in order to receive access to Information Technology Systems while attending the course. This form is on <u>Section 2 Page 32</u>.</p>	U.S. Coast Guard (DCO-I) Office of International Affairs Phone: (202) 372-4496 Fax: (202) 372-4965	U.S. Coast Guard Academy Admissions Office Phone: (860) 701-6753 Fax: (860) 701-6700
U.S. Coast Guard (DCO-I) Office of International Affairs Phone: (202) 372-4496 Fax: (202) 372-4965	U.S. Coast Guard Academy Admissions Office Phone: (860) 701-6753 Fax: (860) 701-6700		



5

SECTION

MOBILE EDUCATION & TRAINING TEAM INFORMATION



General Information

USCG International Mobile Training Branch (MTB) can provide exported training that is fundamentally based in existing USCG courses. We specialize in taking the same training USCG members receive and providing it internationally. MTB's primary focus is to provide our core courses in Maritime Law Enforcement (MLE); large-vessel damage control; Small Boat Operations (SBO); Illegal, Unreported, and Unregulated Fishing (IUU-F); small boat engines; and multi-agency emergency response organization.

Exportable training is one of the USCG's most versatile and cost-effective international training tools, providing training to more than 1000 International Military Students (IMs) in more than 40 countries each year. The USCG can deliver a complete package of training to units, small groups or larger multi-agency audiences. As part of a set of training development Mobile Training Teams (MTTs), the USCG can work with an agency to develop their own organic training capability. Any of the Mobile Education and Training Teams (MET/MTTs) may be conducted on a regional basis with two or more participating nations to promote regional cooperation and/or to share costs. These standard courses usually require only minor adjustments to meet host nation needs; outside of the primary courses listed above, MTB would have to customize. The USCG works with the host nation and with the respective U.S. Embassy to customize training logistics, such as location, number of IMs, training dates, etc. to meet the desired objectives. More detailed information is found in each of the course descriptions.

USCG training and technical assistance teams are primarily from the USCG MTB, which is located at Training Center Yorktown, Virginia. However, for specialized courses, the composition of some teams may include one or more members of the MTB along with other USCG military personnel or civilians who possess the required expertise or have complementary skill sets. Training provided by MET/MTTs is conducted in English or through an interpreter. When interpreters are needed, the U.S. Embassy will coordinate with the host nation to arrange for interpreters and the translation of course materials in the applicable language. USCG MET/MTTs are provided on an unclassified basis only.

USCG exportable training teams are funded through many different sources and through a variety of funding mechanisms. Utilizing several fund sources maximizes host nation and requesting agency(s) training dollars as well as personnel resources. The USCG works with the host nation and with the respective U.S. Embassy to coordinate various complementary funding sources to achieve common developmental goals. In each case, funding must be received at least 30 days prior to the scheduled team departure date. If translation materials are required, funding must be provided at least 60 days in advance.

Notes:

1. Any of the MET/MTTs may be conducted on a regional basis with two or more participating nations to promote regional cooperation and/or to share costs.
2. MTTs cancelled by the Security Cooperation Office (SCO) within 60 days of scheduled date may be subject to a penalty to recover costs already incurred. Reference should be made to annual cancellation message.



Guidelines to Assist in Scheduling and Execution of MET/MTTs Programming

USCG MET/MTTs are programmed by one of the following methods:

1. During the annual Security Cooperation Education and Training Working Group (SCETWG), a Regional Manager from USCG International Affairs (DCO-I) will be available to provide information with regard to the objectives, course requirements and content of all USCG METs/MTTs. The Security Cooperation Office (SCO), in coordination with the Combatant Commander (COCOM) Theater Security Cooperation Plan (TSCP) and funding program managers, requests that DCO-I add this training to the host nation's training program. The SCO and Regional Manager develop a working estimate which is used as a baseline to allocate funds. Estimate should be as accurate and comprehensive as possible to secure an appropriate level of funding. DCO-I then programs the MET/MTT in the Defense Security Assistance Management System (DSAMS).
2. The SCO submits an official request directly to DCO-I, info COCOM, and funding program managers. Once it is determined by all concerned that the MET/MTT is feasible and funding is approved, DCO-I will program in DSAMS. Dates must be flexible to allow scheduling of out-of-cycle METs/MTTs.
3. In accordance with an interagency agreement (IAA) such as with INL, MTTs are programmed and coordinated with the SCO or applicable Embassy staff in accordance with the IAA work plan, goals, and objectives.

Implementation

Upon completion of the last SCETWG and confirmation with DCO-I of requested MET/MTT training dates, DCO-I will send the "request for call-up" message on **Section 5 Page 104** to host country via email for completion. The "call-up" message must be completed and returned via email to DCO-I no later than 60 days prior to confirmed MET/MTT scheduled dates. DCO-I then begins the coordination process to provide updated and current estimates and determine logistical support requirements.

Once the call-up message is received and the funding source is confirmed, DCO-I will connect the appropriate USCG MTB exportable training team leader with the SCO or Embassy point of contact to begin planning the details for the mission (a minimum of 6 weeks from mission execution date). The USCG MTB team leader will request initial information to support the mission, usually by email. In order to ensure the best possible training experience, the SCO or Embassy point of contact should provide the USCG MTB team leader with as much information as possible regarding the organization being trained, training venue, training equipment (e.g., boats, engines, law enforcement gear, etc.), and any special considerations concerning IMSs. The following shall be taken into consideration:



1. Classrooms and Equipment

- Lecture room
 - Must contain seats and tables for each class member, faculty, and visitors
 - Should contain a projector, screen, and appropriate power outlets
 - Should have chalkboard or dry erase board available for use simultaneously with screen. If these are not available, please discuss specifications for what is available
 - Audio visual aids and computer support may be required for some MET/MTTs
 - Photocopying: The team may need limited photocopying capability during a course
 - Training platforms: Several MTT courses require a boat to conduct practice mock boardings. Others may require access to commercial ships, cargo piers, or freight containers for practical exercises. This will be indicated in the catalog and also in correspondence during planning
 - Any other requirements will be identified and coordinated on a case-by-case basis

2. Course Materials

- The USCG will carry books and some of the course materials with them to the course site. However, the USCG requires the Embassy/host nation to print student materials. Materials may be distributed by the team on the first day of class, or as needed
- USCG team requires access to the teaching site at least 1 day (usually the weekend) prior to start of course in order to set up

3. Language

The course will be normally taught in English. For other languages, the USCG requires consecutive interpretation in lecture (normally a minimum of 2 interpreters) and also in practical exercises. The team will attempt to make critical course materials available in the host nation language. Materials will be provided to the SCO or Embassy point of contact for translation and photocopying as soon as possible after the MTT is confirmed and funded. An effort should be made to combine translation services with the interpretation to more fully familiarize interpreters with the course content. A meeting with the interpreters during the setup of the course is advantageous. The quality of the course presentation is directly tied to the quality of interpreters/translators.



4. Accommodations

USCG team will usually stay at an Embassy-approved hotel that meets current force protection requirements. If the hotel has conference facilities, these may be used to conduct the course. This arrangement has worked well in the past (e.g., neutral site for participants, easy access, low logistics requirements for Embassy, host government, etc.). Discussions between the SCO and/or Embassy point of contact are required to resolve specific logistical issues.

5. Transportation/Travel

USCG team requires transportation to and from teaching site daily. Some MTTs require a small truck or van to move equipment. This can normally be accomplished through rental vehicles if the SCO or Embassy point of contact cannot provide. If a rental car is recommended, please advise MTB staff in advance. The teams require assistance on arrival and departure in passing through customs and immigration. Team will travel on official passports.

6. Communications and Vetting

Timely communications between the USCG and SCO or Embassy point of contact are critical to success of course. Both the appropriate Regional Training Manager and the MTT Team leader will work closely to ensure coordination for training success. The SCO must also ensure that appropriate funding process is followed to ensure receipt of funding at least 30 days prior to mission start date and that required vetting of IMSs is completed. USCG training teams are not allowed to provide training unless proof of vetting is provided. Understanding that vetting is not required to be completed until the day training commences, the SCO and DCO-I will make a go/no go decision on team departure if the vetting has not been completed to ensure that the resource implications are understood.

Target Audience

The target audience is coordinated in advance depending on the specific training that will be provided. Discussions with the appropriate Regional Training Manager can assist in determining the appropriate IMSs, units, agency or inter-agency mix for selected training. In addition, MET/MTT team leaders may include recommendations in their After Action Reports (AAR) for additional or advanced training that would continue to develop a capability, identify potential unit or group leaders who were very successful during training or note if an IMS audience was not appropriate to the course. Course descriptions in Section 6 of this Handbook have course pre-requisites that will aid in selecting the appropriate target audience.

Costing and Funding

The cost and funding determination for a MET/MTT is developed in accordance with existing Security Cooperation and other pertinent regulations. All costs directly associated to the MET/MTT are reimbursable. A preliminary cost estimate is provided to the SCO upon programming of the USCG MET/MTT for planning purposes ONLY, with the estimate reflected in DSAMS. The initial estimate is utilized by the funding program to allocate dollars to support the mission.



However, cost variables such as airfare may change significantly during the period from initial programming to execution. In addition, certain METs/MTTs can be easily expanded to have a regional focus – bringing in IMSs from several countries to train together. This not only has a potential to reduce the cost of training in an area of responsibility (AOR), but encourages communication, cooperation, and inter-operability among the participating countries. Regional MTTs require significant advance planning and timing to ensure success. Dates should be determined as soon as possible and the funding program must support the initiative to guarantee funding well in advance.

As funding may be limited, the host nation may not be able to obtain additional funds if the estimate is not accurate. Therefore, once the USCG receives confirmation that the host nation and funding program accepts the scheduled MET/MTT, DCO-I will update the cost estimate document with the direct assistance of the SCO and MTB. The cost estimate document is categorized in two parts: Team Costs and In-Country Costs.

1. Team Cost estimates are determined and provided by MTB and include some of the following:

- MTT travel and per diem
- Rental car expense
- Training material shipment
- Training material translation and printing
- Contracts (if applicable)
- Country specific course development

2. In-country cost estimates are determined and provided by the SCO and include the following:

- In-country team transport
- Interpreters and interpreter support
- In-country team transport
- Course translation
- Equipment
- Fuel for training
- Authorized working lunches and light refreshments
- Country participants lodging and travel
- Security

In addition, certain funding sources are authorized to provide equipment to support the training (i.e., outboard motor parts). If there are specific equipment requirements, this will be included as a separate line on the estimate and must be discussed well in advance of the confirmed mission date to coordinate receipt of funding and procurement.



Responsibilities

The following is provided as a recap of responsibilities to ensure that the training program is successful:

1. SCO or Embassy point of contact engages DCO-I via telephone or e-mail:

- Request programming
- Secure funding/work closely with USCG Regional Training Manager to ensure accurate cost estimates. Obtain waivers (if required)
- Ensure all specific requirements for funding source are submitted in a timely manner to ensure funding is received at least 30 days in advance. USCG realizes that there are often issues with funding that are out of the SCO's control, and will work with the SCO to accomplish the mission, if at all possible, within time constraints
- Coordinate with host nation to provide objectives of the USCG MET/MTT, and assist the USCG team with identifying host nation points of contact (senior leadership of the military, senior civilian officials)
- Assist the USCG team with host nation clearance, lodging, and transportation
- Provide the USCG with a list of participants, their respective agencies and responsibilities (30 days in advance)
- Procure suitable training site and other logistical requirements outlined by the team
- Procure interpreters/translators
- Ensure all participants are vetted as required
- Provide feedback to the USCG Regional Training Manager of training effectiveness and any issues or concerns that should be addressed in future training missions. Appropriate feedback will ensure that SCO and host nation objectives are being met

2. USCG:

- Determine host nation eligibility
- Program MET/MTT in DSAMS
- Provide SCO or Embassy point of contact proposed dates if specific dates have not been requested
- Provide SCO or Embassy point of contact with logistics requirements
- Provide fund cite(s) to SCO for in-country costs
- Develop USCG MET/MTT related costs for inclusion in estimate
- Request host nation and area clearances
- Work with host nation to provide any specific information required by various fund sources
- Upon completion of MET/MTT, submit after action report advising COCOM, the SCO/Embassy point of contact and others as appropriate of training provided. Identify any issues to be resolved for future missions. Provide recommendations for future training or potential IMSs and organizations that would benefit from future training based on the IMSs grasp of learning objectives



Cancellation Fee Policy

A cancellation fee of 100% will apply to cancellation of training that incurs up-front costs prior to actual commencement of training. An example would be for the translation cost or tailoring of course material to meet a specific host nation requirement. Confirmation of training constitutes the authorization to bill the costs of the training if not officially notified of cancellation within the 60-day window. Please reference the annual Department of Navy and USCG cancellation message for more information.

STANDARD TIMELINE FOR MOBILE EDUCATION & TRAINING TEAM PROCESS	
March - June	SCO request USCG MTT(s) during the SCETWG
May/June	USCG will develop the MTT schedule for the upcoming FY
July	MTT schedule for upcoming FY approved
July	Regional Training Manager (RTM) inform SCOs of upcoming approved schedule
October	Beginning of the Fiscal Year (FY). Typically, the FY begins without a Foreign Affairs budget authorization or appropriation requiring operations under a Continuing Resolution (CR or CRA) for the first few months of the FY. It is not known when the Department of State (DoS) will announce individual country program levels, but experience indicates that this could be as late as February.
October - September (ongoing)	<p>USCG will provide monthly status updates until all of the necessary requirements are completed for each MTT.</p> <p>60 days prior to departure: Estimated in-country costs and call-up messages are due to USCG. The call-up and in-country costs are considered the minimum level of information needed to begin planning. If received, the USCG Regional Manager will connect the Office of Security Cooperation (OSC)/Security Assistance Organization (SAO) with the team to begin planning for the MTT (6-8 weeks in advance). If not received, the MTT will be postponed or cancelled.</p> <p>30 days prior to departure: Funding for mission received. USCG cannot purchase airline tickets or send fund cites to the Embassy until funding is received from the funding source.</p> <p>1 week prior to departure: Confirmation of vetting received. USCG will not authorize members to depart the United States without vetting confirmation in advance.</p>
Ongoing	All out-of-cycle requests should be forwarded to the USCG Regional Training Manager (RTM) at USCG International Affairs (DCO-I). The RTM will determine if the USCG can support without disrupting the schedule, as finalized in July. Exceptions may be made for high priority countries.
March - June	SCETWG – The annual process repeats itself.



Mobile Education & Training Team Call-Up Format

Since most teams are Mobile Training Teams (MTTs), this format refers to MTTs. The format is the same for any exportable, in-country team request. This format shows the basic information required to help plan and price an MTT. *Example answers given in Italics.*

COURSE INFORMATION

1. MTT Course and Description:

MLE Boarding Officer Course. This course is a familiarization of maritime law enforcement procedures and fundamentals. The course curriculum focuses primarily on reducing unnecessary risks to the Boarding Team while maximizing use of effective law enforcement techniques such as: professional communications, international law, boarding preparations and procedures, arrest and detention procedures, high risk search techniques, extensive instruction and practical exercises in subject control techniques, defensive tactics, arrest procedures, use of deadly force, judgmental exercises and additional boarding exercises. The course is designed to provide host nations boarding team members with classroom instruction and numerous practical exercises in order to confidently conduct maritime law enforcement boarding at sea. Practical simulated boarding exercises are designed to reinforce instruction by giving each IMS an opportunity to apply classroom theory. The course can be tailored to the country's specific needs and previous training experience.

