



NEW YORK STATE
DIVISION OF MILITARY AND NAVAL AFFAIRS
New York Naval Militia
330 OLD NISKAYUNA ROAD, LATHAM, NEW YORK 12110

NYNMINST 1550.1A

FEB 17 2012

NEW YORK NAVAL MILITIA INSTRUCTION 1550.1A

Subj: MILITARY EMERGENCY BOAT SERVICE TRAINING MANUAL
(MEBS TRAMAN)

Ref: (a) NYNMINST 5401.1
(b) NYNMINST 3120.1A

Encl: (1) Performance Qualification Standards
(2) Forms

1. Purpose. To promulgate a Training Manual to be used by all personnel crewing boats of the New York State Military Emergency Boat Service (MEBS). Reference (a) provides organizational guidance for MEBS, including training. Reference (b) mandates and defines the requirement for the training of MEBS crewmembers and candidates. This manual prescribes policy and training requirements for MEBS boat operations, and is intended for use by all personnel engaged in or supervising boat operations and training.

2. Cancellation. This instruction cancels NYNMINST 1550.1 dated 29 October 2008.

3. Discussion. The primary goal of training is to ensure that boat crews are fully ready to perform all designated missions. The training of personnel to operate and maintain equipment and systems is a prime factor affecting the operational readiness, mission effectiveness, and performance of the MEBS program. Of significant importance to readiness are operator and maintenance personnel job-related and watch proficiency. Due to fiscal and scheduling limitations, the training opportunities that are available to MEBS are limited and must be optimized.

a. The mindset for training must be one of forward-thinking, nimbleness and flexibility. Training planners must take advantage of various resources while also maintaining acceptable standards. Using outside agency training in lieu of internal programs is acceptable, but it must meet the same high standards.

b. There are three basic features of an effective training program. They are:

(1) Compatibility. The training program must be planned out well in advance and it must work within the MEBS framework

and operational schedule. This means that training planners must take into account the availability of training assets, locations of vessels and instructors, and the fiscal restraints of the time.

(2) Evaluation and Instruction. The training program requires instruction of personnel and evaluation of their individual progress and ability to function efficiently. The MEBS Commander, program managers, Detachment Officers in Charge, and Regional Commanders, must ensure that subordinates responsible for training and qualifying others are knowledgeable and possess the practical skills to clearly demonstrate and communicate the subject matter. The quality of the instruction cannot be over emphasized. Effective training is accomplished only when learning occurs. The surest way for learning to occur is through high-quality instruction. Evaluation of learning must rely on standardization.

(3) Analysis and Improvement. The analysis of training effectiveness includes observing performance of individuals, comparing results with standard criteria, and recognizing deficiencies and methods for improvement.

c. The characteristics of an effective training program are:

(1) Dynamic instruction. The instructor's preparation and presentation must be professional and reflect a thorough knowledge of the subject matter, tailored to the knowledge level of the student. Repetition of subject matter should be used for emphasis only.

(2) Positive Leadership. Persons in authority must show an active interest in the training program which includes active participation in training sessions.

(3) Personal Interest. Supervisors and instructors must set realistic goals and monitor an individual's rate of progress. Whenever progress is below normal, the instructor must determine why and take positive action. Personnel who excel should be acknowledged for their achievements.

(4) Quality Control. Supervisors and others in leadership positions should reinforce training by questioning individuals on items that they are credited with knowing or requiring a demonstration of skills they have attained.

(5) Technical Support. Supervisors must ensure that manuals, technical publications, operating procedures, safety precautions, and other references required for training are

available and current.

(6) Regular Schedule. Instruction and training must be scheduled and held regularly.

