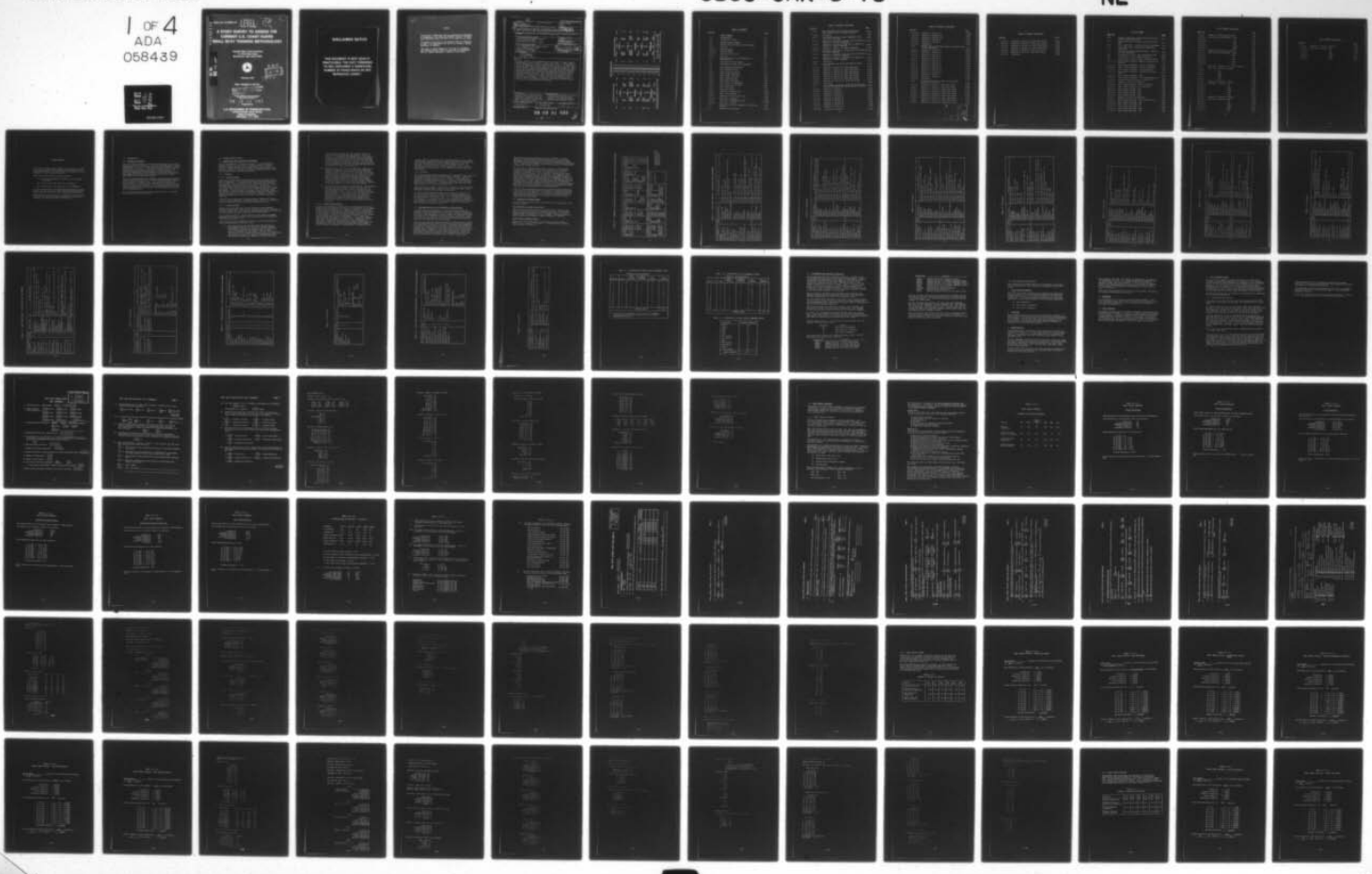
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LEVEL II

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A STUDY SURVEY TO ASSESS THE CURRENT U.S. COAST GUARD SMALL BOAT TRAINING METHODOLOGY