2. Course Dates, Arrival Date Requested, and Potential Training Date(s) Disruption:

This course will take place from November 10th through 21st, 2025. Please have team arrive on November 7th. There are no scheduled national holidays, religious observances, elections or other events that will result in lost training days.

3. Training locations. (If there is more than one training location, indicate distance between locations, time requirements for travel to be performed, and modes of anticipated transportation.)

Training will be held at Zarate Base, the Argentina Coast Guard Academy for their entire technical training curriculum. Team to fly into Buenos Aires and will be transported to Zarate. Zarate is located 70 miles outside of Buenos Aires.

4. Vetting: Did vetting process begin for this course? Note that vetting confirmation prior to the course start is required by USG law. If vetting is not completed by the mobile training team's departure date, a go/no go decision will be made by the USCG and Embassy/SCO. The Embassy/SCO will assume full financial responsibility (cost of entire training mission will be charged) if the team is required to return to their unit early because vetting was either not completed or it was disapproved by first day of scheduled training date.

Vetting commenced and will be completed 1 week prior to departure of team. Embassy/SCO acknowledges vetting must be completed prior to team departure from country.



Organizational Structure and Mission/Responsibilities

1. Organization Structure:

Gabon has a professional military of about 5,000 personnel divided into an Army, Navy, Air Force, Gendarmerie, and National Police. Gabonese forces are oriented to the defense of the country. The Gabonese Navy is headquartered in Libreville and have three units located in Libreville, Port Gentil, and Moulondo.

2. Mission/Responsibilities:

The primary missions of the Gabonese Navy are search and rescue, fisheries enforcement, counter-narcotics, and migrant interdiction operations. They have authority and jurisdiction out to 200 nautical miles.

Student, Equipment and Facility Information

1. Training goal. (Include a statement of the results the effort is expected to achieve.)

Navy conducts armed patrols almost every day in order to control maritime traffic not only along the coast but also in the jungle deltas/rivers especially on the northern border, to interdict drug trafficking and other prohibited items. Most of the times, the interdiction requires a boarding operation which is limited due to doctrine knowledge and training issues. This program is an attempt to improve their capabilities on this subject.

2. Number of IMSs from each Agency (s), background and qualifications of IMSs.

5 Enlisted persons of JDF CG, 8 Jamaica Customs Department, 3 JCF Marine Police Division. All Trained previously in boat handling skills as well as some knowledge of port security requirements as it relates to their everyday roles and functions.

3. Do IMSs meet the prerequisites of this course (reference this handbook)?

All the IMSs meet the prerequisites of this course.

4. What is the language the course should be taught in, for both spoken language and course material? Are translators readily available to assist? Please contact us to ensure course material is available in the desired language.

5. Identify the boats on which training is to be conducted and availability, if applicable. (The equipment list must be detailed enough so furnishing agency can identify by make, model or type.)

(4) 17' Inflatable Zodiacs; (2) 22' Inflatable Zodiacs; (2) 140 HP Johnson Outboards; (4) 55 HP Johnson Outboards

**6. Availability of tools to perform the training (if necessary).**

The JDFCG presently have no training aids for a course of this nature except that they have two older OPVs which are out of service and may be used as boarding platforms for training sessions; several small boats to transport personnel; and small armament of everyday weapons used by the JDFCG.

7. Facilities. (Indicate the availability of medical, dental, and laundry facilities). Specifically, include list of Embassy approved Hospital(s) and a copy of the Evacuation/Medical Plans.

The JDFCG has a medical station and ambulance on base in Port Royal. However, there is not a dental facility at this location. No laundry facility; canteen area and restaurants for meals.

Team Logistics

1. Team restrictions. (Reflect any required limitations or exclusions for personnel.)

Personnel should avoid using "libre" taxis in Mexico City. Though they are less expensive and more convenient, these taxis have been known to be used for kidnapping and mugging. Use "sitios" taxis which are radio dispatched and only available at designated location. Your hotel can call these taxis for you.

2. Team will wear ODU's (ACU's) and/or Tropical Blue Long Uniforms. Please indicate if there are any restrictions against this.

Uniform is authorized, please have team proceed accordingly. Due to force protection reasons from the RSO, have team wear civilian attire.

3. In-country transportation. (Indicate the means of in-country transportation to be provided to and from quarters, training locations, and dining facilities. Specify rental car authorization, if any. Due to equipment that team will be bringing, a large vehicle (SUV) is needed to transport team and equipment.)

Transportation will be provided by Embassy and Colombian Navy personnel. If team has a fluent Spanish member and license, they are authorized to rent a car. Otherwise, transportation will be coordinated through the USEMBASSY and Dom Rep Navy. Please inform USEMBASSY immediately as to the status on this.

4. Will there be a representative meeting the team at the airport? If so, please provide the name and telephone numbers.

Yes. TBD.



5. If in non-English speaking country, interpreters are required for the team. (Team will not bring interpreters.) Embassy will contract for interpreters; please forward how many interpreters are needed. Two interpreters will be provided from the US Embassy.

6. Mailing Address that FEDEX can deliver to (cannot be an APO or PO Box address):

7. Request RSO or FPD name/email/phone number (or his/her direct representative), as well as direct contact with the RSO/FPD or representative upon arrival so that specific Force Protection (FP) information on the training site/region can be provided. If RSO/FPD will not be meeting team upon arrival, please provide name and contact number of authorized embassy personnel that will coordinate initial arrival meeting/briefing.

RSO/FPD: Mr. Mike Murdo, Mmurdo@state.gov. In the absence of the RSO/FPD, Mr. XXXXXX from the XXXXX Office is authorized and will provide FP brief. RSO/FPD has been made aware of your team's arrival information and lodging accommodations.

8. Communications: Request an embassy cell phone used only for emergency communication is provided to the team for the duration of the course. Please provide emergency contact information should the team encounter an emergency during the MTT.

Embassy will provide a cell phone with emergency contact information.

9. Will there be any other relevant security cooperation activities a training location?

No.

10. Media: Will there be any formal opening/closing ceremonies? If so, will there be any dignitaries present? Will there be any media coverage?

Yes. U.S. Ambassador will be present.

11. SCO and FSN point of contact for this mission. List any additional personnel that need to be included in correspondence regarding this MTT (Indicate the name, grade, and commercial telephone numbers, email address.)



SECTION

MOBILE EDUCATION & TRAINING TEAM COURSES



Assessment, Survey, and Follow-on CONUS Visits

COAST GUARD MARITIME NEEDS ASSESSMENT	
Course	Description:
P319108 Duration: 1-2 Weeks	<p>A Maritime Needs Assessment is an in-country in-depth review of one or more elements of a nation's maritime service and can be tailored to the specific needs of the nation. Maritime Needs Assessments are most often categorized as follows, in descending order of complexity.</p> <p>Consultation: An initial in-country visit by one or more Coast Guard subject matter experts to meet with host nation maritime agencies and government officials to identify future actions to address already identified needs or to determine the scope of a more comprehensive needs assessment leading to the further professionalization and/or technical development of the maritime service and the nation's overall maritime capabilities. Consultations typically require the least number of team members and may be the right initial step when a nation is uncertain about the level of investment it is prepared to make in its maritime service or how to proceed in creating a new maritime service.</p> <p>Training Needs Assessment: Typically, a multi-day in-country visit to evaluate a maritime service's current capabilities to develop individual service members, both professionally and technically, to the level determined to be necessary for long-term sustainment and to achieve the degree of self-sufficiency being sought. The outcome of a training needs assessment is a detailed roadmap, in the form of a master training plan for building lasting force capability/capacity. Particular attention shall be given to identify and differentiate between those courses or evolutions that should be developed and maintained by the host nation. Some courses may be determined to be better supported by a trusted maritime partner due to the nature of their complexity or reliance of expensive laboratory equipment and training aids.</p> <p>Comprehensive Maritime Needs Assessment: The most detailed level of assessment requiring a 5-10 day in-country visit by 2 or more subject matter experts. Like the Consultation, the assessment team typically meets with host nation maritime agencies and those government officials with equity in the maritime service's mission portfolio. Emphasis is placed on each of the elements required for building and sustaining a credible maritime force – recruitment, training, infrastructure, equipment and supplies, major assets (e.g., boats, aircraft), legislative.</p> <p>Description: A Maritime Needs Assessment is an in-country in-depth review of one or more elements of a nation's maritime service and can be tailored to the specific needs of the nation. Maritime Needs Assessments are most often categorized as follows, in descending order of complexity.</p>



Assessment, Survey, and Follow-on CONUS Visits

COAST GUARD MARITIME NEEDS ASSESSMENT

Course	Description:
P319108 Duration: 1-2 Weeks <i>(continued from previous page)</i>	<p>authorities and operational oversight and mentoring. A comprehensive maritime needs assessment is the information gathering phase leading up to the creation of a multi-year maritime development plan which may be created independently by the host nation or with the assistance of an international partner. In situations where this assessment is the first step in creating a new maritime organization and there is no current host nation maritime expertise or in-country maritime advisor, a comprehensive maritime needs assessment report may include the draft of a maritime development plan to assist the host nation with visualizing the long-term plan and moving forward. In such cases, the establishment of a fulltime maritime advisor from a partner nation is often recommended.</p> <p>Team Composition: Varies based upon type and complexity of assessment.</p> <p>Pre-requisite(s): Identification of mission areas requiring review.</p> <p>Note(s): USCG participation in other government agency assessments may be funded through this course.</p>

PRE-DEPLOYMENT SITE SURVEY

Course	Description:
P309236 Duration: 1 Week	<p>The Pre-Deployment Site Survey (PDSS) will determine the support requirements for a specific follow-on scheduled training event in country. This PDSS should be requested by the host nation prior to a scheduled follow-on training mission.</p> <p>Team Composition: 2-3</p> <p>Pre-requisite(s): Identification of mission areas requiring review.</p>



Assessment, Survey, and Follow-on CONUS Visits

LIVING MARINE RESOURCE ENFORCEMENT ASSESSMENT	
Course	Description:
P309235 Duration: 1 Week	<p>This Assessment will determine the capacity of the host nation to conduct fisheries enforcement. Elements essential to successful enforcement efforts include but are not limited to the knowledge of Living Marine Resources (LMR) capacity or details of the fishery, the management system in place, the enforcement assets and authorities, international fisheries engagement and the existence of a robust and sustainable training program.</p> <p>Illegal, Unreported, and Unregulated (IUU) fishing leads to overexploitation, further depressing fishery yields. IUU fishing also creates social conflicts, including competition for fishing grounds, exploitation of cheap labor and jeopardizing food security. IUU fishing vessels are willing to take greater risks than licensed vessels, creating very poor social conditions for fishermen. IUU fishing vessels are rarely concerned with their environmental impacts.</p> <p>The resources and competencies needed to conduct LMR enforcement operations are the same as those needed to conduct ANY law enforcement activity. To conduct at sea boardings you need an asset, the skills to operate and repair it and a boarding team with basic boarding knowledge and skills. The difference is in the specific laws or regulations being enforced, boarding officer authority, and the techniques utilized to document that law or regulation. A review of LMR programs is essential in developing a tailored training program that will lead to improved Monitoring Control and Surveillance (MCS). A review of LMR programs will evaluate the following elements:</p> <ul style="list-style-type: none"> ▪ LMR Capacity: Determine the composition of the countries fishing capacity, focus of efforts, and catch statistics ▪ LMR Management: Gain an understanding of the LMR management system utilized to include the conservation and management measures, regulatory process and adjudication process ▪ International LMR: Determine whether the host nation is a participant in relevant international agreements and Regional Fisheries Management Organizations (RFMO). Determine their awareness, understanding and obligations under relevant international obligations. Determine if any foreign assistance has been received and to what extent/level ▪ LMR Enforcement: Gain an understanding of the LMR enforcement system in place and utilized including the responsible agencies, assisting agencies, personnel, facilities, assets and resources available



Assessment, Survey, and Follow-on CONUS Visits

LIVING MARINE RESOURCE ENFORCEMENT ASSESSMENT

Course	Description:
P309235 Duration: 1 Week <i>(continued from previous page)</i>	<ul style="list-style-type: none">▪ LMR Enforcement Training Program: Determine the extent to which the host nation has a program in place. Determine the overall capabilities of the host nation to conduct training including facilities, personnel, funding and other resources. Determine the target audience, such as managers, supervisors, enforcement, or industry/fishermen capabilities of the host nation to conduct training including facilities, personnel, funding and other resources. Determine the target audience, such as managers, supervisors, enforcement, or industry/fishermen <p>Target Audience: Initial audience should include Judge Advocate General (JAG) officers or legal equivalents responsible for maritime legal execution, maritime, and fisheries officials. Follow-on audience: Boarding officers, arresting officials, administering officials for all maritime-based potential criminal activity. Civilian government officials may be necessary to successful completion of this assessment.</p>

CONUS POST ASSESSMENT SEMINAR AND SITE VISIT

Course	Description:
P471001 Location: varies Duration: 1 Week	<p>This course is a CONUS seminar combined with site visits to various USCG units. The seminar and locations are developed specifically to meet host nation requirements in various mission areas. Host nation visitors get the opportunity to meet and receive briefs from training program managers and USCG subject matter experts about USCG day to day operations. It provides the opportunity to visit the United States and be exposed, based on specific requirements, to selected USCG training centers, port facilities, units, Command Centers or small boat stations. Port facilities are selected based on the host nation request and to the extent that USCG operational units are able to support. The seminar will be customized for the maximum benefit of visiting delegates.</p> <p>Pre-requisite(s): This course is a follow-on support to an in-country developmental needs assessment.</p> <p>Note(s): <i>IMs would typically consist of members from the Port Authority, Coast Guard, Customs, Navy, Police Force or other organizations (military, government and non-government) with maritime responsibilities</i></p>



Maritime Law Enforcement (MLE)

Maritime Law Enforcement (MLE) training provides the skills and knowledge required to carry out the responsibilities for enforcing international laws and treaties in a variety of operational settings. Counter-narcotics is the most well-known mission, however, MLE functions also include fisheries protection, enforcement of marine safety standards, and interdiction of illegal immigrants. MLE mobile training teams are tailored to specific host nation objectives.