4. Responsibilities. The following responsibilities are assigned for the MEBS training program:

a. Commander MEBS: Has overall responsibility for implementation of the MEBS training program. Shall ensure that all facets of the program are carried out. In the absence of subordinate personnel below, shall carry out their duties. Responsible for assignment of the MEBS Training Officer, and MEBS Training and Administration Chief.

b. Deputy Commander MEBS: Responsible to Commander MEBS for participating in the training program with duties as assigned. Fills the duties of Commander MEBS in his/her absence.

c. Training Officer: The Training Officer, if appointed, is assigned by the Commander MEBS to facilitate the training program. This officer should be of sufficient grade and position to be commensurate with the importance of the training program. The Training Officer's responsibility include:

- (1) Validation of training curricula.
- (2) Coordinate the "Train the Trainer" program.
- (3) Review and approve lesson plans.
- (4) Participate in development of the long range training plan.

d. Training and Administration Chief: The Training and Admin Chief, if appointed, will be assigned by Commander MEBS to facilitate the scheduling, logistical, and quota aspects of the training program. If appointed, the Training and Admin Chief has the following responsibilities related to training:

- (1) Participate in the development of the long range training plan.
- (2) Develop the short range training plan.
- (3) Coordinate quotas for Courses of Instruction in a timely manner.
- (4) In a timely manner, arrange for berthing, classroom, instructor, training materials for individual Courses

of Instruction.

(5) Document in personal records and databases the completion of courses, PQS, and other pertinent training accomplishments.

(6) Maintain training records.

(7) In a timely manner, draft individual training orders.

(8) Assist in the validation of training curricula and PQS.

(9) Maintain a stockpile of applicable lesson plans.

(10) Maintain a stockpile of applicable training aids and materials.

(11) In a timely manner, provide necessary resources to the assigned Instructor.

e. MEBS Instructor: MEBS Instructors are approved and assigned by Commander MEBS. Trainers for the Basic Course of Instruction (New York State Safe Boater Course) must be approved by the New York State Office of Parks, Recreation, and Historic Preservation Marine Services Unit. Instructors have the following responsibilities:

(1) Adhering to MEBS standard curricula and lesson plans, provide dynamic and meaningful instruction during assigned Courses of Instruction.

(2) In the absence of support from a Training and Admin Chief, arrange for classroom, berthing, training vessel, and materials to support all assigned students.

(3) Actively participate in "Train the Trainer" sessions.

(4) Identify students not meeting acceptable standards of progress. Identify students not suitable for assignment to more advanced courses. Report these individuals to the Training Officer and Commander MEBS.

(5) Ensure that all administrative requirements are complete to include, as a minimum:

(a) Instructor and student daily muster records.

(b) Course completion certificates and records.

(c) Fuel logs for boats and vehicles.

f. Regional Commanders: The commanders of the various regions are responsible for providing input into the MEBS long range training plan, and to facilitate the conduct of Courses of Instruction and proficiency training within their region. Regional Commanders must be cognizant of the personnel in their regions that are also participants in the MEBS program. They are to be aware of the training needs of their assigned personnel. In addition, Regional Commanders are to:

(1) Know the general geography and other considerations of their assigned region; to include infrastructure, bodies of water, climate, boating resources, training facilities, and outside agencies available to assist the MEBS program.

(2) Coordinate with Commander MEBS to determine optimal training opportunities.

(3) Coordinate with Commander MEBS to assign personnel responsible for the maintenance and record keeping for boats, trailers, and vehicles stationed in a specific region.

g. Mission Commanders: Responsible for the successful execution of an assigned mission, including training events. Not necessarily the principle coxswain. Specific guidance is found in an applicable Execute Order (EXORD), or Letter of Instruction (LOI).

5. Safety and Risk Management. Safety is the primary concern during all training events. If an unsafe condition exists, the training event should be stopped until a safe condition is established. MEBS requires use of Operational Risk Management (ORM) in all aspects of operations, training and planning. The training leaders are responsible for ensuring that ORM procedures are used in planning training events. A pre-event safety walk-through shall be conducted prior to each training event.