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February 1978

FINAL TECHNICAL REPORT

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Prepared for

U.S. DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD
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Washington , D.C. 20590

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16. Abstract

Survey, analysis, and recommendations regarding the Coast Guard's methodology in the training of small boat crews. A seven month effort encompassing a broad cross-section of the U. S. Coast Guard, including such units as SAR Stations, Port Security Station, and small vessels. Three major phases were involved: Review of Current Practices, Questionnaire Development and Data Reduction Analysis. Survey-questionnaire documents were developed to solicit factual and opinion-type data from those personnel most affected by the existing training system. These completed surveys were then compiled in a computer data base which was subjected to various trend analysis programs. Computer printouts are analyzed to identify read and potential problems from which possible methods of solution are developed and presented.

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METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
		LENGTH		
in	inches	*2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
		AREA		
in^2	square inches	6.5	square centimeters	cm^2
ft^2	square feet	0.09	square meters	m^2
yd^2	square yards	0.8	square meters	m^2
mi^2	square miles	2.6	square kilometers	km^2
	acres	0.4	hectares	ha
		MASS (weight)		
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
		VOLUME		
tsp	teaspoons	5	milliliters	ml
Tbsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.95	liters	l
gal	gallons	3.8	liters	l
ft^3	cubic feet	0.03	cubic meters	m^3
yd^3	cubic yards	0.76	cubic meters	m^3
		TEMPERATURE (exact)		
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

*1 in = 2.54 (exactly). For other exact conversions and more detailed tables, see NBS Misc. Publ. 286, Units of Weights and Measures, Price $2.25, SD Catalog No. C13.10:286.



Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
		LENGTH		
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
		AREA		
cm^2	square centimeters	0.16	square inches	in^2
m^2	square meters	1.2	square yards	yd^2
km^2	square kilometers	0.4	square miles	mi^2
ha	hectares (10,000 m^2)	2.5	acres	
		MASS (weight)		
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	
		VOLUME		
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m^3	cubic meters	35	cubic feet	ft^3
m^3	cubic meters	1.3	cubic yards	yd^3
		TEMPERATURE (exact)		
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F

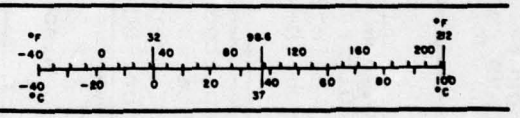


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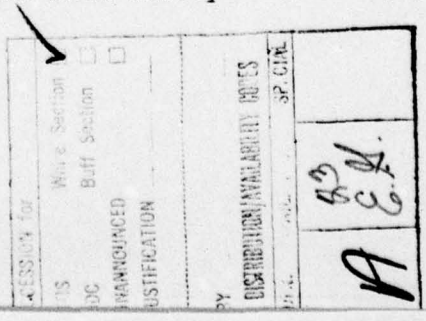


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REPORT SUMMARY

This Final Technical Report conveys the results of a seven-month study program; the principal aspect of which was a broad-based survey of personnel who are responsible for the operation of small boats and vessels.

There were three principal groups surveyed:

(1) Small boat crewmembers (coxswain, boat engineer and crewman)

(2) Small vessel (WPB, WLR, etc.) commanders

(3) Station (SAR, Port Security, etc.) commanders

A unique questionnaire was developed specifically for each group. In all, a total of 1346 survey-questionnaires were distributed and 997 of these were completed and returned.

Questionnaires were structured to provide a profile of unit training and its effectiveness, problems associated with training, and potential methods of solution.

1.0 INTRODUCTION

1.1 OVERVIEW OF PROGRAM

This final report completes Contract DOT-CG-61814-A for "A Study Survey to Assess the Current U. S. Coast Guard Small Boat Training Methodology." This was a seven-month effort encompassing a broad cross-section of the U. S. Coast Guard, including such units as SAR Stations, Port Security Stations, and small vessels. The program encompassed three major phases: Review of Current Practices, Questionnaire Development and Data Reduction Analysis. The purpose of the survey was to assess current U. S. Coast Guard Small Boat training methodology.