BOARDING OFFICER COURSE: BOARDING TEAM SAFETY (BOC-BTS) MET/MTT

Course	Description:
P319573 Duration: 2 Weeks	<p>Boarding Officer Course: Boarding Team Safety (BOC-BTS), covers fundamentals of boarding team safety and maritime law enforcement at-sea boardings. The curriculum focuses on USCG practices of safety and law enforcement techniques. Lessons include lecture, demonstrations, and exercises.</p> <p>Note: <i>The Boarding Officer Courses are not sequential; they are each independent courses. For example, BOC-BTS covers team safety aboard a vessel and BOC-I&I covers inspections and investigative techniques. It is not a necessary to be sequenced after BOC-BTS as listed on Page 115. BOC-BTS and BOC-I&I are independent courses but can be complimentary.</i></p> <p>This course is designed to provide the host nation's boarding team members with classroom instruction and hands-on practice to conduct engagements aboard a vessel at sea. The course may be tailored to the host nation's specific operational needs.</p> <p>After completing this training, the IMS will be able to:</p> <ul style="list-style-type: none"> ▪ Determine the principles of codified customary international law and maritime law enforcement authority and jurisdiction ▪ Evaluate a vessel's pre-boarding information and conduct team preparations to include a structured risk assessment ▪ Complete reality-based boarding scenarios using the USCG's Use of Force (UOF) continuum in a safe and effective manner ▪ Arrest or detain a subject ▪ Lead a team to conduct 'Initial Safety Sweeps' and 'Extended Safety Sweeps' of a vessel at sea ▪ Practice tactical procedures to move around a vessel safely <p>Note: <i>BOC-BTS (P319573) focuses on team safety during a maritime boarding. BOC-I&I (P319305) focuses on USCG investigative procedures during a maritime boarding.</i></p> <p>Sample syllabus is on Page 115.</p>



Maritime Law Enforcement (MLE)

BOARDING OFFICER COURSE: BOARDING TEAM SAFETY (BOC-BTS) MET/MTT

Course	Description:
P319573 Duration: 2 Weeks <i>(continued from previous page)</i>	<p>STUDENT CLASS SIZE:</p> <p>Maximum: 24, but limited by classroom size and available equipment – not to exceed 1 Instructor to 6 Students ratio</p> <p>Minimum: 16</p> <p>Note(s): Because BOC-BTS includes physical techniques, an instructor-to-student ratio is important. One instructor to 6 students is a recommended ratio for safety purposes. If more students are requested, more instructors will need to be funded.</p> <p>Instructors: 4; or a 1:6 instructor-to-student ratio</p> <p>Materials: The host nation needs to provide the following:</p> <ul style="list-style-type: none">▪ Classroom with desks and chairs of sufficient size for instructing▪ Two moored, unoccupied vessel (20-40 meters) at or near the training site▪ Chalk board or Magna-Slick board▪ Gymnasium or covered area suitable for defensive tactics, preferably with gym mats▪ Administrative support required for printing student rosters and gradation certificates <p>Target Audience: The course is designed for personnel who are assigned to units conducting maritime law enforcement, border security, general safety patrols, or for any unit which interacts directly with mariners in international waters or territorial seas. Multi-agency participation is encouraged.</p> <p>Prerequisite: IMSs should currently be assigned to maritime law enforcement duties.</p>



Maritime Law Enforcement (MLE)

SAMPLE Boarding Officer Course: Boarding Team Safety (BOC-BTS) MET/MTT SYLLABUS	
Week One	Week Two
DAY 1 Introduction and Course Overview Pre-test Maritime Law Enforcement Authority and Jurisdiction Boarding Procedures	DAY 6 Review Weapon Retention Intermediate Weapons Found Weapon Frisk
DAY 2 Hazardous Situations and Confined Space Entry Initial and Extended Safety Sweep Use of Force Risk Management	DAY 7 Tactical Procedure Concepts Tactical Procedure Scenarios Deadly Force Questioning Individuals Ethics
DAY 3 Use of Force Deadly Force MLE Equipment Stances Verbal Commands	DAY 8 Deadly Force Decision-making Reality-based Scenarios Statement Writing
DAY 4 Handcuffing Pressure Points	DAY 9 Reality-based Scenarios Post-test
DAY 5 Aggressive Response Techniques Defensive Tactics (upper and lower countermeasures) Intermediate Weapons	DAY 10 Course Review Course Critiques and Feedback Class Picture Graduation



Maritime Law Enforcement (MLE)

BOARDING OFFICER COURSE: INSPECTION AND INVESTIGATION (BOC-I&I) MET/MTT

Course	Description:
P319305 Duration: 2 Weeks	<p>Investigation procedures for teams aboard a vessel at-sea. The curriculum and exercises focus on three types of maritime encounters:</p> <ol style="list-style-type: none">1. Maritime Smuggling2. Fishing Vessel Inspections3. Safety of Life at Sea (SOLAS) equipment inspections <p>After completing this training, the IMS will be able to:</p> <ul style="list-style-type: none">▪ Determine the principles of codified customary international law and maritime law enforcement authority and jurisdiction▪ Conduct team preparations to include a structured risk assessment▪ Lead a team to conduct 'Initial Safety Sweeps' and 'Extended Safety Sweeps' of a vessel at sea▪ Conduct at-sea space-accountability of a vessel▪ Practice using USCG basic techniques for the inspection commercial fishing vessels▪ Complete a safety equipment inspection on a vessel using USCG basic techniques▪ Practice USCG evidence-based investigative techniques for statement writing <p>Lessons include lecture, demonstrations, and exercises. Sample syllabus is on Page 118.</p> <p>Note(s): <i>The Boarding Officer Courses are not sequential; they are independent courses but can be complimentary. BOC-BTS covers team safety aboard a vessel and BOC-I&I covers inspections and investigative techniques.</i></p> <p>STUDENT CLASS SIZE:</p> <p>Maximum: 24</p> <p>Minimum: 16</p> <p>Instructors: 4</p> <p>Materials: The host nation needs to provide the following:</p> <ul style="list-style-type: none">▪ Classroom with desks and chairs of sufficient size for instructing▪ Two moored, unoccupied vessel (20-40 meters) at or near the training site▪ Chalk board, white board or Magna-Slick board



Maritime Law Enforcement (MLE)

BOARDING OFFICER COURSE: INSPECTION AND INVESTIGATION (BOC-I&I) MET/MTT

Course	Description:
<p>P319305</p> <p>Duration: 2 Weeks</p> <p><i>(continued from previous page)</i></p>	<ul style="list-style-type: none"> ▪ Gymnasium or covered area suitable for defensive tactics, preferably with gym mats ▪ Administrative support required for printing student rosters and graduation certificates <p>Target Audience: The course is designed for personnel who are assigned to units conducting maritime law enforcement, border security, general safety patrols, or for any unit, which interacts directly with mariners in international waters or territorial seas. Multi-agency participation is encouraged.</p> <p>Prerequisite: IMSs should currently be assigned to maritime law enforcement duties.</p> <p>Note: The Boarding Officer Courses are not sequential; they are independent courses but can be complimentary. BOC-BTS covers team safety aboard a vessel and BOC-I&I covers inspections and investigative techniques.</p>



Maritime Law Enforcement (MLE)

SAMPLE Boarding Officer Course: Inspection and Investigation (BOC-I&I) MET/MTT SYLLABUS

Week One	Week Two
DAY 1 Introduction Pre-test Authority and Jurisdiction Risk Management	DAY 6 Search Incident to Arrest Arrest Procedures Ethics Seizing Property
DAY 2 Hazardous and Confined Spaces Initial and Extended Safety Sweep Boarding Procedures	DAY 7 Reality-based Boarding Scenarios/Exercises Statement Writing Case File/Package Preparation
DAY 3 Found Weapon Non-commercial Vessel SOLAS Inspection Commercial Fishing Vessel SOLAS Inspection Fraudulent Documents Criminal Violations	DAY 8 Reality-based Boarding Scenarios/Exercises
DAY 4 Firearms Related Offenses Narcotics Identification Questioning Individuals Vessel Search Volumetrics	DAY 9 Reality-based Boarding Scenarios/Exercises Final Case File/Package Preparation Final Presentations
DAY 5 Seizing Contraband At-Sea Space Accountability Illicit Drugs Equipment for Prolonged Vessel Search	DAY 10 Course Review Post-test Course Critiques and Feedback Class Picture Graduation



Maritime Law Enforcement (MLE)

MARITIME LAW ENFORCEMENT INSTRUCTOR DEVELOPMENT COURSE - PHASE 1 (MLE-IDC1) MET/MTT

Course	Description:
P319102 Duration: 2 Weeks	<p>Maritime Law Enforcement Instructor Development Course – Phase 1 (MLE-IDC1) is a train-the-trainer course is designed to instruct IMSs on how to effectively train others in maritime law enforcement as Boarding Officers or Boarding Team Members. The course exports and uses curriculum from the USCG's Instructor Development Course (IDC) for the first week. IDC is a USCG resident course: (G-P INSTRU/230140); P166425 – TRACEN Yorktown, VA; P166435 – TRACEN Petaluma, CA. The second week uses overlapping material from the two Boarding Officer Courses—BOC-BTS (P319573) and BOC-I&I (P319305)—in which IMS will learn to teach and facilitate.</p> <p>In IDC, IMS Instructors are taught techniques in student management, presentation skills, developing visual aids, developing role-play scenarios, and theories of adult learning and feedback. The course is instructed in a workshop format. Each IMS will be required to present several blocks of instruction from the BOC-BTS or BOC-I&I curriculum. Sample syllabus is on Page 115.</p> <p>After completing this training, the IMS instructor will be able to:</p> <ul style="list-style-type: none"> ▪ Demonstrate proper classroom management during their presentation ▪ Develop a lesson plan for presentation to the class ▪ Write a clear set of course objectives ▪ Demonstrate the use of 2 audio/visual training aids developed during their presentation ▪ Develop a Reality-Based Training (RBT) Scenario observing safety precautions ▪ Determine Risk Management (RM) for RBT and scenario execution ▪ Conduct a safety walk-through of the prospective boarding platform and outlying safety zone utilizing safety steps ▪ Draft personal qualification standards (PQS) covering the knowledge, skills, and abilities for their department's operators ▪ Properly identify and demonstrate criticalities of Maritime Law Enforcement defensive tactics in accordance with the Use of Force Continuum (handcuffing, frisking techniques)



Maritime Law Enforcement (MLE)

MARITIME LAW ENFORCEMENT INSTRUCTOR DEVELOPMENT COURSE - PHASE 1 (MLE-IDC1) MET/MTT

Course	Description:
P319102 Duration: 2 Weeks <i>(continued from previous page)</i>	STUDENT CLASS SIZE Maximum: 12 Minimum: 6 Instructors: 4 Materials: The host nation needs to provide the following: <ul style="list-style-type: none">▪ Classroom with desks and chairs for instructing▪ Office or second classroom for reviewing presentations with IMSs▪ Chalk board or Magna-Slick board▪ Minimum of one moored, unoccupied vessel (20-40 meters) at the site▪ Gymnasium or room with sufficient room for handcuffing and defensive tactics criticalities, preferably with gym mats▪ Administrative support required for printing student rosters and gradation certificates Pre-requisite(s): IMSs must be prior graduates of either the BOC-BTS (P319573) or BOC-I&I (P319305) within the last year. IMSs should currently have maritime law enforcement training responsibilities.



Maritime Law Enforcement (MLE)

SAMPLE MARITIME LAW ENFORCEMENT INSTRUCTOR DEVELOPMENT COURSE - PHASE 1 (MLE-IDC1) MET/MTT SYLLABUS

Week One	Week Two
DAY 1 Introduction and Course Overview Instructor Competencies Adult Learning Strategies Assessing Performance	DAY 6 (MLE) Teaching: Risk Management Principles Lesson
DAY 2 (IDC) Review Day 1 Instructor Guides Presentation Skills Questioning Techniques Questioning Techniques	DAY 7 (MLE) Teaching: Boarding Procedures Lessons Teaching: Authority and Jurisdiction Lesson Teaching: Questioning Individuals Lesson
DAY 3 (IDC) Presentations Performance Feedback Sustaining Motivation Managing a Learning Environment	DAY 8 (MLE) Teaching: Initial & Extended Safety Sweep Lesson Teaching: Hazardous Situation/ Confined Space Lesson
DAY 4 (IDC) Capstone Practice Delivering a Lesson Plan	DAY 9 (MLE) Teaching: Ethics for Boarding Personnel Lesson Teaching: Found Weapons Lesson Teaching: Statement Writing Lessons
DAY 5 (IDC) Capstone Assessment Feedback	DAY 10 Course Critiques Class Picture Graduation



Maritime Law Enforcement (MLE)

MARITIME LAW ENFORCEMENT INSTRUCTOR DEVELOPMENT COURSE - PHASE 2 (MLE-IDC2) MET/MTT

Course	Description:
P319130 Duration: 2 Weeks	<p>Maritime Law Enforcement Instructor Development Course – Phase 2 (MLE-IDC2) is a train-the-trainer course is designed to instruct IMSs on how to effectively train IMS Instructors to teach their students with USCG Instructor assistance. Host nations must choose which Boarding Officer Course is best suited for their needs (BOC-BTS/<u>P319573</u> or BOC-I&I/<u>P319305</u>).</p> <p>This approach refines the instructional techniques of graduates from the Maritime Law Enforcement Instructor Development Course – Phase 1 MTT. This course is designed to increase the instructional proficiency of the host nation instructors. Host nation instructors must meet pre-requisites.</p> <p>Sample syllabus of BOC-BTS and BOC-I&I are located on pages <u>118</u> and <u>125</u>.</p> <p>After completing this training, the IMS instructor will be able to:</p> <ul style="list-style-type: none">▪ Demonstrate proper classroom management during their presentation▪ Write a clear set of course objectives▪ Execute Reality-Based Training (RBT) scenarios and observe safety precautions▪ Determine Risk Management (RM) for RBT and scenario execution▪ Conduct a Safety Walk-through of the prospective boarding platform and outlying safety zone utilizing safety steps▪ Facilitate the full courses of either BOC-BTS or BOC-I&I <p>STUDENT CLASS SIZE: Maximum: 24 Minimum: 16 Instructors: 4 USCG Instructors and 4 or more Host Nation Instructors. Materials: The host nation needs to provide the following:</p> <ul style="list-style-type: none">▪ Classroom with desks and chairs of sufficient size for instructing▪ Moored, unoccupied vessel (20-40 meters) at the site▪ Chalk board or Magna-Slick board▪ Gymnasium or covered area, preferably with gym mats



Maritime Law Enforcement (MLE)

MARITIME LAW ENFORCEMENT INSTRUCTOR DEVELOPMENT COURSE - PHASE 2 (MLE-IDC2) MET/MTT	
Course	Description:
P319130 Duration: 2 Weeks <i>(continued from previous page)</i>	Pre-requisite(s): Host nation Instructors must have graduated from the MLE Instructor Development – Phase 1 MTT (P319102) and either Boarding Officer Course – Boarding Team Safety (BOC-BTS) MTT (P319573) or Boarding Officer Course – Inspection and Investigation (BOC-I&I) MTT (P319305) within the previous two years. Host nation instructors should currently have maritime law enforcement training responsibilities and be assigned to maritime law enforcement duties.