6. Phases of Training and Courses of Instruction (COI). The general path towards qualification as an independent watch stander involves several steps. These steps include:

a. Basic Course. The MEBS Commander is responsible for the conduct of Basic Phase training. The focus is on entry -level training emphasizing basic boater safety and familiarization.

b. Intermediate Course. The focus in this phase is on an

introduction to skills necessary to operate a small boat on water. Terms and concepts related to boating are addressed. Navigation and Rules of the Road are taught. Persons completing the Intermediate Course of Instruction (COI) are individually assessed by the instructor to determine if the student is ready for Coxswain training.

c. Coxswain Course. The focus of Coxswain training is to provide on-water, hands on instruction in operating a patrol boat.

d. Proficiency Training. Underway training for coxswain candidates and refresher for those already qualified.

e. Boat Class Check Ride. In order to qualify as an independent Coxswain on a specific class of boat, an individual must meet all pre-requisites, and then satisfactorily complete a boat class check ride observed by a qualified MEBS Instructor.

7. Training Criteria. The following describes the detailed training criteria in a standard path, alternate path and interim qualifications. Students must be sponsored by a regional or operational commander or by an approved officer prior to being granted a quota for a particular course. This is to prevent costly training expenditures on students that do not have the potential for meaningful service in MEBS.

a. The following standard path or equivalent alternative path steps must be followed in order to participate in the MEBS program:

(1) Basic Course of Instruction (COI). One day New York Safe Boating Course (NYSBC), a program managed by the New York State Office of Parks, Recreation, and Historic Preservation (NYSPARKS) Marine Service Unit. The scope of the program is to provide basic boating knowledge to all boaters. This course is established on the guidelines of the National Association of State Boating Law Administrators (NASBLA).

(a) The course is an eight-hour, in-class room session taught by instructors certified by NYSPARKS. The NYBC is the same whether taught by a Naval Militia instructor, or by any other instructor certified by NYSPARKS.

(b) Completion of an alternative acceptable boating safety course will satisfy the requirement for the NYBC. These courses provide a boating safety certificate acceptable under New York State Navigation Law. These acceptable courses are:

i. United States Coast Guard Auxiliary "About Boating Safely" boating course.

ii. United States Power Squadron "America's Boating Course" - in class.

iii. Other state in-class boater safety course.

(c) Certificates of completion from internet or online courses are not acceptable.

(d) Completion of the NYSBC will grant the attendee a NYSPARKS certificate. These certificates (a white plastic card) authorize the bearer to operate personal watercraft in New York State. The individual is responsible for paying the fee to NYSPARKS to issue the certificate. Temporary certificates issued at the end of the classroom instruction are valid for 90 days.

(e) Completion of higher level courses of instruction (intermediate or coxswain) provided by other agencies, satisfies the requirement for the basic course.

(2) Intermediate Course of Instruction. A five day course designed to provide hands-on instruction in navigation, rules of the road, boating equipment, basic engineering, and an introduction to boat operations.

(a) The Intermediate COI is designed to be the minimum training requirement for assignment to operational missions. By completing the Intermediate COI, a crewmember should have sufficient knowledge to act as a line-handler and crewman aboard a MEBS boat.

(b) The Intermediate course is typically three days on shore, learning boat systems; followed by two days of afloat training. When available, trailering of a boat should be included in the curriculum.

(c) NYNM Form 1502 documents the completion of the Coxswain course of instruction.

(d) Prior to attendance at the Intermediate COI, prospective students are to submit a personal boating biography/resume in order for the instructor to gain an appreciation of an individual's aptitude towards boating.

(e) The Intermediate COI is a pre-requisite for the Coxswain Course of Instruction. Intermediate Course

Instructors must assess each student to determine if they are ready for additional training as a Coxswain. Not every person that qualifies as a line-handler can also qualify as a Coxswain. The course instructor must make the recommendation for each individual student and forward that information to HQ NYNM.