Thus, the survey-questionnaire documents were developed to solicit factual and opinion-type data from those personnel most affected by the existing training system. These completed surveys were then compiled in a computer data base which was subjected to various trend analyses programs. The numerous computer printouts were then analyzed to identify real and potential problems. From these, possible methods of solution were developed and included in the recommendations.

The following paragraphs describe the program tasks -- how they were accomplished and the results.

2.0 PROGRAM ACCOMPLISHMENT

2.1 REVIEW SMALL BOAT TRAINING AND MISSIONS

Prior to development of topics for inquiry, it was necessary to perform research into the current training system to determine what the "system" provided and to identify any obvious shortcomings. Simultaneously, the missions assignments to small units were investigated to establish a profile of responsibilities which essentially dictate training requirements.

2.1.1 TRAINING

2.1.1.1 Formal Courses

There is no standard formal school pipeline for small boat crewmen and coxswains. The Yorktown Boatswains' Mates School provides such a course, but it is primarily for reservists and relatively few regulars can attend because they are only accepted on a space-available basis and must be qualified seamen. In addition, since many units are marginally staffed, especially during the boating season, they would be reluctant to release anyone for a twelve-week school. The 13th District operates a Motor Lifeboat School for SAR boat crewman, coxswain and surfman levels and also machinery technician primarily for its own personnel. However, a limited number of openings are usually available to personnel from other districts.

A formal Aids to Navigation course is given at Governor's Island, which is a requirement for all AtoN personnel, but it is a technical course and does not cover boat handling, seamanship, etc.

2.1.1.2 Training Teams

District SAR teams typically provide training to units during scheduled visits which cover four consecutive working days each of which is equally split 50/50 between classroom and underway instruction. It must be noted that many districts have no SAR Teams.

Also, Yorktown conducts a formal Boating Safety School for BOSDET personnel, which is a six-week course covering federal regulations, enforcement, procedures, etc.

There are three basic categories or types of training provided to active duty small boat crews which are:

(1) Area and District SAR training teams that follow an established course outline (which is somewhat flexible and subject to change in accordance with the experience level of the particular unit/class, and the daily operational demands on SAR teams). Usually this training consists of 50 percent classroom and 50 percent underway. SAR training varies since there are differences in SAR operations in Atlantic as compared to Pacific stations.

The Area Training teams provide a broader scope of training covering Mobility, SAR and ELT. The local district is responsible for assigning the Area Team to specific units within the district and this assignment is usually made to those units that have not received Area training for the longest interval. The Area team is comprised of two responsible and qualified personnel, but other members of the team are appointed and may have no expertise in small boat training.

(2) OJT using CG-313 to the extent applicable supported by Chapman's Seamanship, Piloting, Small Boat Handling, Dutton's Navigation and Piloting, Practical Navigator, Knights Modern Seamanship. CG-313 is used for all SAR station training, administered by the station 0 in C/Co. Actual training, particularly underway boat handling type, is conducted during actual SAR evolutions by current qualified coxswains. Ideally, boat crewmen, in training for coxswain, are rotated through various boats (if available at the station) and thus are exposed to various coxswains and their training methods.

(3) In rare instances, personnel (Seaman E-3's) from operating units may be assigned, for training purposes, to the Yorktown Boatswain's Mates School or the District 13 Motor Lifeboat School. This is not typically done for various reasons: first, classes are conducted primarily for reservists (at Yorktown) and the 13th District, respectively, on a first-priority basis--others are accepted on a space-available basis; second, units hesitate to voluntarily assign their personnel to a school since they lose their services during the training time.

2.1.1.3 Self Training and OJT

Practical and Knowledge factors (CG-311, Enlisted Qualifications Manual) which are required to qualify for advancement is an example of self training for which the student is primarily responsible. Another type is correspondence courses which cover a wide variety of skill areas. These courses are voluntary and participation by boat crewmen is sparse, presumably because many are not thought of as directly beneficial to advancement. CG-313, Boat Crew Training Guide was issued to standardize, to the extent possible, small boat crew training at the unit level. Completion of the exercises is monitored and certified by local commanders or designates. Thus, the individual unit, through actual experience and guidance by CG-313, evolves qualified small boat crewmen. CG-313 training is primarily a demonstration of capability, the

sequence and the requirements for completing each item are listed in the guide. However, techniques and/or procedures for completing the item successfully are left to demonstration by a peer or reference to other documents (Chapman's, Dutton's, etc.). In this training system, the extent and speed with which a seaman is advanced is left pretty much to the individual's initiative and perseverance.