Maritime Law Enforcement (MLE)

MARITIME OPERATIONS PLANNING AND MANAGEMENT (MAROPS) MET/MTT

Course	Description:
P319101 Duration: 1 Week	<p>This one-week course is for management-level personnel: officer and senior enlisted personnel (or rank equivalent) with the responsibility for planning, implementing, and coordinating multi-unit maritime law enforcement, port security operations, emergency contingency planners, and operations/command center personnel. The course consists of practical scenarios, case studies, and a final exercise where participants develop an operations plan.</p> <p>Lessons include:</p> <ul style="list-style-type: none">▪ Introduction to Ports, Waterways, and Coastal Security (PWCS)▪ Threat Identification▪ Information Management▪ Maritime Operations Planning <p>This course is highly recommended for multiple agencies to attend together; there are many opportunities for inter-agency coordination and communication.</p> <p>STUDENT CLASS SIZE:</p> <p>Maximum: 20</p> <p>Minimum: 8</p> <p>Instructors: 4</p> <p>Materials: The host nation will need to provide the following:</p> <ul style="list-style-type: none">▪ Classroom with desks and chairs for instructing,▪ Chalk boards or Magna-Slick boards,▪ Navigational charts (coastal approach charts of local area) <p>Note(s): <i>All agencies with maritime jurisdiction should be involved for an integrated approach to maritime PWCS and Law Enforcement operations.</i></p> <p>Participants recommended for this course should already have a basic understanding of Maritime Domain Awareness and operational planning.</p> <p>Target Audience: Officer and senior personnel (or rank equivalent) with the responsibility for planning, implementing, and coordinating multi-unit maritime law enforcement, port security operations, emergency contingency planners, and operations/command center personnel.</p>



Maritime Law Enforcement (MLE)

SAMPLE MARITIME OPERATIONS AND MANAGEMENT COURSE MET/MTT SYLLABUS

Week One

DAY 1

Introduction and Course Overview
 US Coast Guard SECTOR Organization & Roles
 Introduction to Maritime Threats
 Contingency & Security Planning
 Introduction to Case Study

DAY 2

SAR Mission Coordinator
 Risk Management & Case Study
 'Next of Kin' Notifications & Media Inquiries

DAY 3

Federal On-Scene Coordinator
 Pollution & Emergency Management Response
 Port-State Control & Inspections

DAY 4

Federal Maritime Security
 Maritime Threats & Inter-Agency Cooperation
 Operations Briefing/Orders & Planning
 USS Cole Case Study
 Operations and Planning Exercise

DAY 5

Capstone Final Exercise: "Thriving in a Crisis"
 Group Presentations / Exercise Debrief
 Course Critiques
 Class Picture
 Graduation



Maritime Law Enforcement (MLE)

ILLEGAL, UNREPORTED, AND UNREGULATED FISHING (IUU-F) SEMINAR

Course	Description:
P319453 Duration: 1 Week	<p>This five-day IUU-F Seminar targets mid-to-senior level personnel at international fisheries regulatory agencies. The Seminar is often co-lead by US Fisheries Agencies, such as the National Oceanic and Atmospheric Administration Fisheries Office of Law Enforcement, along with the US Coast Guard as directed by the Maritime SAFE Act. The Seminar works best when it is regional and incorporates different countries, Agencies, or various offices and aspects/levels of responsibility. Facilitated discussions highlight key principles and fundamentals of fisheries enforcement. During the seminar, leaders and managers will explore the global threats IUU Fishing poses to national security, food security, and rules-based order. Participants will build relationships that strengthen their nation's interagency approach to combatting IUU-F through custom tailored tabletop exercises and case studies.</p> <p>Target Audience: This Seminar is highly recommended for multiple agencies to attend together. It is designed for mid-to-senior level personnel or supervisory positions with knowledge and experience in fisheries management. The seminar benefits from attendance of personnel with a legal background including prosecutors, judges, and legislators from the host nation. There are many opportunities for inter-agency coordination and communication.</p> <p>Note(s): <i>The host nation(s) will be asked to prepare a brief overview of their nation's legal structure and authorities and a second brief presentation about a relevant IUU-F case study. These two sections are prepared and presented by the host-nation and should be arranged prior to the start of the Seminar.</i></p> <p>Practical discussions and exercises will cover the following topics:</p> <p>Port States Measures Agreement, Vessel Flag and Flags of Convenience, Critical Control Points to Combat IUU Fishing, IUU Fishing and Role of Regional Fisheries Management Organizations (RFMO), Use of Intelligence and Analysis, Conducting Boardings and Inspections, Enforcement Actions, Case Studies and Best Practices, Legal Tools and Authorities to Combat IUU Fishing, Beyond At-Sea Interdiction, Memorandums of Understanding (MOU) and 'Shiprider Agreements' Tabletop Exercises – High Seas Perspective, Tabletop Exercise – Small Group, Associated Crimes, and Diplomatic Messaging.</p> <p>STUDENT CLASS SIZE:</p> <p>Maximum: 32</p> <p>Minimum: 20</p> <p>Instructors: 4</p> <p>Materials: The host nation will need to provide the following:</p> <ul style="list-style-type: none">▪ Classroom with desks and chairs for instructing▪ Chalk boards or Magna-Slick boards



Maritime Law Enforcement (MLE)

SAMPLE ILLEGAL, UNREPORTED, AND UNREGULATED FISHING (IUU-F) SEMINAR SYLLABUS

Week One

DAY 1

Introduction and Overview

Overview of IUU Fishing

Host Country Legal Tools and Authorities (prepared/provided by host-country)

Port State Measures Agreement

Vessel Flag State and Flags of Convenience

DAY 2

Critical Control Points to Combat IUU Fishing

IUU Fishing Vessels and the Role of RFMO

Host Country Case Study (prepared/provided by host-country)

Use of Intelligence and Analysis – Existing Systems

DAY 3

Conducting Inspections and Boardings

Enforcement Actions

Case Study and Best Practices

Legal Tools and Authorities to Combat IUU Fishing

DAY 4

Beyond At-Sea Interdiction

MOUs and Shiprider Agreements

Tabletop Exercise – High Seas

Tabletop Exercise – Small Group

DAY 5

Strategic Messaging and Diplomatic Process

Seminar Review and Critiques

Class Picture

Graduation



Crisis Management

INTERNATIONAL INCIDENT COMMAND SYSTEM (ICS) MET/MTT

Course	Description:
P319267 Duration: 2 Weeks	<p>The Incident Command System (ICS) course teaches the ICS structure for agency responses to incidents and events. The training consists of basic principles and fundamentals of the ICS system and the course exercises build in complexity. Students will perform the functions of ICS roles to manage an incident or planned event.</p> <p>Students are trained in principle ICS functions and responsibilities such as incident assessment, initial command, transfer of command, managing the situational picture, managing resources, developing a response plan, and managing tactical operations. Students learn structured Risk Management, public information management, and inter-agency coordination. The course provides students with the skills needed when assigned to an incident using the ICS system.</p> <p>Sample syllabus is on Page 129.</p> <p>After completion of this training, IMSs will be able to:</p> <ul style="list-style-type: none">▪ Identify the purpose and use of ICS▪ Identify the concepts, protocols, principles, and working relationships of ICS for incidents and events▪ Determine common responsibilities during an incident▪ Determine key elements of an initial response▪ Determine necessary steps to move from the “initial phase” (reaction) to the “planned phase” (management by objectives)▪ Conduct a transfer of command▪ Identify the principles in gathering, displaying, maintaining, and disseminating situation status, resource information, and assignments▪ Develop a support organization for an incident▪ Develop an Incident Action Plan (IAP) Diplomatic Messaging <p>STUDENT CLASS SIZE: Maximum: 24 Minimum: 16 Instructors: 2 Materials: The host nation needs to provide the following:</p> <ul style="list-style-type: none">▪ Two (2) well-lit classrooms with large tables; extra classroom will be used during scenarios▪ A dry erase board and or an easel



Crisis Management

INTERNATIONAL INCIDENT COMMAND SYSTEM (ICS) MET/MTT

Course	Description:
P319267 Duration: 2 Weeks <i>(continued from previous page)</i>	Target Audience: Persons involved with emergency planning, response or recovery efforts. The audience could include members from different agencies who have authority and jurisdiction for emergency response within the region. With the right audience, this course will build the foundation for interagency coordination.

SAMPLE INCIDENT COMMAND SYSTEM (ICS) MET/ MTT SYLLABUS

Week One	Week Two
DAY 1 Welcome and Introductions Introduction to Incident Management	DAY 6 "Sun Cruz Incident" Exercise – Part 1 ICS Review, Unified Command and Objectives Meeting, Command and General Staff Meeting
DAY 2 Fundamentals of Incident Command Systems (ICS) Initial Response and Unified Command	DAY 7 "Sun Cruz Incident" Exercise – Part 2 Tactics Meeting and Planning Meeting
DAY 3 Operational Planning Process	DAY 8 Operations Briefing, IAP Development, and Final Exercise – Part 1
DAY 4 Resource Management, Common Operating Picture, Demobilization and Recovery	DAY 9 Final Exercise – Part 2
DAY 5 Incident Action Plan (IAP) Preparation, Risk Management, and Operational Briefing	DAY 10 Graduation



Legislative Infrastructure Development

The USCG Model Maritime Service Code is designed to assist nations in developing, revising, or implementing an effective maritime legal infrastructure to fulfill a host nation's maritime strategic goals in the areas of maritime safety, security, and stewardship.

MODEL MARITIME SERVICE CODE ASSESSMENT

Course	Description:
P319132 Duration: 1 Week	<p>This assessment is designed to help nations review and assess their maritime legal systems to ensure existence of an adequate legal basis for maritime safety, security, and stewardship. The team will work with the U.S. Embassy and host nation counterparts to learn about existing domestic laws, institutions, legislative and regulatory processes, and major maritime activities within the nation. The assessment will examine a host nation's strategic maritime goals and assess whether the maritime legal framework in place is adequate to achieve these goals. The assessment can be tailored for a host nation which lacks any authority or maritime force at all, or for a host nation simply looking to assess and/or improve an already existing maritime legal framework in 1 or more maritime mission areas. The team will normally produce a report for the host nation and embassy, which addresses and makes recommendations. The purpose of the assessment is to assist nations in implementing an effective maritime legal infrastructure to fulfill a host nation's maritime strategic goals in the areas of maritime safety, security, and stewardship.</p> <p>Target Audience: Host nation government officials with a role in the development of their maritime legal framework.</p>

MODEL MARITIME SERVICE CODE IMPLEMENTATION

Course	Description:
P319140 Duration: 1 Week	<p>To assist the host nation to fine-tuning the maritime legislative and policy initiatives. Assist visits can involve operational training for maritime personnel, assistance with regulatory drafting and/or other forms of drafting support as deemed necessary by the parties involved.</p> <p>Target Audience: Host nation government officials with a role in the development of their maritime legal framework.</p> <p>Pre-requisite(s): Completion of Model Maritime Service Code Assessment (P319132) listed above.</p>



Search and Rescue (SAR)

Every two hours, each day, the USCG saves a life by rescuing people from the water, from sinking ships, from rooftops in flooded areas, and from difficult remote areas. USCG search and rescue (SAR) courses train SAR personnel in search theory and planning using the International Aeronautical and Maritime SAR Manual and both high and low-technology SAR equipment.

SEARCH COORDINATION AND EXECUTION MET/MTT

Course	Description:
P309163 Duration: 2 Weeks	<p>This course provides personnel assigned to Rescue Coordination Centers or actively engaged in Search and Rescue (SAR) training in accordance with standards and benchmarks outlined in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual for search planning, coordination, and execution. The techniques and processes taught throughout this course enable the IMSs to understand the variables in search planning and how to make effective decisions based on available data. The "Manual Solution Method" for Search and Rescue planning is emphasized to provide a better understanding of environmental variables that could potentially decide the success or failure of a SAR mission. IMSs will also receive instruction on SAR resources duties, SAR communications and Flare Incidents. Realistic tabletop scenarios. These modules will be used to test the IMSs comprehension and to prepare the IMSs for their daily operations. All exercises will be conducted in the respective host nation's area of responsibility using available resources and local knowledge. This training can be tailored to specific host nation needs.</p> <p>After completing this training, the student will be able to:</p> <ul style="list-style-type: none"> ▪ Determine the SAR system elements ▪ Determine the different phases of a SAR case ▪ Respond to a request for SAR assistance ▪ Identify the various forms of communication within the SAR system ▪ Determine the duties and responsibilities of members within the SAR system ▪ Identify, calculate and apply the various factors and errors to find datum ▪ Identify the Global Maritime Distress and Safety System (GMDSS) and its application ▪ Plot the different search patterns and explain their uses ▪ Determine the various steps of Operational Risk Assessment and Planning ▪ Develop an appropriate rescue plan for a Search and Rescue Operation



Search and Rescue (SAR)

SEARCH COORDINATION AND EXECUTION MET/MTT

Course	Description:
P309163 Duration: 2 Weeks <i>(continued from previous page)</i>	STUDENT CLASS SIZE: Maximum: 24 Minimum: 12 Instructors: 4 Materials: The host nation will need to provide the following: <ul style="list-style-type: none">▪ Classroom with 1 chart table for every 3 IMSs▪ Printed materials for IMSs: PowerPoint presentations and various worksheets▪ Nautical charts of local area for exercises, if desired Target Audience: IMSs must have basic navigation and seamanship skills. All IMSs should be currently assigned to SAR duties.

SEARCH AND RESCUE OPTIMAL PLANNING SYSTEM (SAROPS) MET/MTT

Course	Description:
Phase I – P309229 Duration: 2-5 Days Phase II – P309230 Duration: 1-2 Weeks Phase III – P309231 Duration: 1-2 Weeks	<p>The U.S. Coast Guard's (USCG) Search and Rescue Optimal Planning System (SAROPS) is the USCG's primary Search and Rescue (SAR) mission planning tool. SAROPS applies sophisticated modeling techniques and algorithms to simulate the movement of search objects and optimally plan search missions based off of available search units. It allows the search planner to define the scenario, access environmental data such as winds and water currents patterns, compute drift trajectories, estimate effective sweep widths, predict survival times; simulate environmental hazards; and develop near optimal search plans, given the amount of resources available.</p> <p>Note(s): SAROPS is a potentially expensive and complex software program sold only to countries which meet all the technical infrastructure and training prerequisites. SAROPS installation and training occurs in 3 distinct phases.</p> <p>PHASE I: PRE-INSTALLATION TECHNICAL ASSESSMENT</p> <p>A team of subject matter experts visit to determine the optimal setup for SAROPS based on the geographic and logistical requirements of the host nation. SAROPS can be installed as either a standalone or server environment. Upon conclusion of the visit, the team will provide a list of the hardware, software, and support requirements necessary to install the SAROPS.</p>



Search and Rescue (SAR)

SEARCH AND RESCUE OPTIMAL PLANNING SYSTEM (SAROPS) MET/MTT

Course	Description:
Phase I – P309229 Duration: 2-5 Days	<p>Target Audience: Maritime SAR policy planners within the national maritime SAR organization, and IT personnel that develop and support command and control systems.</p>
Phase II – P309230 Duration: 1-2 Weeks	<p>PHASE II: SAROPS INSTALLATION</p> <p>Installation of the hardware and software in the designated locations and follow-on IT Training necessary to maintain the system, as well as any IT assistance to ensure system is operating effectively.</p>
Phase III – P309231 Duration: 1-2 Weeks	<p>Target Audience: Command center supervisors and IT personnel who will maintain the hardware/software systems upon which the SAROPS system runs.</p>
<p><i>(continued from previous page)</i></p>	<p>PHASE III: TECHNICAL ASSISTANCE AND OPERATIONAL TRAINING</p> <p>Follow-on “over the shoulder” technical assistance and on-site training provided to ensure maximum usage of software and assist host nation to add additional users to the system.</p> <p>Successful installation and operation will depend on having a core group of SAR planners present who are familiar with USCG maritime search and rescue planning concepts. This core group assists with instruction during lectures and laboratory sessions, including translating between English and the host nation language, if necessary.</p> <p>Target Audience: SAR controllers (those who will use the system to plan and coordinate maritime SAR cases at the command center level).</p> <p>Pre-requisite(s): All 3 phases are required to successfully complete installation and implementation of SAROPS.</p> <p>Note(s) applicable to all phases:</p> <ul style="list-style-type: none"> ▪ Pre-requisite hardware and software technical requirements necessary to install the SAROPS system are below and on the next page. ▪ SAROPS Phase I (P309229) and SAROPS Phase II (P309230) participants must have a basic understanding of maritime SAR planning and must be knowledgeable on the computer systems that support the SAROPS system. At a minimum, users must have an understanding of Windows 10.