(f) Alternatives to completion of the Intermediate Course of Instruction include:

i. Designation as a U.S. Navy Surface Warfare Officer.

ii. Attainment of a U.S. Coast Guard boat crewmember qualification code (enlisted) or certification letter (officer) by completing the PQS promulgated in COMDTINST M16114.10A.

iii. The requirement for completion of the five-day Intermediate Course may be satisfied by completion of any higher level course taught by an approved agency that grants certification as a Coxswain or mate. Also, completion of certain qualifications in the US Navy (USN) or US Coast Guard (USCG) will also satisfy this requirement. Specific designations include US Navy Surface Warfare Officer, USCG License as a US Merchant Marine Officer regardless of tonnage limitation, or entitlement to wear the USCG Boat Force Operations Insignia. Completion of any alternative method listed in sub-paragraph c. (3) will also satisfy this requirement. Approved agencies include the US Merchant Marine Academy (USMMA) Global Maritime and Transportation School (GMATS), National Association of State Boating Law Administrators (NASBLA), U.S. Coast Guard Auxiliary (USCGA), any component of the U.S. Department of Defense, the U.S. Department of Homeland Security, and the U.S. Department of Transportation. Determinations about courses taught by other agencies will be made on a case by case basis by the Training Officer and/or Commander MEBS.

(3) Coxswain Course of Instruction. A five day course designed to provide select persons with the skills necessary to advance towards qualification as a MEBS Independent Coxswain.

(a) The Coxswain course is intended to provide the minimum necessary training and skill set to allow an individual to proceed towards qualification as an independent Coxswain.

(b) The five day course is to provide a foundation in boating underway to include the following operations:

i. Pre-operational checks.

- ii. Crew safety brief.
- iii. Getting underway and arriving at a pier.
- iv. Navigating from point to point.
- v. Emergency operations.
- vi. Reduced visibility operations.
- vii. Night-time operations.
- viii. Electronics.
- ix. Communications.
- x. Anchoring.
- xi. Towing.
- xii. Sound and light signals.
- xiii. Operation in head, beam, and

following seas.

(c) NYNM Form 1503 documents the completion of the Coxswain course of instruction.

(d) Alternatives to the Coxswain Course of Instruction are available. The requirement for completion of the five-day Coxswain Course may be satisfied with equivalent or higher level training or designation from the USN, GMATS, NASBLA, FLETC or USCG. Other courses of instruction taught by outside agencies may be acceptable with approval by Commander, MEBS.

i. These equivalent designations include earning one of the following Navy Enlisted Classifications (NEC):

- 0160
- 0161
- 0164
- 0167
- 0169
- 0180
- 0215
- 5350
- 5352

schools: ii. or completion of any of the following

- Navy Basic Boat Coxswain,
- Navy Basic Coxswain Phase I or II,
- Navy Coxswains Phase II,
- GMATS Coxswain Phase I or II,
- USCG Coxswain "C" School,
- USCG MLB Basic Coxswain,
- NMBLS Heavy Weather Coxswain

(4) Observed helm time. In order for a coxswain candidate to become fully qualified as an independent coxswain, the candidate must have sufficient observed underway time at the helm ("stick time"). While there is no set minimum amount of time required prior to qualification, a candidate must have sufficient opportunity to hone skills in all manner of likely situations. A record or log of this helm time is maintained by the individual Coxswain trainee, using a standard Navy pocket record book, also known as a "wheel book". All events, drills, and training conducted are to be recorded in this book. This record must be maintained by the individual and presented to the observer for signature at the completion of the underway period. Keeping this record book is the responsibility of the individual.

(5) Performance Qualifications Standards. Enclosure (1) includes those crewmember and coxswain items that must be completed prior to qualification.

(6) Boat class check ride. The requirement for the check ride ensures that the individual Coxswain is fully capable of safely operating an individual class of patrol boat. A MEBS designated instructor must observe the performance of the Coxswain on a particular class of boat to become certified as an independent Coxswain for that boat class. The requirement for the check ride ensures that the individual Coxswain is fully capable of safely operating an individual class of patrol boat. A MEBS designated instructor must observe the performance of the Coxswain on a particular class of boat to become certified as an independent Coxswain for that boat class. Use of NYNM Form 1501 documents the successful completion of the check ride.

b. Interim Qualification. An interim qualification for Coxswain may be granted by Commander MEBS for the purpose of furthering underway experience when a certified Coxswain is not available to observe a trainee's performance. The following conditions must be met for Interim Coxswain qualification and underway helm time:

- (1) Underway only during periods of day-time, un-

restricted visibility.