2.1.2 MISSIONS

The various mission/program responsibilities assigned to the units surveyed were compiled using the OPFAC manual (CG-244), along with the boats utilized to carry out the missions. These data are presented in Tables 2-0 through 2-4. Table 2-1 provides information on the program/mission and boat assignments for each Coast Guard station by district. A summary table of missions and boat types by district is also given, Table 2-0.

Similar data is provided in Tables 2-2 through 2-4 for the following units, respectively: Bases, Aids to Navigation Teams, Light Attendant Stations and Port Security Stations.

All of the tables provided depict the diversity of missions and the boat types assigned to perform them. Another element of variation, which could not be shown, is the operating environment at each location and coverage area, i.e., the difficulty (hazard) of performing the assigned mission. These complexities establish the fundamental requirement for intensive training and the variation from station to station or, more broadly, district to district, dictate that such training be local.

2.2 PROCEDURE/PROCESS FOR DEVELOPMENT OF QUESTIONNAIRE

The questionnaire requirements were derived from meetings with personnel from USCG Headquarters and selected stations which were considered representative of units, in terms of size, missions and facilities, from throughout the Coast Guard. The purpose of these interviews was to establish the most meaningful topics for survey, the principal training oriented problems to assess, and the best method for distributing the questionnaire.

Interview meetings with cognizant personnel from Cape May, Atlantic City and Sandy Hook were held early in the program and encompassed both supervisory (officers and enlisted) and small boat personnel. In addition to these primary contacts, training methodologies and problems were discussed with both the Atlantic Area and 3rd District Training Teams. Together, these sources provided the information from which a draft set of survey topics was derived. These were reviewed by Coast Guard Headquarters (G-OMR) personnel and those areas considered most significant were reduced to questions.

These preliminary question-sets were then reviewed in a joint meeting at the Yorktown Boatswain Mates School with supervisory personnel from the school and also training representatives from the 13th District who happened to be there on a training coordination visit. This meeting resulted in some restructuring of the questions and addition of some new ones.

At this point it became obvious that in order to assure proper coverage and as complete a data base as possible, it would be necessary to broaden the survey to encompass other units in addition to SAR stations. This resulted in generation of three separate survey-questionnaires as follows: Unit Commander Survey, Small Vessel Commander Survey and Small Boat Crewmember Survey. These three preliminary questionnaires were submitted to cognizant personnel at the Atlantic City station for a comprehensive dry run. This was done to assure complete understanding of the questions and terminology and to get an objective reaction to the survey from personnel in positions identical to those in the final survey sample. This dry run was most beneficial and productive resulting in some rewording and reconfiguration of the questionnaires.

Thus, the three questionnaires could be finalized and printed with a high level of confidence that each question selected was the most significant for the purposes of the survey, all questions could be easily understood by personnel in each specific survey sample and, based upon the enthusiasm of the personnel interviewed, a high return rate was anticipated.

2.3 SELECTION OF SURVEY SAMPLE

The three separate surveys were structured to be distributed in the following manner:

Unit Commander and Boat Crew Survey

These surveys were distributed in two basic ways: first it was sent as a cover survey to unit CO's/OIC's who also received Crewmember Surveys and, second, as an individual survey to all SAR Stations whose crewmembers were not surveyed. The distribution of these surveys by unit types is shown in Tables 2-5 and 2-6.

Small Vessel Commander Survey

These were sent to CO's/OIC's of small vessels such as WPB's, WYTM's, etc., totaling 219 vessels. The distribution by vessel type is shown in Table 2-7.