Search and Rescue Optimal Planning System (SAROPS) Pre-requisite hardware

Hardware Requirements:

A computer system is required with sufficient capacity to house and effectively run both the base graphical user interface and SAROPS software. The hardware is dependent on the configuration chosen by each nation for the use of SAROPS. SAROPS can be housed locally in standalone configuration, by a hosting SAROPS on a centralized server or by hosting SAROPS using a cloud provider. The USCG advises at a minimum, Hardware Requirements as follows:

- **CPU Speed:** 1.6 GHz recommended or higher
- **Processor:** Intel Core Duo, Intel Pentium or Intel Xeon Processors
- **Memory/RAM:** 8 GB recommended or higher
- **Display Properties:** Greater than 256 color depth
- **Screen Resolution:** 1024 x 768 recommended or higher at Normal size (96dpi)
- **Swap Space:** Determined by the operating system, 500 MB minimum
- **Disk Space:** 500 GB or higher

Network Requirements:

Internet Connections: One per machine to be installed used for environmental data and external mapping services. Firewall must allow port 80 and 443.

Software Requirements:

System and common software. Must have at minimum the computer operating system installed; Microsoft Windows 10 and a basic internet browser.

ESRI ArcGIS software. ArcGIS software is required as the Geographic Information System base on which SAROPS runs as an extension. This software is available commercially and must be purchased by international partners. The current specific software includes:

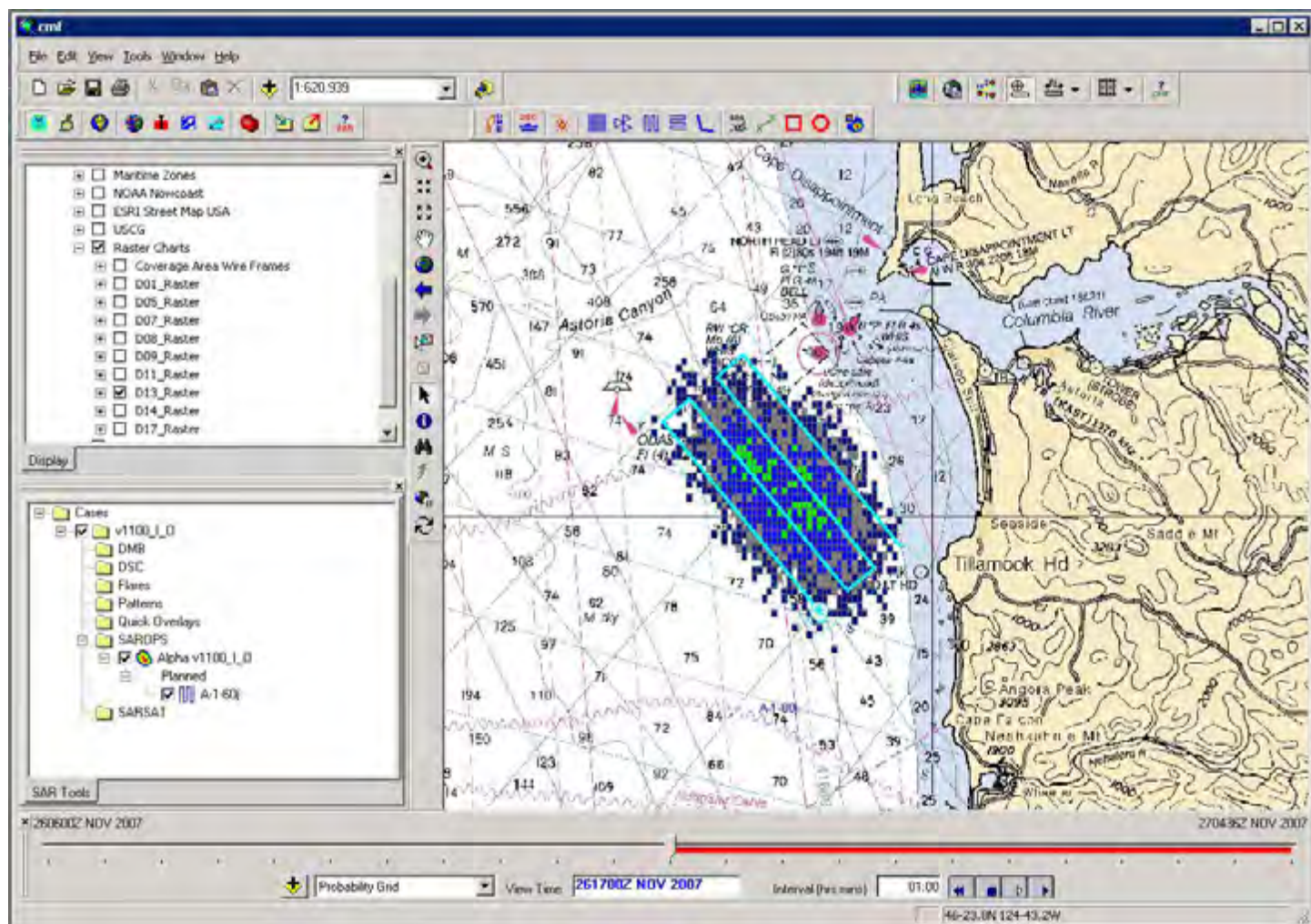
- ArcGIS 10.5



Search and Rescue (SAR)

Environmental Data Server. SAROPS was designed to effectively use higher resolution gridded environmental data products to provide superior accuracy in search object drift. To make use of these products an Environmental Data Server (EDS) is needed. EDS is software that requires a hardware platform; this may be the same as the platform for SAROPS if sufficient capacity is available on that hardware. This software is available commercially and may be purchased by international partners. Two options for EDS service are available:

1. It is recommended that each host nation develop their own EDS; either with their own resources or with Applied Science Associates (ASA), the contractor that developed the USCG's EDS. EDS operation requires a significant amount of IT infrastructure, follow-on maintenance and updates
2. Host nation may choose to contract for EDS data through a subscription service to an EDS maintained by a commercial source such as ASA





Small Boat Operation and Maintenance

Strong naval engineering, expert small boat operations and competent maintenance are essential to effective operations, and to keep vessels and equipment operating at peak performance. These courses cover a broad range of topics including engineering and logistics administration, outboard motor and hull maintenance, small boat operations and training program development. Specific course offering logistics, such as training location, number of IMSs and training dates, may be tailored to meet host nation requirements.

SHIPBOARD EMERGENCY RESPONSE (SER) MET/MTT	
Course	Description:
P314100 Duration: 2 Weeks	<p>The Shipboard Emergency Response (SER) course is best conducted aboard a vessel ≥ 20 meters. SER covers the fundamentals of shipboard damage control such as firefighting, dewatering, and basic engineering malfunctions. It stresses the importance of effective engineering logistics and program maintenance in support of preparing a ship in the event of damage. Lube oil testing, electrical tag-out procedures, preventative maintenance systems, and mishap reporting systems are covered. IMSs are introduced to programs that manage damage control training, safety, and personal protective equipment. This course is best for units and personnel from offshore patrol vessels who operate for multiple days at sea.</p> <p>Note: If available, Instructors will only use a vessel's existing damage control plans and/or standard operating procedures. This course will not be able to write a vessel's response plan.</p> <p>After completing this training, the IMS will be able to:</p> <ul style="list-style-type: none">▪ Respond to shipboard emergency situations such as flooding and firefighting▪ Respond to Basic Engineering Casualties such as low fuel pressure, overheating engine, loss of lube oil pressure, and unusual noise or vibration▪ Review or improve existing shipboard emergency administration or programs▪ Conduct response team preparations to include a structured risk assessment▪ Sample syllabus on Page 137. <p>Materials: The host nation needs to provide the following:</p> <ul style="list-style-type: none">▪ A vessel greater than 20 meters where drills can occur throughout the course▪ A classroom equipped with electricity and a large white surface area for audiovisual projection, and sufficient tables and chairs to accommodate each participant – this may be aboard the vessel▪ Access to a nearby waterfront facility with at least one vessel that can be used as a training platform▪ Access to the vessel's large engine room <p>STUDENT CLASS SIZE: Maximum: 20 Minimum: 12 Instructors: 4</p>



Small Boat Operation and Maintenance

SHIPBOARD EMERGENCY RESPONSE (SER) MET/MTT

Course	Description:
P314100 Duration: 2 Weeks <i>(continued from previous page)</i>	<p>Pre-requisites: None</p> <p>Target Audience: IMSS currently assigned to positions aboard a vessel. Positions responsible for a vessel's damage control. Engineering personnel aboard a vessel.</p> <p>Note(s):</p> <ul style="list-style-type: none"> This course is most effective when tailored to the host nation's specific vessels. Please provide vessel specifics to training team. Direct communications between the training team and the sponsoring country team office are encouraged. Effectiveness can be maximized by having a team assess the condition of the equipment prior to the mission.

SAMPLE SHIPBOARD EMERGENCY RESPONSE (SER) MET/MTT SYLLABUS

Week One	Week Two
DAY 1 Introduction and Course Overview Risk Management Personal Protective Equipment SER and Maintenance Inventory	DAY 6 Shipboard Familiarization Drill: Low Fuel Pressure Drill: Overheating Engine
DAY 2 Lock-Out Tag-Out Maintenance Procedure Cards Damage Control Organization	DAY 7 Drill: Loss of Fuel Pressure Drill: Loss of Lube Oil Pressure
DAY 3 Firefighting Fuel/Lube Oil Systems Shoring & Structural Damage Response	DAY 8 Drill: Crank Case Explosion Drill: Electrical "Charlie" Fire Drill: Unusual Noise or Vibration Drill: Firefighting
DAY 4 Rapid Plotting and Damage Communications Plugging and Patching (underwater hull damage)	DAY 9 Drill: Compartment Fire Drill: Underwater Hull Damage Drill: Pipe Patching Drill: Shoring & Structural Damage
DAY 5 Onboard Training Team Management Vessel Drill Card Review	DAY 10 Capstone: Mass Casualty Drill Course Review Course Critique Graduation



Small Boat Operation and Maintenance

OUTBOARD MOTOR MAINTENANCE (OMM) MET/MTT

Course	Description:
P314103 Duration: 2 Weeks	<p>The Outboard Motor Maintenance (OMM) course is designed for IMSs assigned to units who use small boats equipped with outboard engines. Instructors will facilitate a "100-hour" or routine maintenance program with IMSs – using the host nation's small boats.</p> <p>Classroom portions will include an overview of engine components and required maintenance for each primary component and troubleshooting steps. OMM will include hands-on work with the host nation's engines, giving IMSs practical experience on basic troubleshooting and repairs.</p> <p>Note(s): <i>Host nations must provide specific engine serial numbers for the engines that will be part of the course. Instructors will be assisting with an engine's maintenance and will likely need to bring specific parts. Providing timely serial numbers are absolutely essential to the success of this course.</i></p> <p>Sample Syllabus is on <u>Page 141</u>.</p> <p>After completing this training, the IMS will be better able to:</p> <ul style="list-style-type: none">▪ Basic application of engine theory - 2 stroke and 4 stroke▪ Troubleshoot engine components▪ Diagnose electrical problems▪ Diagnose problems with charging or starting circuit▪ Diagnose problems with a capacitor discharge ignition system and its components▪ Service a cooling system and the outboard motor gear case▪ Develop their unit's outboard motor maintenance plan <p>STUDENT CLASS SIZE: Maximum: 20 Minimum: 12 Instructors: 4</p>



Small Boat Operation and Maintenance

OUTBOARD MOTOR MAINTENANCE (OMM) MET/MTT

Course	Description:
<p>P314103</p> <p>Duration: 2 Weeks</p> <p><i>(continued from previous page)</i></p>	<p>Materials: The host nation needs to provide the following:</p> <ul style="list-style-type: none"> ▪ Serial numbers of upper units of engines ▪ Serial numbers of lower units of engines ▪ Lube oil for engines ▪ Gear case oil or lower unit oil for engines ▪ Electrical contact cleaner ▪ Buckets for draining oil and hazardous material disposal ▪ A classroom suitable for student numbers with desks or tables and chairs ▪ Manuals for host country's engines for IMSs to use, as well as specialized troubleshooting software, hardware and manufacturer required special tools ▪ A minimum of 2 engines available for IMSs to use in practical exercises. The outboard engines shall be out of the water, on stands and available exclusively for training, not to be used afterwards for operations, as IMSs will be taking them apart <p>Target Audience: The Outboard Motor Maintenance (OMM) course is designed for IMSs assigned to units who use small boats equipped with outboard engines.</p> <p>Note(s): <i>This course is only effective when tailored to the host nation's particular engine type(s). Please provide timely engine specifics (make, model, and specific serial numbers) of engines to be used in the training to the Country Liaison Officer upon initial contact</i></p> <p><i>Effectiveness can be maximized by having a team conduct an assessment of the current condition of the equipment prior to the mission</i></p> <p><i>If functional engines are to be used for the training, the host nation must have a supply of spare parts on hand to facilitate break down and rebuild of the engines during the class</i></p>



Small Boat Operation and Maintenance

Outboard Motor Maintenance Equipment and Supplies

This course is only executed if the host agency has the following list of items. Please note that this list is very general and not complete. Having this equipment available does not guarantee that the instructors or IMSs will be able to effect necessary repairs, but it greatly increases the chance of success. If there is a desire for the USCG to provide specific recommendations for tool, spare part and consumable purchases, the host nation will need to engage with the USCG well in advance of course execution.