(2) MEBS Instructor recommendation and written Interim Qualification designation from Commander MEBS, prior to any underway helm time.

c. Recording of underway helm time is maintained, as usual in the pocket record book. However, the log must be countersigned by the crewmember travelling with the interim Coxswain.

d. Towing certifications. Personnel towing MEBS vessels on trailers shall be competent and skilled. Training for towing is important to prevent vehicle accidents and equipment damage. Commander MEBS certifies personnel for towing.

8. Train the Trainer. The importance of having qualified and motivated instructors teaching the various MEBS Courses of Instruction cannot be overstated. It is imperative that the instructors have a common foundation to teach from. Instructors are expected to be Subject Matter Experts (SME) in the areas of Rules of the Road, Navigation, boat operations, boat specific parameters, general engineering, and boat maintenance. To this end, instructors will periodically gather under the guidance of the Training Officer to review training standards and to ensure that all instructors are fully capable of providing a meaningful course that meets the objectives of the training instructions. This will provide an opportunity for the instructors to discuss ways to improve the teaching experience, review lesson plans, identify shortfalls in equipment or program material, and learn from more experienced teachers.

9. Long Range Training Plans. Commander MEBS shall promulgate a long range training plan that will include courses of instruction, exercises, known operational events, and proficiency training events. Sufficient training shall be scheduled to satisfy certification and refresher training needs of the force.

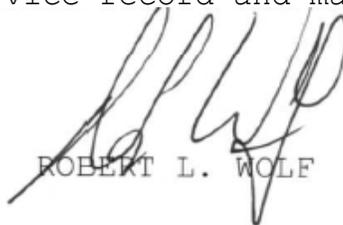
10. Duty Status while in Training. MEBS personnel who are in a training status are authorized to operate vessels while in a NYNM drill status vice on State Active Duty (SAD) orders. If in a NYNM drill status, the member will be authorized to train under a Commander MEBS Letter of Instruction. This letter serves as the authority for the event and is in lieu of SAD orders.

11. Training Letters of Instruction. Commander MEBS issues Letters of Instruction (LOI) to direct proficiency training events. As a minimum, the LOI shall include the following information:

a. Mission and objectives of the training.

- b. When and where the proficiency training will take place.
- c. The assigned vessel(s) and prime movers.
- d. The assigned personnel, including the Mission Commander.
- e. Directions for travel, messing, berthing, uniforms, assembly, and reporting.

12. Training Records. The maintenance of accurate and complete training records is imperative. Upon completion of any training course, qualification, or certification, the responsible member shall forward to Headquarters, NYNM a record of the event. Information to be included will, as a minimum, be the title of the event (course, qualification, etc.), name of individuals involved, the date, and the certifier. Upon receipt at Headquarters NYNM, entries shall be made recording the event in both individual member's service record and master databases.



ROBERT L. WOLF

Performance Qualification Standards

1. Crewmember

A. Deck Seamanship and Line Handling

(1) Identify, explain and tie the following knots and hitches routinely used.

- (a) Bowline
- (b) Clove Hitch
- (c) Becket Bend
- (d) Timber Hitch

(2) Demonstrate the ability to secure lines of various sizes to several types of deck and dock fittings.

- (a) Cleats
- (b) Bits
- (c) Posts

(3) Identify the different parts of a boat's anchor and be able to anchor, de-anchor the boat. Explain the following:

- (a) Scope of Line
- (b) Anchor Chain Use
- (c) Anchor at Short Stay
- (4) Rig fenders to the side of the boat
- (5) Make fast a boat, to a dock
- (6) Secure a towline to a towing bit

B. Marine Radio Communications

(1) Identify and state the purpose of the different parts of the radios found on the boats.