TABLE 2-0. SUMMARY OF MISSIONS AND BOAT TYPES[1] ASSIGNED TO STATIONS WITHIN DISTRICTS

District 1		District 3		District 5		District 7		District 8		District 9	
Missions	Boats	Missions	Boats	Missions	Boats	Mission	Boats	Mission	Boats	Mission	Boats
SAR	44-MLB	SAR	30-UTM	SAR	TICWAN	SAR	60-HB	SAR	40-UTB	SAR	30-UTM
RBS	SKB	RBS	SKM	RBS	17-UTL	RBS	30-UTM	RBS(ESM)	SKB	RBS	SKB
AN	40-UTB	C+S	40-UTB	AN	40-UTB	ELT	40-UTB	RBS	30-UTM	PSS	17-UTL
AN(LTSTA)	17-UTL	AN(LTSTA)	35-LARC	RA	30-UTM	PSS	17-UTL	AN	17-UTL	AN	SKI
C+S	SKM	AN	44-MLB	C+S	44-MLB	MEP	41-UTB	RA	TANB	MEP	40-UTB
AN(ESMT)	36-MLB	PSS	SKL	PSS	SKB	AN	SKM	(LORSTA-A/ESM)	WP	(LTSTA)	16-DIN
	PEOIN	MEP	17-UTL	MEP	26-Barge	C+S	18-UTL	(LTSTA/ESM)	44-MLB	(LASTA)	44-MLB
	25-MCB	RA	SKB		BU	MEP(ESM)	TANB	RA(LTSTA)		C+S	26-MCN
	56-LCM		25-MSB(SV)		SKM	C+S(ESM)	44-MLB	PSS			TICWAN
	SKL		BUSL		TANB		SKB	MEP			24-Barge
	25-MSB		56-LCM		25-MSB(SV)		44-MLB	C+S			SKM
			46-BUSL		35-LARC			(ESM/LASTA LOR MON STATION)			36-MLB
			BU		30-Barge						42-HB
					60-MB						TANB
											17-AB
											52-JB

District 11*		District 12		District 13		District 14*		District 17*
Mission	Boats	Mission	Boats	Mission	Boats	Mission	Boats	
SAR	41-UTB	SAR	44-MLB	SAR	52-MLB	SAR	55-CB	
AN	17-UTL	RBS	18-UTL	RBS	40-UTB	ELT		
ELT	40-UTB	AN	SKB	AN	SKM	AN		*No Stations
MEP	1-SKB	PSS	25-MSB	C+S	44-MLB	RBS		
RBS		MEP	25-UTL	(LTSTA)	SKB	PSS		
		(ESM)	SKM	(ESM)	25-MSB			
*Only one station (Channel Island Harbor) within this District.		(LTSTA)	40-UTB	(LASTRA)	25-MSB(SV)	*Only one station (Pago Pago, Samoa) within this District.		
		(EST)	17-UTL		36-MLB			
			30-UTM		41-UTB			
			TANB		TANB			
			36-MLB		FR			
			20-DIN					