- At Least 2 Outboard Engines (Required)
- Engine Stands
- Test Tank
- Gasoline and Portable Fuel Tank
- Model Specific Lubricants
- Carburetor Cleaner
- Complete Appropriate Socket Set
- Combination Wrenches
- Strap Wrenches
- Torque Wrenches
- Model Specific Specialty Tools
- Heating Elements
- Thermometers
- Multimeters
- Model Specific Diagnostic Equipment
- Model Specific Service Manuals
- Model Specific Spare Fuel Filters
- Model Specific Oil Filters (For 4 Stroke Engines)
- Model Specific Spare Impellers
- Model Specific Spare Spark Plugs
- Model Specific Spare Fuel Pumps
- Model Specific Spare Gaskets
- Model Specific Carburetor Rebuild Kit
- Running Water with Hose Spicket to Run Engines



Small Boat Operation and Maintenance

SAMPLE OUTBOARD MOTOR MAINTENANCE (OMM) MET/MTT SYLLABUS	
Week One	Week Two
DAY 1 Overview of Course Pre-Test Two-Stroke Theory Four-Stroke Theory Engine Component Identification	DAY 6 Review and Questions Troubleshooting Principles Starting Systems Diagnosis
DAY 2 Lube & Fuel Oil System Theory Component Identification Outboard Engine Component Identification	DAY 7 Fuel Systems Diagnosis
DAY 3 Electrical Theory Start and Charging System Component Ignition System Component	DAY 8 Ignition & Starting System Diagnosis
DAY 4 Electrical System Exercise Electrical Component Identification	DAY 9 Cooling System Diagnosis
DAY 5 Cooling Systems Outboard Motor Basic Maintenance	DAY 10 Course Review Post-Test Course Critique Graduation



Small Boat Operation and Maintenance

SMALL BOAT OPERATIONS: DELIVERING A TEAM & PATROLS (SBO-DT) MET/MTT

Course	Description:
P319569 Duration: 2 Weeks	<p>The Small Boat Operations: Delivering a Team & Patrols (SBO-DT) course familiarizes IMSs with fundamental boat operations, procedures of coming alongside another vessel to deliver a team, and basic charting and navigation in order to develop patrol plans.</p> <p>SBO-DT is based on the USCG's coxswain training program and establishes job-oriented skills for small boat personnel.</p> <p>IMSs will engage in an estimated 30.5 hours of underway exercises designed to develop boat handling skills and their practical application. The course culminates in an all-day 'Patrol Planning' capstone that incorporates navigation, boat handling, coming alongside another vessel, and small boat emergencies.</p> <p>Note: <i>Fuel must be provided.</i></p> <p>After completing this training, the IMS will be able to:</p> <ul style="list-style-type: none">▪ Demonstrate the ability to operate a small boat safely▪ Practice coming alongside another vessel to deliver a team to that vessel▪ Demonstrate basic charting and navigation plotting, including symbols, scales, and proper track line labeling▪ Demonstrate the ability to correctly respond to basic small boat engine emergencies▪ Identify and demonstrate appropriate actions to respond to a person who has fallen overboard <p>SBO-DT may be best for Agencies who use small boats to deliver boarding teams or inspectors. For Agencies with SAR and salvage/towing authorities, the Small Boat Operations: Search and Rescue & Towing (SBO-SAR) MTT (P319571) may be better.</p> <p>STUDENT CLASS SIZE AND BOAT(S):</p> <p>Maximum: 12 students and 2 boats</p> <p>Minimum: 4 students and 1 boat</p> <p>Instructors: 1 boat = 4 Instructors, 2 boats = 5 Instructors, and 3 boats = 7 instructors</p> <p>Materials: The host nation needs to provide the following:</p> <ul style="list-style-type: none">▪ Operational small boats (less than 50 ft./15 m. in length)▪ Classroom of sufficient size for the class▪ Sufficient pier facility size so all boats can conduct drills▪ Training area of sufficient size to practice navigation



Small Boat Operation and Maintenance

SMALL BOAT OPERATIONS: DELIVERING A TEAM & PATROLS (SBO-DT) MET/MTT

Course	Description:
P319569 Duration: 2 Weeks <i>(continued from previous page)</i>	<ul style="list-style-type: none"> An operational small boat is a fully capable operational vessel, with a fully qualified crew (i.e., the normally assigned boat crew), adequate lifesaving and firefighting equipment, electronics package consisting of a compass, chart plotter and GPS, and fuel <p>Prerequisite(s): IMSs should be in a position where they operate a small boat or are part of a boat crew.</p>

SAMPLE SMALL BOAT OPERATIONS: DELIVERING A TEAM & PATROLS (SBO-DT) MET/MTT SYLLABUS

Week One	Week Two
DAY 1 Introduction and Course Overview Risk Management Weather Crew Fatigue & Motion Sickness	DAY 6 Anchoring Lecture Underway: Electronic Charting Display Underway: Anchoring Underway: 3.5 hours
DAY 2 Boat Handling Lecture Navigation Rules Man-Overboard Lecture Pre-underway Checks at Vessel Basic Engineering Casualty Control at Vessels	DAY 7 Coming Along Side Another Vessel Lecture Underway: Coming Along Side Another Vessel Underway: 4.5 hours
DAY 3 Pre-underway Checks Underway: Maneuvering Underway: Man-Overboard Underway: 4.5 hours	DAY 8 Underway: Medical Emergency on Own Vessel Underway: 6 hours
DAY 4 Maritime Knots Lecture Pre-underway Checks Underway: 5 hours	DAY 9 Underway: Patrol Planning Capstone Underway: 6.5 hours
DAY 5 Basic Navigation & Charting Lecture	DAY 10 Course Review Evaluation Class Photo Graduation



Small Boat Operation and Maintenance

SMALL BOAT OPERATIONS: SEARCH AND RESCUE & TOWING (SBO-SAR) MET/MTT

Course	Description:
P319571 Duration: 2 Weeks	<p>The Small Boat Operations: Search and Rescue & Towing (SBO-SAR) course familiarizes IMSs with fundamental boat operations, SAR patterns, and small boat towing procedures.</p> <p>SBO-SAR is based on the USCG's coxswain training program and establishes job-oriented skills for small boat personnel.</p> <p>IMSs will engage in an estimated 26.5 hours of underway exercises designed to develop boat handling skills to execute small boat SAR patterns and small boat towing. The course culminates in an all-day 'SAR' capstone that incorporates navigation, boat handling, executing SAR patterns to search for a missing person in the water, towing, and small boat emergencies.</p> <p>Note(s): <i>Fuel must be provided for the vessels.</i></p> <p>Sample syllabus on Page 146.</p> <p>After completing this training, the IMS will be able to:</p> <ul style="list-style-type: none">▪ Demonstrate safe preparation of small boat for towing, inspect towing equipment, and understand the forces involved in towing▪ Identify and demonstrate appropriate search patterns factoring location and on scene weather conditions▪ Identify dangers to a boat at sea and different types of breaking seas, including their characteristics and causes <p>STUDENT CLASS SIZE AND BOAT(S):</p> <p>Maximum: 12 students and 2 boats</p> <p>Minimum: 4 students and 2 boats</p> <p>Instructors: 1 boat = 4 Instructors, 2 boats = 5 Instructors, and 3 boats = 7 instructors</p>



Small Boat Operation and Maintenance

SMALL BOAT OPERATIONS: SEARCH AND RESCUE & TOWING (SBO-SAR) MET/MTT

Course	Description:
P319571 Duration: 2 Weeks <i>(continued from previous page)</i>	<p>Materials: The host nation needs to provide the following:</p> <ul style="list-style-type: none"> ▪ Operational small boats (less than 50 ft./15 m. in length) ▪ Classroom of sufficient size for the class ▪ Sufficient pier facility size so all boats can conduct drills ▪ Training area of sufficient size to practice navigation ▪ An operational small boat is a fully capable operational vessel, with a fully qualified crew (i.e., the normally assigned boat crew), adequate lifesaving and firefighting equipment, electronics package to include radar, compass, GPS, and chart plotter, outfitted for towing and fuel <p>Prerequisite(s): IMSs should be in a position where they operate a small boat or are part of a boat crew.</p>



Small Boat Operation and Maintenance

SAMPLE SMALL BOAT OPERATIONS: SEARCH AND RESCUE & TOWING (SBO-SAR) MET/MTT SYLLABUS

Week One	Week Two
DAY 1 Introduction and Course Overview Risk Management Weather Crew Fatigue	DAY 6 SAR Fundamentals Expanding Square (SS) Pattern Sector Search (VS) Pattern Parallel Track Search (TS) Pattern Creeping Line (CS) Pattern Underway: 5 hours
DAY 2 Boat Handling Lecture Navigation Rules Man-Overboard Lecture Pre-underway Checks at Vessels Basic Engineering Casualty Control at Vessels	DAY 7 Stern Tow Side Tow Underway: 4.5 hours
DAY 3 Pre-underway Checks Underway: Maneuvering Underway: Man-Overboard Underway: 4.5 hours	DAY 8 Underway: 6.5 hours
DAY 4 Medical Emergency on Own Vessel Anchoring Underway: 5 hours	DAY 9 Search and Rescue (SAR) Capstone Underway: 6.5 hours
DAY 5 Basic Navigation & Charting	DAY 10 Course Review Class Photo Graduation



Small Boat Operation and Maintenance

SMALL BOAT OPERATIONS INSTRUCTOR DEVELOPMENT COURSE - PHASE 1 (SBO-IDC1) MET/MTT

Course	Description:
P319032 Duration: 2 Weeks	<p>Small Boat Operations Instructor Development Course – Phase 1 (SBO-IDC1) MET/MTT is a train-the-trainer course is designed to instruct IMSs on how to effectively train others in small boat operations. The course exports and uses curriculum the U.S. Coast Guard’s Instructor Development Course (IDC) for the first week.</p> <p>IDC is a USCG resident course: (G-P INSTRU/230140); P166425 – TRACEN Yorktown, VA; P166435 – TRACEN Petaluma, CA.</p> <p>The second week uses the overlapping material from the two Small Boat Operations: Delivering a Team & Patrols (SBO-DT) (P319569) and Small Boat Operations: SAR & Towing (SBO-SAR) (P319571). IMSs learn to teach and facilitate the course material.</p> <p>In IDC, IMS Instructors are taught techniques in student management, presentation skills, developing visual aids, developing role-play scenarios, and theories of adult learning and feedback. The course is instructed in a workshop format. Each IMS will be required to present several blocks of instruction from the SBO-DT or the SBO-SAR curriculum.</p> <p>Sample syllabus is on Page 149.</p> <p>After completing this training, the IMSs will be able to:</p> <ul style="list-style-type: none"> ▪ Demonstrate proper classroom management during presentations ▪ Execute lesson plans for presentation to IMSs ▪ Write a clear set of course objectives ▪ Demonstrate the use of audio/visual training aids during their presentation ▪ Execute underway small boat training exercises observing safety precautions ▪ Determine Risk Management (RM) for underway small boat training exercises ▪ Conduct safety checks for operational assets prior to underway training exercises ▪ Deliver assisted instruction to entry-level small boat operators <p>STUDENT CLASS SIZE AND BOAT(S): Maximum: 12 students and 2 boats Minimum: 6 students and 2 boats Instructors: 1 boat = 4 Instructors, 2 boats = 5 Instructors, and 3 boats = 7 instructors</p>



Small Boat Operation and Maintenance

SMALL BOAT OPERATIONS INSTRUCTOR DEVELOPMENT COURSE - PHASE 1 (SBO-IDC1) MET/MTT

Course	Description:
P319032 Duration: 2 Weeks <i>(continued from previous page)</i>	<p>Materials: The host nation needs to provide the following:</p> <ul style="list-style-type: none">▪ Operational small boats (less than 50 ft./15 m. in length)▪ Classroom of sufficient size for the class▪ Second classroom for reviewing presentations with IMSs▪ Chalk board or Magna-Slick board▪ Sufficient pier facility size so all boats can conduct dual drills▪ Training area of sufficient size to practice navigation▪ A fully capable and operational unit small boat, with a qualified crew, adequate lifesaving and firefighting equipment, electronics package, outfitted for towing, and fuel <p>Prerequisite(s): IMSs should be in a coxswain or coxswain instructor position. Being a graduate of either Small Boat Operations: Delivering a Team & Patrols (SBO-DT) (P319569) or Small Boat Operations: Search and Rescue & Towing (SBO-SAR) (P319571) is beneficial, but not required.</p>



Small Boat Operation and Maintenance

SAMPLE SMALL BOAT OPERATIONS INSTRUCTOR DEVELOPMENT COURSE - PHASE 1 (SBO-IDC1) MET/MTT SYLLABUS

Week One	Week Two
DAY 1 (IDC) Instructor Competencies Adult Learning Strategies Assessing Performance	DAY 6 (SBO Instruction) Teaching: Risk Management Teaching: Weather Teaching: Crew Fatigue/Motion Sickness
DAY 2 (IDC) Instructor Competencies Adult Learning Strategies Assessing Performance	DAY 7 (SBO Instruction) Teaching: Navigation Rules Teaching: Boat Handling Teaching: Man-Overboard
DAY 3 (IDC) Performance Feedback Sustaining Motivation Managing a Learning Environment	DAY 8 (SBO Instruction) Teaching: Basic Engineering Casualty Control at Vessels
DAY 4 (IDC) Capstone Practice Delivering a Lesson Plan	DAY 9 (SBO Instruction) Teaching: Basic Navigation & Charting
DAY 5 (IDC) Capstone Assessment Feedback	DAY 10 (SBO Instruction) Course Overview Evaluation Class Photo Graduation

**SMALL BOAT OPERATIONS INSTRUCTOR DEVELOPMENT COURSE - PHASE 2 (SBO-IDC2) MET/MTT**

Course	Description:
P319034 Duration: 2 Weeks	<p>Small Boat Operations Instructor Development Course – Phase 2 (SBO-IDC2) takes the curriculum from either Small Boat Operations: Delivering a Team & Patrols (SBO-DT) (P319569) or Small Boat Operations: SAR & Towing (SBO-SAR) (P319571) and IMS Instructors teach their students with USCG Instructor assistance.</p> <p>Host nations must choose which Small Boat Operations course is best suited for their needs, either SBO-DT or SBO-SAR.</p> <p>The SBO-DT or SBO-SAR are instructed jointly using USCG and host nation Instructors. The focus of this approach is to refine the instructional techniques of graduates from the Small Boat Operations Instructor Development Course – Phase 1 (SBO-IDC1) MTT. This course is designed to increase the instructional proficiency of the host nation instructors. Host nation instructors must meet pre-requisites.</p> <p>Sample syllabus of SBO-DT or SBO-SAR are located on pages 146 and 149. This SBO-IDC2 would use either of those.</p> <p>After completing this training, the IMS Instructor will be able to:</p> <ul style="list-style-type: none">▪ Demonstrate proper classroom management during their presentation▪ Execute a clear set of course objectives▪ Execute Reality-Based Training (RBT) scenarios and observe safety precautions▪ Determine Risk Management (RM) for RBT and underway execution▪ Conduct a Safety Walkthrough of the prospective small boat training platform and outlying safety zone utilizing safety steps▪ Facilitate the full course of either SBO-DT (P319569) or SBO-SAR (P319571) <p>STUDENT CLASS SIZE AND BOAT(S):</p> <p>Maximum: 12 students and 2 boats</p> <p>Minimum: 4 students and 1 boat</p> <p>Instructors: 2 host nation Instructors and 4-7 USCG Instructors depending on number of boats (1 boat = 4 Instructors, 2 boats = 5 Instructors, and 3 boats = 7 instructors)</p>


SMALL BOAT OPERATIONS INSTRUCTOR DEVELOPMENT COURSE - PHASE 2 (SBO-IDC2) MET/MTT

Course	Description:
<p>P319034</p> <p>Duration: 2 Weeks</p> <p><i>(continued from previous page)</i></p>	<p>Materials: The host nation needs to provide the following:</p> <ul style="list-style-type: none"> ▪ Operational small boats (less than 50 ft./15 m. in length) ▪ Classroom of sufficient size for the class ▪ Sufficient pier facility size so all boats can conduct dual drills ▪ Training area of sufficient size to practice navigation ▪ A fully capable and operational unit small boat, with a qualified crew, adequate lifesaving and firefighting equipment, electronics package, outfitted for towing, and fuel <p>Prerequisite(s): Joint instructors must have graduated from the Small Boat Operations Instructor Development Course – Phase 1 (SBO-IDC1) (<u>P319032</u>) MTT and either SBO-DT (<u>P319569</u>) or SBO-SAR (<u>P319571</u>) within the last two years and should currently have small boat operation training responsibilities and be assigned to small boat operation duties or be in coxswain or coxswain instructor position.</p>