- (2) Demonstrate the following:
 - (a) Properly operate the radios on board

status (b) Properly pass positions and operational

(c) Identify and state the purpose of common maritime urgency and emergency signals:

i Pan-Pan

ii Securitie-Securitie

iii Mayday-Mayday

C. Fitness and Survival

(1) Demonstrate an in depth understanding of the procedures to follow in the event of capsizing with particular attention to the following:

(a) Survival equipment, use and location

(b) Exiting vessel

(c) Remaining with vessel

(2) Explain in detail or demonstrate the following:

(a) Properly donned protective clothing

(b) Water entry

(c) Best type of PDF or survival suit for the situation

(d) Huddle technique

(e) Use of available visual distress gear

(3) Participate in a Man Overboard Evolution

(a) Pointer

(b) Keep person-in-water (P.I.W.) in sight

(c) Keep coxswain informed

(d) Assist with recovery

(4) Pick-up / Recovery Person

- (a) Pick best location on vessel
- (b) Prepare heaving lines
- (c) Throw heaving lines
- (5) Pull P.I.W aboard

D. Towing:

- (1) Define Static and Dynamic forces observed during Towing Operations
 - (a) General towing safety precautions
 - (b) Messenger; purpose and use
- (2) Inspect the Towline and Associated Hardware
- (3) Identify and state the purpose of equipment used during towing and assistance operations. State the duties and act as crewmember for different towing and assistance operations.
- (4) Demonstrate the following:
 - (a) Bend a heaving line to a towing hawser and pass the heaving line to another vessel
 - (b) Pass a towline hawser or bridle to another vessel
 - (c) Connect the towline to a trailer eye bolt using a shackle or skiff hook
 - (d) Secure an alongside tow
 - (e) Prepare portable pump for transfer to another vessel for use
- (5) Demonstrate the different types of approaches on a disabled vessel and state when they would be used.
 - (a) Make preparations for taking a vessel in tow
 - (b) Use a parallel approach to take a vessel in a stern tow
 - (c) Use a 45° approach
 - (d) Use crossing the "t" approach

- (e) Use the back down approach
- (f) Use the skiff hook method
- (g) Take a sail boat in stern tow using a bridle connection
- (h) Take a boat in an alongside tow
- (i) Moor a disabled vessel in an alongside tow to a float or pier
- (j) Re-float a grounded vessel using a straight ahead pull

2. Coxswain

A. Operational Training on NYNM Vessel(s). Demonstrate / perform / state:

- (1) Operational characteristics and limitations of the boat
- (2) Crew safety briefing
- (3) Pre-operational checks prior to getting underway
- (4) Procedures if boat will not start
- (5) Procedures to follow for loss of electrical power
- (6) Procedures for no/low oil pressure
- (7) Procedures for defective charging system
- (8) Procedures for shaft vibration
- (9) Procedures to take for steering casualty
- (10) Location of firefighting equipment
- (11) The various classes of fires, their fuel and methods of extinguishing them
- (12) Generator light-off procedure
- (13) Main engine light-off procedure
- (14) Getting underway procedures

- (15) Sound signal prior to casting off
- (16) Radio procedure prior to casting off
- (17) Casting off pier
- (18) Pilot the boat
- (19) Operation of boat in following seas
- (20) Operation of boat in head seas
- (21) Operation of boat in beam seas
- (22) Operation and maneuver of boat in narrow channel
- (23) Compensation for set and drift
- (24) Plotting a course and following it by use of compass and then by radar
- (25) Required sound signals for maneuvering and restricted visibility
- (26) Effects of limited visibility
- (27) Mooring the boat
- (28) Anchoring the boat
- (29) Weighing anchor
- (30) Securing the boat to a pier