1. The columns of missions and boats are not correlated line by line; each is a separate, independent list.

TABLE 2-1. COAST GUARD STATION - MISSION AND BOAT ASSIGNMENT

Operating Facility and Locations	District	Program/Mission	Boat Types and Quantity
STATIONS			
Block Island, R.I.	1	SAR/RBS/AN(LTSTA)	1-44-MLB, 1-SKB, 1-40-UTB
Boothbay Harbor, Me.		SAR/RBS/AN	1-44 MLB, 1-17-UTL, 1-40-UTB, 1-SKB
Brant Point, Ma.		SAR/RBS/AN(LTSTA)	1-44 MLB, 1-40-UTB, 1-SKB, 1-SKM
Cape Cod Canal, Ma.		SAR/RBS (LTSTA)	1-44-MLB, 1-SKB, 1-40-UTB; Relief Boats: 1-36-MLB, 1-SKM, 1-SKB
Castle Hill, R.I.		SAR/RBS/AN	1-44-MLB, 1-SKM, 1-40-UTB, 1-17-UTL
Chatham, Ma.		SAR/RBS/C+S (LTSTA/ESMT)	2-44-MLB, 1-SKB
Duluth-Eastport			None
Gloucester, Ma.		SAR/RBS	1-44-MLB, 1-17-UTL, 1-SKM, 2-40-UTB, 1-SKB
Jonesport, Me.		SAR/RBS/AN	2-44 MLB, 1-SKB, 1-17-UTL, 1-40-UTB, 1-PEDIN
Menemsha, Ma.		SAR/RBS/AN	1-44-MLB, 1-SKB, 1-40-UTB
Merrimac River, Ma.		SAR/RBS	1-44-MLB, 1-17-UTL, 1-40-UTB, 1-SKM
Point Allerton, Ma.		SAR/RBS	1-44-MLB, 1-17-UTL, 1-SKB, 3-40-UTB, 1-SKM
Point Judith, R.I.		SAR/RBS/AN	1-44-MLB, 1-SKM, 1-40-UTB, 1-17-UTL
Portsmouth Harbor, N.H.		SAR/RBS/AN/C+S	2-25-MCB, 2-SKB, 2-PEDIN, 1-56-LCM, 1-40-UTB, 1-17-UTL, 3-SKM, 3-SKL, 1-44-MLB, 1-17-UTL; Relief Boats: 1-44-MLB, 4-25-MSB, 2-40-UTB
Race Point, Ma.		SAR/RBS/AN	1-44-MLB, 1-SKB, 1-40-UTB
Rockland, Me.		SAR/RBS/AN	1-44-MLB, 1-17-UTL, 1-SKB, 1-40-UTB, 1-SKM, 1-PEDIN
Scituate, Ma.	1	SAR/RBS	1-44-MLB, 1-17-UTL, 1-40-UTB, 1-SKM
Atlantic Beach, N.Y.	3	SAR/RBS	1-30-UTM, 1-SKM
Atlantic City, N. J.		SAR/RBS/C+S	1-40-UTB, 1-SKM, 1-30-UTM, 1-35-LARC, 1-44-MLB, 1-SKL
Barnegat, N. J.		SAR/RBS/C+S (LTSTA)	1-44-MLB, 1-30-UTM, 1-17-UTL, 1-SKB, 1-40-UTB, 1-25-MSB(SV), 1-SKL
Beach Haven, N. J.		SAR/RBS	1-44-MLB, 1-SKM, 2-30-UTM, 1-SKB
Cape May, N. J.		SAR/RBS/C+S	1-44-MLB, 2-30-UTM, 1-SKL, 2-40-UTB, 2-SKM, 1-17-UTL

TABLE 2-1 (continued)