SECTION

APPENDIX



Course Listing - Alphabetically by Course Title

COURSE TITLE	MASL	CATEGORY	DESCRIPTION	PAGE
47' Motor Lifeboat (MLB) Coxswain Intro	<u>P145175</u>	C School	Small Boat Ops	<u>79</u>
87' Coast Patrol Boat (CPB) Motor Turbine Unit (MTU) Basic	<u>P145179</u>	C School	Engineering	<u>75</u>
87' Coast Patrol Boat (CPB) Motor Turbine Unit (MTU) Advanced Electrical	<u>P145180</u>	C School	Engineering	<u>75</u>
87' Coast Patrol Boat (CPB) Motor Turbine Unit (MTU) Advanced Mechanical	<u>P145180</u>	C School	Engineering	<u>75</u>
Advanced Electronics	<u>P131077</u>	C School	Engineering	<u>73</u>
Air Conditioning and Refrigeration	<u>P145414</u>	C School	Engineering	<u>69</u>
Aluminum Welding	<u>P145422</u>	C School	Engineering	<u>72</u>
Aviation Survival Technician 'A' (Prep Course)	<u>P116004</u>	A School	Aviation	<u>60</u>
Aviation Survival Technician 'A' (Rescue Swimmer)	<u>P116036</u>	A School	Aviation	<u>59</u>
Basic Boarding Officer	<u>P173101</u>	C School	Maritime Law Enforcement	<u>77</u>
Boarding Officer Course: Boarding Team Safety (BOC-BTS)	<u>P319143</u>	MET/MTT	Maritime Law Enforcement	<u>113</u>
Boarding Officer Course: Inspection & Investigation (BOC-I&I)	<u>P319305</u>	MET/MTT	Maritime Law Enforcement	<u>116</u>
Boatswain's Mate 'A'	<u>P145296</u>	A School	Operations	<u>65</u>
Caterpillar 3508 Operator/Maintenance	<u>P145173</u>	C School	Engineering	<u>70</u>
Chief Petty Officer (CPO) Academy	<u>P171302</u>	PME	PME	<u>92</u>
Chief Warrant Officer (CWO) Professional Development - 2 Week	<u>P171036</u>	PME	PME	<u>91</u>
Coast Guard Maritime Needs Assessment	<u>P319108</u>	MET/MTT	Assessment	<u>109</u>
Container Inspection	<u>P173103</u>	C School	Ops Ashore – Prevention	<u>83</u>
CONUS Post Assessment Seminar and Site Visit	<u>P471001</u>	MET/MTT	CONUS Seminar	<u>112</u>
Culinary Specialist 'A'	<u>P163207</u>	A School	Culinary & Medical	<u>57</u>
Damage Controlman 'A'	<u>P122209</u>	A School	Engineering	<u>61</u>
Electrician's Mate 'A'	<u>P122216</u>	A School	Engineering	<u>62</u>
Electronics Technician 'A'	<u>P131093</u>	A School	Engineering	<u>63</u>



COURSE LISTING - ALPHABETICALLY BY COURSE TITLE				
COURSE TITLE	MASL	CATEGORY	DESCRIPTION	PAGE
Emergency Medical Technician (EMT) Certification	<u>P175209</u>	C School	Health & Safety	<u>76</u>
Emergency Management Specialist & Exercise Course	<u>P170172</u>	C School	Ops Ashore – Command	<u>81</u>
Engineering Administration Ashore	<u>P164201</u>	C School	Engineering	<u>70</u>
Explosives Handling Supervisor	<u>P122252</u>	C School	Ops Ashore – Prevention	<u>83</u>
Foreign Passenger Vessel Control Examiner	<u>P164010</u>	C School	Ops Ashore – Command	<u>82</u>
Gunner's Mate 'A'	<u>P122210</u>	A School	Operations	<u>66</u>
Health Services Technician 'A'	<u>P175005</u>	A School	Culinary & Medical	<u>58</u>
Hydraulic Systems and Equipment	<u>P145423</u>	C School	Engineering	<u>69</u>
Illegal, Unreported, and Unregulated Fishing (IUU-F) Seminar	<u>P319453</u>	MET/MTT	Maritime Law Enforcement	<u>126</u>
Inland Search and Rescue Planning	<u>P116035</u>	C School	Search & Rescue	<u>80</u>
Instructor Development Course (IDC) – TRACEN Petaluma, CA	<u>P166435</u>	C School	Leadership	<u>85</u>
Instructor Development Course (IDC) – TRACEN Yorktown, VA	<u>P166425</u>	C School	Leadership	<u>85</u>
Instructor Development Course (IDC) – Various Locations	<u>P166400</u>	C School	Leadership	<u>85</u>
International Boarding Officer	<u>P173016</u>	C School	Maritime Law Enforcement	<u>78</u>
International Incident Command System (ICS)	<u>P319267</u>	MET/MTT	Crisis Management	<u>128</u>
International Maritime Domain Awareness (IMDA)	<u>P171064</u>	PME	PME	<u>87</u>
International Maritime Officers Course (IMOC)	<u>P171575</u>	PME	PME	<u>88</u>
Leadership and Management School (LAMS) – TRACEN Petaluma & Yorktown	<u>P162225</u>	C School	Leadership and Management	<u>85</u>
Leadership and Management School (LAMS) – LDC	<u>P162224</u>	C School	Leadership and Management	<u>85</u>
Living Marine Resource Enforcement Assessment	<u>P309235</u>	MET/MTT	Assessment	<u>111</u>
Machinery Technician 'A'	<u>P122219</u>	A School	Engineering	<u>64</u>
Marine Science Technician 'A'	<u>P179207</u>	A School	Operations	<u>67</u>
Maritime Law Enforcement Instructor Development Course – Phase 1 (MLE-IDC1)	<u>P319102</u>	MET/MTT	Maritime Law Enforcement	<u>119</u>



COURSE LISTING - ALPHABETICALLY BY COURSE TITLE				
COURSE TITLE	MASL	CATEGORY	DESCRIPTION	PAGE
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Maritime Operations Planning and Management (MAROPS)	<u>P319101</u>	MET/MTT	Maritime Law Enforcement	<u>124</u>
Mark 27 Gyrocompass System	<u>P145448</u>	C School	Engineering	<u>73</u>
Model Maritime Service Code Assessment	<u>P319132</u>	MET/MTT	Legal	<u>130</u>
Model Maritime Service Code Implementation	<u>P319140</u>	MET/MTT	Legal	<u>130</u>
Officer Indoctrination School (OIS)	<u>P164008</u>	PME	PME	<u>90</u>
Oil Spill Recovery Technician	<u>P122XXX</u>	C School	Operations Ashore Response	<u>84</u>
On-Scene Coordinator Crisis Management	<u>P179288</u>	C School	Ops Ashore – Command	<u>81</u>
Outboard Motor Maintenance (OMM)	<u>P314103</u>	MET/MTT	Engineering	<u>138</u>
Port Engineer	<u>P149010</u>	C School	Engineering	<u>74</u>
Pre-Deployment Site Survey	<u>P309236</u>	MET/MTT	Assessment	<u>110</u>
Prospective Commanding Officer/Officer in Charge Executive Officer/Executive Petty Officer Afloat	<u>P171300</u>	C School	Leadership	<u>86</u>
SAROPS Phase I – Pre-installation Technical Assessment	<u>P309229</u>	MET/MTT	Search & Rescue	<u>132</u>
SAROPS Phase II – Installation	<u>P309230</u>	MET/MTT	Search & Rescue	<u>132</u>
SAROPS Phase III – Technical Assistance and Operational Training	<u>P309231</u>	MET/MTT	Search & Rescue	<u>132</u>
Search Coordination and Execution	<u>P309163</u>	MET/MTT	Search & Rescue	<u>131</u>
Shipboard Emergency Response (SER)	<u>P314100</u>	MET/MTT	Engineering	<u>136</u>
Small Boat Operations: Delivering a Team & Patrols (SBO-DT)	<u>P319569</u>	MET/MTT	Small Boat Operations	<u>142</u>
Small Boat Operations: Search and Rescue & Towing (SBO-SAR)	<u>P319571</u>	MET/MTT	Small Boat Operations	<u>144</u>
Small Boat Operations Instructor Development Course - Phase 1 (SBO-IDC1)	<u>P319032</u>	MET/MTT	Small Boat Operations	<u>147</u>
Small Boat Operations Instructor Development Course - Phase 2 (SBO-IDC2)	<u>P319034</u>	MET/MTT	Small Boat Operations	<u>150</u>
Small Cutter Damage Control	<u>P129700</u>	C School	Engineering	<u>72</u>
Steel Welding	<u>P145421</u>	C School	Engineering	<u>71</u>
USCG Academy International Program	<u>P164000</u>	PME	PME	<u>93</u>



Course Listing - Numerically by Course MASL

MASL	COURSE TITLE	CATEGORY	DESCRIPTION	PAGE
<u>P116004</u>	Aviation Survival Technician 'A' (Prep Course)	A School	Aviation	<u>60</u>
<u>P116035</u>	Inland Search and Rescue Planning	C School	Search & Rescue	<u>80</u>
<u>P116036</u>	Aviation Survival Technician 'A' (Rescue Swimmer)	A School	Aviation	<u>59</u>
<u>P122XXX</u>	Oil Spill Recovery Technician	C School	Operations Ashore Response	<u>84</u>
<u>P122209</u>	Damage Controlman 'A'	A School	Engineering	<u>61</u>
<u>P122210</u>	Gunner's Mate 'A'	A School	Operations	<u>66</u>
<u>P122216</u>	Electrician's Mate 'A'	A School	Engineering	<u>62</u>
<u>P122219</u>	Machinery Technician 'A'	A School	Engineering	<u>64</u>
<u>P122252</u>	Explosives Handling Supervisor	C School	Ops Ashore – Prevention	<u>83</u>
<u>P129700</u>	Small Cutter Damage Control	C School	Engineering	<u>72</u>
<u>P131077</u>	Advanced Electronics	C School	Engineering	<u>73</u>
<u>P131093</u>	Electronics Technician 'A'	A School	Engineering	<u>63</u>
<u>P145175</u>	47' Motor Lifeboat (MLB) Coxswain Intro	C School	Small Boat Ops	<u>79</u>
<u>P145179</u>	87' Coast Patrol Boat (CPB) Motor Turbine Unit (MTU) Basic	C School	Engineering	<u>75</u>
<u>P145180</u>	87' Coast Patrol Boat (CPB) Motor Turbine Unit (MTU) Advanced Electrical	C School	Engineering	<u>75</u>
<u>P145180</u>	87' Coast Patrol Boat (CPB) Motor Turbine Unit (MTU) Advanced Mechanical	C School	Engineering	<u>75</u>
<u>P145173</u>	Caterpillar 3508 Operator/Maintenance	C School	Engineering	<u>70</u>
<u>P145296</u>	Boatswain's Mate 'A'	A School	Operations	<u>65</u>
<u>P145414</u>	Air Conditioning and Refrigeration	C School	Engineering	<u>69</u>
<u>P145421</u>	Steel Welding	C School	Engineering	<u>71</u>



COURSE LISTING - NUMERICALLY BY COURSE MASL				
MASL	COURSE TITLE	CATEGORY	DESCRIPTION	PAGE
<u>P145422</u>	Aluminum Welding	C School	Engineering	<u>72</u>
<u>P145423</u>	Hydraulic Systems and Equipment	C School	Engineering	<u>69</u>
<u>P145448</u>	Mark 27 Gyrocompass System	C School	Engineering	<u>73</u>
<u>P149010</u>	Port Engineer	C School	Engineering	<u>74</u>
<u>P162224</u>	Leadership and Management School (LAMS) – LDC	C School	Leadership	<u>85</u>
<u>P162225</u>	Leadership and Management School (LAMS) – TRACEN Petaluma and TRACEN Yorktown	C School	Leadership	<u>85</u>
<u>P163207</u>	Culinary Specialist 'A'	A School	Culinary & Medical	<u>57</u>
<u>P164000</u>	USCG Academy International Program	PME	PME	<u>93</u>
<u>P164008</u>	Officer Indoctrination School (OIS)	PME	PME	<u>90</u>
<u>P164010</u>	Foreign Passenger Vessel Control Examiner	C School	Ops Ashore – Prevention	<u>82</u>
<u>P164201</u>	Engineering Administration Ashore	C School	Engineering	<u>70</u>
<u>P166400</u>	Instructor Development Course (IDC) – Various Locations	C School	Leadership	<u>85</u>
<u>P166425</u>	Instructor Development Course (IDC) – TRACEN Yorktown, VA	C School	Leadership	<u>85</u>
<u>P166435</u>	Instructor Development Course (IDC) – TRACEN Petaluma, CA	C School	Leadership	<u>85</u>
<u>P171036</u>	Chief Warrant Officer (CWO) Professional Development – 2 Week	PME	PME	<u>91</u>
<u>P171064</u>	International Maritime Domain Awareness (IMDA)	PME	PME	<u>87</u>
<u>P171072</u>	Emergency Management Specialist & Exercise Course	C School	Ops Ashore – Command	<u>81</u>
<u>P171300</u>	Prospective Commanding Officer/Officer in Charge Executive Officer/Executive Petty Officer Afloat	C School	Leadership	<u>86</u>
<u>P171302</u>	Chief Petty Officer (CPO) Academy	PME	PME	<u>92</u>
<u>P171575</u>	International Maritime Officers Course (IMOC)	PME	PME	<u>88</u>
<u>P173016</u>	International Boarding Officer	C School	Maritime Law Enforcement	<u>78</u>