B. Reduced Visibility Navigation

- (1) Properly activate and energize all onboard navigation equipment as well as the propulsion system
- (2) Properly fix the vessel's position dockside, using available navigation equipment
- (3) Rig the anchor, set lookout and send security calls
- (4) Properly lay out intended tracking lines (i.e. course, distance, danger areas)
- (5) Get underway safely and obtain fixes as necessary to keep the vessel in safe water at all times; be able, at any

given time, to be able to properly fix the vessel's position

(6) Observe proper safety precautions {navigation lights, lookouts, gear on deck, engine checks)

(7) Carry out the mission, safely return to the dock and properly secure vessel for next operation

C. Navigation Rules

(1) Display competence in the knowledge and use of the inland rules of the road. Properly apply navigation rules to the following situations:

(a) Meeting

(b) Crossing

(c) Overtaking

(2) Explain the Hierarchy of Privileges.

(3) Explain

(a) Rule of Good Seamanship

(b) "General Prudential Rule"

(4) Given a scenario involving vessels and/or navigational aid lights, explain what the light represent and what action must be taken by vessels involved.

(5) Operate the boat in accordance with inland navigation rules.

D. Small Boat Piloting and Navigation

(1) Identify the basic parts, symbols, and abbreviations found on a nautical chart:

(a) Latitude and longitude scale

(b) Measuring nautical miles

(c) Sounding symbols

(d) General information

(e) Buoy information/symbols

- (f) Prominent local landmarks
- (g) Compass rose and it's parts
- (h) Wrecks, rocks, submerged objects

(2) Identify common aids to navigation used for small boat piloting with regards to the following:

- (a) Nun and can buoys
- (b) Junction and mid-channel buoys
- (c) Day beacons
- (d) Range markers; use and purpose
- (e) Lighthouses

(3) Identify local landmarks used for piloting on a nautical chart with regards to the following:

- (a) Major piers and docks
- (b) Dangerous submerged or semi-submerged rocks or vessels
- (c) Prominent antennas or towers
- (d) Prominent buildings, and landmarks

(4) Demonstrate the following:

- (a) Plot a magnetic course on a nautical chart
- (b) Plot latitude and longitude on a nautical chart
- (c) Measure distance on a nautical chart

(5) Compute Time, Speed, Distance

E. Navigation Aid and Publications

(1) Identify and state the use of various common navigational references listed below:

- (a) USCG Navigational Rules
- (b) Coast Pilot

- (c) Light List
- (d) Local Notice to Mariners and Tide Tables/Current Tables
- (e) Nautical Charts of Local Area
- (2) Demonstrate the following:
 - (a) Determine a compass course from a true course.
 - (b) Pilot a boat using dead reckoning technique.
 - (c) Pilot a boat-using seaman's eye.
 - (d) Determine the position of a boat using radar ranges and bearings.
 - (e) Con a boat using radar.

F. Search and Rescue

- (1) Demonstrate knowledge of SAR terminology and operating procedures with particular attention to following:
 - (a) Define datum
 - (b) Define corner point search area description
 - (c) Define center point search area description
 - (d) Define track spacing
 - (e) Define sweep width
 - (f) Define probability of detection
- (2) Plot and execute the following search patterns:
 - (a) Expanding Square (S3)
 - (b) Sector Search (VS)
 - (c) Parallel Search (PS)
 - (d) Creeping Line Search (CS)
 - (e) Track line Search (TS-TSR)

(3) For each of the following search patterns, explain what type of rescue situation they would be best suited or used for:

- (a) Expanding Square (SS)
- (b) Sector Search (VS)
- (c) Parallel Search (PS)
- (d) Creeping Line Search (CS)

G. Boat Sense. Demonstrate an understanding of the following concepts:

(1) Constant Bearing, Decreasing Range (CBDR). This fundamental concept that when used properly will prevent collisions with stationary objects or other vessels.

(2) Seaman's Eye. A skilled mariner will develop a "Seaman's Eye," the ability to assess distances and angles without the aid of electronic navigation equipment.

(3) Situational Awareness (SA). Knowing what is going on around the vessel (360 degrees), both internal and external to the boat is a key safety issue. Coxswains who only focus on what is going on ahead of the bow are dangerous. Likewise, attention to the coxswain's duties rather than sky-larking, gabbing, and similar activities is part of SA.

(4) Smartness. A vessel's appearance and boat handling are a clear demonstration of the professionalism of the mariner. There should be no loose gear. Lines are to be properly rigged and stowed. Fenders will be inside the gunwales when cruising underway. Use smooth powering of the boat. Turns will be decisive and not meandering.

(5) Etiquette. Coxswains will demonstrate proper boat etiquette.

(6) No wake zones. Coxswains will demonstrate an understanding of how to operate in a "No Wake Zone."

(7) Common sense.

NYSMEBS Coxswain Qualification Card

Coxswain Candidate: _____

Boat Class: _____

Demonstrate the following (N/A if not applicable):

Operational characteristics and limitations of the boat	
Crew safety briefing	
Pre-op checks prior to getting underway	
Procedures if boat will not start	
Procedures to follow for loss of electrical power	
Procedures for no/low oil pressure	
Procedures for defective charging system	
Procedures for shaft vibration	
Procedures to take for steering casualty	
Location of firefighting equipment	
The various classes of fire, their fuel and methods of extinguishing	
Generator light-off procedure	
Energize all electronic equipment	
Properly activate and energize all onboard navigation equipment	
Energize all lighting	
Demonstrate proper navigation lighting depending on circumstances	
Getting underway procedures	
Sound signal prior to casting off	
Radio procedure prior to casting off	
Casting off from pier	
Pilot the boat	
Operation of boat in following seas	
Operation of boat in head seas	
Operation of boat in beam seas	
Operation and maneuver of boat in narrow channel	
Properly fix the vessel's position, using available equipment	
Compensation for set and drift	
Plotting a course and following it by use of compass and then by radar	
Required sound signals for maneuvering and restricted visibility	
Effects of limited visibility	
Demonstrate low visibility signals	
Anchoring the boat	
Weighing anchor	
Securing the boat to a pier	
Boarding support mission procedures	

Approved: _____ Date: _____



State of New York
Division of Military and Naval Affairs
New York Naval Militia
New York State Military Emergency Boat Service



Certificate of Completion

PRESENTED IN ACCORDANCE WITH NYNIM INSTRUCTION 1550.1

TO

FOR THE SUCCESSFUL COMPLETION OF THE
INTERMEDIATE COURSE OF INSTRUCTION
At

(date)

NYSMEBS Training Officer

Commander, MEBS



State of New York
Division of Military and Naval Affairs
New York Naval Militia
New York State Military Emergency Boat Service



Certificate of Completion

PRESENTED IN ACCORDANCE WITH NYNM INSTRUCTION 1550.1
TO

FOR THE SUCCESSFUL COMPLETION OF THE
COXSWAIN COURSE
At

(date)

NYSMEBs Training Officer

Commander, MEBS

Military Emergency Boat Service

MEBS Swimming Qualification Card

Notice:

To qualify as a member of the New York State Military Emergency Boat Service, all personnel are required to pass a swim test. The minimum standard for the swimming qualification is equivalent to the U.S. Navy Second Class swimmer test.

A second class swim test is a test to determine if a person can stay afloat and survive without the use of a personal floatation device (PFD) indefinitely. The second class swimmer qualification is used as an entry-level requirement for Small Boat Operators.

The second class swim test consists of a deep water jump, 100 yard swim demonstrating 25 yards each of the crawl stroke, breast stroke, side stroke, and elementary backstroke. Immediately after the completion of the swim, without leaving the water, students will prone float (face down) for 5 minutes and transition to a back float before exiting the water.

Candidate: _____ **Date of Birth:** _____

Passed

Failed

Certifying Agency:

Address:

—

Approved: _____ Date: _____

NYNM Form 1513 (08/09; Replaces NYSMEBS 3502.1 Swimming Qualification Record)