**COURSE LISTING - NUMERICALLY BY COURSE MASL**

MASL	COURSE TITLE	CATEGORY	DESCRIPTION	PAGE
<u>P173101</u>	Basic Boarding Officer	C School	Maritime Law Enforcement	<u>77</u>
<u>P173103</u>	Container Inspection	C School	Ops Ashore – Prevention	<u>83</u>
<u>P175005</u>	Health Services Technician 'A'	A School	Culinary & Medical	<u>58</u>
<u>P175209</u>	Emergency Medical Technician (EMT) Certification	C School	Health and Safety	<u>76</u>
<u>P179027</u>	Marine Science Technician 'A'	A School	Operations	<u>67</u>
<u>P179288</u>	On- Scene Coordinator Crisis Management	C School	Ops Ashore – Command	<u>81</u>
<u>P309163</u>	Search Coordination and Execution	MET/MTT	Search & Rescue	<u>131</u>
<u>P309229</u>	SAROPS Phase I – Pre-installation Technical Assessment	MET/MTT	Search & Rescue	<u>132</u>
<u>P309230</u>	SAROPS Phase II – Installation	MET/MTT	Search & Rescue	<u>132</u>
<u>P309231</u>	SAROPS Phase III – Technical Assistance and Operational Training	MET/MTT	Search & Rescue	<u>132</u>
<u>P309235</u>	Living Marine Resource Enforcement Assessment	MET/MTT	Assessment	<u>111</u>
<u>P309236</u>	Pre-Deployment Site Survey	MET/MTT	Assessment	<u>110</u>
<u>P314100</u>	Shipboard Emergency Response (SER)	MET/MTT	Small Boat Operations	<u>136</u>
<u>P314103</u>	Outboard Motor Maintenance (OMM)	MET/MTT	Small Boat Operations	<u>138</u>
<u>P319032</u>	Small Boat Operations Instructor Development Course – Phase 1 (SBO-IDC1)	MET/MTT	Small Boat Operations	<u>147</u>
<u>P319034</u>	Small Boat Operations Instructor Development Course - Phase 2 (SBO-IDC2)	MET/MTT	Small Boat Operations	<u>150</u>
<u>P319101</u>	Maritime Operations Planning and Management (MAROPS)	MET/MTT	Maritime Law Enforcement	<u>124</u>
<u>P319102</u>	Maritime Law Enforcement Instructor Development Course – Phase 1 (MLE-IDC1)	MET/MTT	Maritime Law Enforcement	<u>119</u>
<u>P319108</u>	Coast Guard Maritime Needs Assessment	MET/MTT	Assessment	<u>109</u>
<u>P319130</u>	Maritime Law Enforcement Instructor Development Course – Phase 2 (MLE-IDC2)	MET/MTT	Maritime Law Enforcement	<u>122</u>
<u>P319132</u>	Model Maritime Service Code Assessment	MET/MTT	Legal	<u>130</u>



COURSE LISTING - NUMERICALLY BY COURSE MASL				
MASL	COURSE TITLE	CATEGORY	DESCRIPTION	PAGE
<u>P319140</u>	Model Maritime Service Code Implementation	MET/MTT	Legal	<u>130</u>
<u>P319267</u>	International Incident Command System (ICS)	MET/MTT	Crisis Management	<u>128</u>
<u>P319305</u>	Boarding Officer Course: Inspections & Investigations (BOC-I&I)	MET/MTT	Maritime Law Enforcement	<u>116</u>
<u>P319453</u>	Illegal, Unreported, and Unregulated Fishing (IUU-F) Seminar	MET/MTT	Maritime Law Enforcement	<u>126</u>
<u>P319569</u>	Small Boat Operations: Delivering a Boarding Team & Patrols (SBO-DT)	MET/MTT	Small Boat Operations	<u>142</u>
<u>P319571</u>	Small Boat Operations: Search and Rescue & Towing (SBO-SAR)	MET/MTT	Small Boat Operations	<u>144</u>
<u>P319573</u>	Boarding Officer Course: Boarding Team Safety (BOC-BTS)	MET/MTT	Maritime Law Enforcement	<u>113</u>
<u>P471001</u>	CONUS Post Assessment Seminar and Site Visit	MET/MTT	CONUS Seminar	<u>112</u>



Acronyms

The following list is a compilation of acronyms used throughout this document.

ACRONYM	DESCRIPTION
AAR	After Action Report
ACT	American College Testing
ACU	Army Combat Uniform
AET	Avionics Electrical Technician
APS	African Partner Station
AMT	Aviation Maintenance Technician
AOR	Area of Responsibility
ASA	Applied Science Associates
AST	Aviation Survival Technician
ATA	Anti-Terrorism Assistance
ATON	Aids to Navigation
BOC	Boarding Officer Course
BOC-BTS	Boarding Officer Course: Boarding Team Safety
BOC-I&I	Boarding Officer Course: Inspection & Investigations
BM	Boatswain's Mate
C2	Command and Control
C5ISR	Command, Control, Computer, Communications, Cyber, Intelligence, Surveillance and Reconnaissance
CBRN	Chemical, Biological, Radiological, and Nuclear
CETPP	Combined Education and Training Program Plan
CFR	Code of Federal Regulations
CG-DCO	Deputy Commandant for Operations
CG-DCO-I	Director of International Affairs
CGDF	Coast Guard Dining Facility
CHS	Charleston South Carolina International Airport
CMS	Cyber Mission Specialist
CO	Commanding Officer
COCOM	Combatant Commander
CONUS	Continental United States
COOP	Continuity of Operations Planning
COTP	Captain of the Port



ACRONYM	DESCRIPTION
CPB	Coastal Patrol Boat
CPO	Chief Petty Officer
CPR	Cardio Pulmonary Resuscitation
CR	Continuing Resolution
CRA	Continuing Resolution Authority
CS	Culinary Specialist
CSNCOE	Cruise Ship National Center of Expertise
CWO	Chief Warrant Officer
DOD	Department of Defense
DC	Damage Controlman
DSCA	Defense Security Cooperation Agency
DCO-I	United States Coast Guard International Affairs
DHS	Department of Homeland Security
DLIELC	Defense Language Institute English Language Center
DOS	Department of State
DSAMS	Defense Security Assistance Management System
DV	Diver
ECL	English Comprehension Level
ECS	Engineering Control System
EDS	Environmental Data Server
EEZ	Exclusive Economic Zone
E-IMET	Expanded International Military Education and Training
EM	Electrician's Mate
EMFR	Emergency Management Force Readiness
EMT	Emergency Medical Technician
EPA	Environmental Protection Agency
EOC	Emergency Operations Center
EPO	Engineering Petty Officer
ET	Electronics Technician
FLETC	Federal Law Enforcement Training Center
FMF	Foreign Military Financing
FMS	Foreign Military Sales
FOAA	Foreign Operations Appropriation Act



ACRONYM	DESCRIPTION
FPVE	Foreign Passenger Vessel Examiner
FSP	Field Studies Program
FY	Fiscal Year
GM	Gunner's Mate
GMDSS	Global Maritime Distress and Safety System
GPS	Global Positioning System
HAP	Humanitarian Assistance Program
HAZWOPER	Hazardous Waste Operations and Emergency Response
HAZMAT	Hazardous Materials
HPR	Health and Physical Readiness
HS	Health Services Technician
HSEEP	Homeland Security Exercise and Evaluation Program
IAMSAR	International Aeronautical and Maritime Search and Rescue
IAP	Incident Action Plan
ICE	Immigration and Customs Enforcement
ICS	Incident Command System
IDC	Instructor Development Course
IDP	Individual Development Plan
IMDA	International Maritime Domain Awareness
IMDG	International Maritime Dangerous Goods
IMET	International Military Education and Training
IMOC	International Maritime Officers Course
IMS	International Military Student
IMSO	International Military Student Officer
INL	International Narcotics and Law Enforcement Affairs
IS	Intelligence Specialist
ISM	International Safe Management
ISPS	International Ship and Port Facility Security
IT	Information Systems Technician
ITO	Invitational Travel Order
IUU	Illegal, Unreported, and Unregulated
IUU-F	Illegal, Unreported, and Unregulated Fishing
IV	Investigator



ACRONYM	DESCRIPTION
JAG	Judge Advocate General
JOOD	Junior Officer of the Day
JSCET	Joint Security Cooperation Education & Training
LE	Law Enforcement
LDC	Leadership Development Center
LEDET	Law Enforcement Detachment
LMR	Living Marine Resources
MASL	Military Articles and Services List
MAT	Maintenance Augmentation Team
MCS	Monitoring Control and Surveillance
MDA	Maritime Domain Awareness
MET	Mobile Education Team
MK	Machinery Technician
MLB	Motor Lifeboat
MLE	Maritime Law Enforcement
MLEA	Maritime Law Enforcement Academy
MOU	Memorandum of Understanding
MST	Marine Science Technician
MTB	Mobile Training Branch
MTS	Maritime Transportation System
MTSA	Maritime Transportation Security Act
MTT	Mobile Training Team
MTS	Maritime Transportation System
MTU	Motor Turbine Union
MU	Musician
NSF	National Strike Force
OBTT	Onboard Training Teams
OC	Oleoresin Capsicum (Pepper Spray)
OCS	Officer Candidate School
ODU	Operational Dress Uniform
OHMSETT	Oil and Hazardous Materials Simulated Environmental Test Tank
OIC	Officer In Charge
OIS	Officer Indoctrination School



ACRONYM	DESCRIPTION
OJT	On-the-Job Training
OMM	Outboard Motor Maintenance
OOD	Officer Of the Day
ORF	Norfolk Virginia International Airport
OS	Operations Specialist
OSC	On-Scene Coordinator
OSRT	Oil Spill Recovery Technician
PA	Public Affairs Specialist
PDSS	Pre-Deployment Site Survey
PFD	Personal Flotation Device
PFE	Physical Fitness Exam
PHF	Newport News Williamsburg Virginia Airport
PME	Professional Military Education
PMS	Preventative Maintenance System
POV	Privately Owned Vehicle
PQS	Personal Qualification Standards
PSU	Port Security Unit
PSI	Proliferation Security Initiative
PT	Physical Training
PVD	T.F. Green Airport in Providence Rhode Island
PWCS	Port, Waterways and Coastal Security
RBT	Reality-Based Training
RFMO	Regional Fisheries Management Organizations
RHCA	Reciprocal Health Care Agreement
RM	Risk Management
RTM	Regional Training Manager
SAFE	Security and Fisheries Enforcement
SAO	Security Assistance Organization
SAMM	Security Assistance Management Manual
SAP	Search Action Plan
SAR	Search and Rescue
SAROPS	Search and Rescue Optimal Planning System
SAS	Survival at Sea



ACRONYM	DESCRIPTION
SAT	Scholastic Achievement Test
SAV	Savannah Georgia International Airport
SBO	Small Boat Operations
SBO-DT	Small Boat Operations: Delivering a Team & Patrols
SBO-SAR	Small Boat Operations: Search and Rescue & Towing
SCETWG	Security Cooperation Education and Training Working Group
SCO	Security Cooperation Office/Officer
SER	Shipboard Emergency Response
SFO	San Francisco California International Airport
SK	Storekeeper
SMART	Special Monitoring of Applied Response Technologies
SMAW	Shielded Metal Arc Welding
SMTTC	Special Missions Training Center
SOLAS	Safety of Life at Sea
SRU	Search and Rescue Resource Unit
STCW	Standards of Training Certification and Watchkeeping
STS	Santa Rosa California Airport
TCT	Team Coordination Training
TOEFL	Test of English as a Foreign Language
TRACEN	Training Center
TSC	Theater Security Cooperation
TSCP	Theater Security Cooperation Plan
UOF	Use of Force
USAID	U.S. Agency for International Development
USC	United States Code
USCG	United States Coast Guard
USCGA	United States Coast Guard Academy
USDAO	United States Defense Attaché Office
USCIS	United States Citizenship and Immigration Services
WMEC	Medium Endurance Cutter
WMSL	National Security Cutter
WPC	Sentinel-class Cutter
XO	Executive Officer
YN	Yeoman



Brief History of the U.S. Coast Guard

The U.S. Coast Guard (USCG) is unique among the six branches of the U.S. Armed Forces in that it has a maritime law enforcement mission (with jurisdiction both domestically and in international waters) and a federal regulatory agency mission as part of its mission set.

USCG history is traced back to 4 August 1790, when the first Congress authorized the construction of ten vessels to enforce tariff and trade laws and to prevent smuggling. Known variously through the nineteenth and early twentieth centuries as the Revenue Marine and the Revenue Cutter Service, the USCG expanded in size and responsibilities as the nation grew.

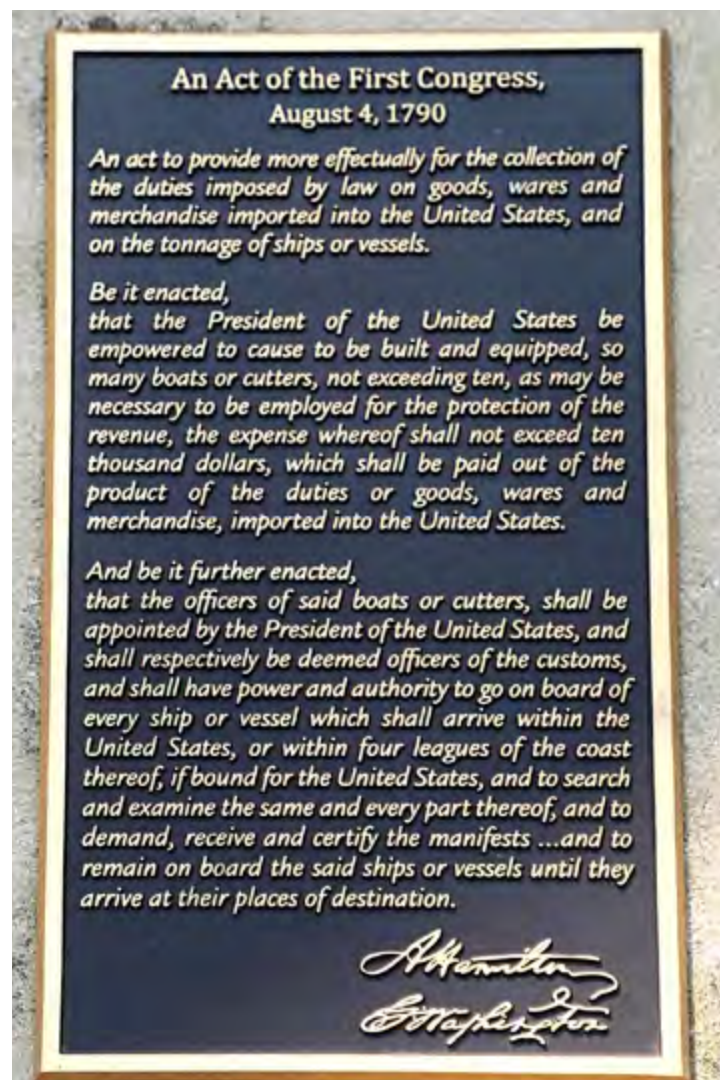
The service received its present name in 1915 under an act of Congress when the Revenue Cutter Service merged with the Life-Saving Service. The nation then had a single maritime service dedicated to saving life at sea and enforcing the nation's maritime laws. The USCG began to maintain the host nation's aids to maritime navigation, including operating the nation's lighthouses, when President Franklin Roosevelt ordered the transfer of the Lighthouse Service to the USCG in 1939. In 1946 Congress permanently transferred the Bureau of Marine Inspection and Navigation to the





USCG, thereby placing merchant marine licensing and merchant vessel safety under their purview.

The USCG is one of the oldest organizations of the federal government and, until the Navy Department was established in 1798, served as the nation's only armed force afloat. The USCG continued to protect the nation throughout its long history and has served proudly in every one of the nation's conflicts. The national defense responsibilities remain one of the USCG's most important functions even today. In times of peace the USCG operates as part of the Department of Homeland Security (DHS), serving as the nation's front-line agency for enforcing our laws at sea, protecting the marine environment and our vast coastline and ports, and saving life. In times of war, or at the direction of the President, the USCG serves under the Navy Department.





Key Dates in USCG History



1790:

Revenue-Marine (later renamed Revenue Cutter Service) created within the Treasury Department



1915:

Revenue Cutter Service combines with the U.S. Lifesaving Service (est. 1848) to create the USCG



1939:

U.S. Lighthouse Service (est. 1789) added



1946:

Steamboat Inspection Service (est. 1838) added



1967:

USCG transferred to Department of Transportation



2003:

USCG transferred to Department of Homeland Security