Operating Facility and Locations	District	Program/Mission	Boat Types and Quantity
Eatons Neck, N. Y.	3	SAR/AN/C+S/RBS(LTSTA)	1-BUSL, 1-40-UTB, 1-SKL, 1-20-UTL, 1-44-MLB, 2-30-UTM, 1-SKM
Five Island, N. Y.		SAR/RBS/AN	1-BUSL, 1-40-UTB, 1-22-MLB, 1-UTL, 1-44-MLB, 1-30-UTM, 1-SKL
Fishers Island, N. Y.		SAR/RBS/AN	1-40-UTB, 1-UTL, 1-SKM
Fort Totten, N. Y.		SAR/RBS/AN	1-40-UTB, 1-SKB
Great Egg, N. J.		SAR/RBS	1-40-UTB, 1-UTL, 1-30-UTM, 1-44-MLB
Indian River Inlet, Del.		SAR/RBS/C+S	1-44-MLB, 1-30-UTM, 1-UTL, 1-40-UTB, 1-SKB
Manasquan Inlet, N.J.		SAR/PSS/RBS	1-56-LCM, 1-40-UTB, 1-UTL, 1-44-MLB, 1-30-UTM
Montauk, N.Y.		SAR/RBS	1-44-MLB, 1-17-UTL, 1-40-UTB
Moriches, N. Y.		SAR/RBS/C+S	1-40-UTB, 1-17-UTL, 1-30-UTM, 1-SKM
New Haven, Ct.		SAR/RBS	1-40-UTB, 1-SKB, 1-30-UTM
New London, Ct.		RBS/MEP/SAR/C+S/AN/PSS	1-46-BUSL, 1-30-UTM, 2-SKB, 2-40-UTB, 2-SKL
Rockaway, N. Y.		SAR/RBS/C+S	1-44-MLB, 1-30-UTM, 1-40-UTB, 1-SKB
Sandy Hook, N. J.		SAR/RBS/C+S/AN/RA	1-44-MLB, 1-35-LARC, 1-SKM, 2-40-UTB, 2-30-UTM
Shark River		SAR/PSS/C+S/RBS	1-40-UTB, 1-SKM, 1-17-UTL
Short Beach, N.Y.		SAR/RBS	1-44-MLB, 1-40-UTB, 1-30-UTM, 1-UTL
Shinnecock, N. Y.		SAR/RBS/AN	1-BU, 1-30-UTM, 1-SKL, 1-44-MLB, 1-17-UTL, 1-SKM
Townsend Inlet, N.J.	3	SAR/RBS/C+S	1-44-MLB, 2-30-UTM, 1-SKL, 2-40-UTB, 2-SKM, 1-17-UTL
Annapolis, Md.	5	SAR/RBS/AN	1-TICWAN, 1-17-UTL, 1-40-UTB, 2-30-UTM
Cape Charles, Va.		SAR/RBS/AN	1-44-MLB, 1-TICWAN, 1-30-UTM, 1-SKB
Cape Lookout		SAR/RBS/AN/RA	2-30-UTM, 1-26-BARGE, 1-SKB
Chincoteague, Va.		SAR/RBS/AN/C+S	1-BU, 1-30-UTM, 2-SKB, 1-44-MLB, 1-TICWAN, 1-SKM
Dahlgren, Va.		SAR/RBS/AN	1-30-UTM, 1-TANB, 1-SKB
Hatteras Inlet, N.C.		SAR/RBS/AN/RA	1-44-MLB, 1-25-MSB(SV), 1-30-UTM, 1-35-LARC
Hobucken		SAR/RBS	1-30-YTNm k0SJB
Little Creek, Va.		SAR/RBS	1-40-UTB, 2-SKB, 1-30-UTM
Milford Haven, Va.		SAR/RBS/AN/RA	1-46-BU, 1-TANB, 1-SKM, 1-40-UTB, 1-SKB

TABLE 2-1 (continued)

Operating Facility and Locations	District	Program/Mission	Boat Types and Quantity
Norfolk, Virginia	5	SAR/RBS/AN/PSS/ MEP/C+S	2-45-BU, 5-30-UTM, 1-SKM, 1-40-UTB, 2-SKB, 1-42-BARGE. Relief Boats 1-44-MLB
Oak Island		SAR/RBS/AN/RA	1-44-MLB, 1-SKB, 1-30-UTM, 1-SKM
Ocean City, Md.		SAR/RBS/AN/RA	1-44-MLB, 1-25-MSB(SV), 1-30-UTM, 1-SKB
Ocracoke		SAR/RBS/AN	1-44-MLB, 1-SKB, 1-30-UTM
Oregon Inlet, N.C.		SAR/RBS/AN/RA	1-44-MLB, 1-35-LARC, 1-30-UTM, 1-SKB
Parramore Beach, Va.		SAR/RBS/AN/RA	1-44-MLB, 1-30-BARGE, 1-SKB, 1-30-UTM, 1-26-BARGE
Piney Point, Md.		SAR/RBS/AN	1-30-UTM, 1-SKM, 1-TICWAN
Swansboro		SAR/RBS	1-30-UTM, 1-SKB
Stillpond, Md.		SAR/RBS/AN	1-BU, 1-17-UTL, 2-SKM, 1-30-UTM, 1-TICWAN
Taylors Island, Md.		SAR/RBS/AN	1-60-MB, 1-TICWAN, 1-40-UTB, 1-SKM
Wrightsville Beach		SAR/RBS	1-30-UTM, 1-SKB
Clearwater, Fla.	7	SAR/RBS	1-60-HB, 1-30-UTM, 1-40-UTB, 1-17-UTL
Fort Lauderdale, Fla.		SAR/RBS/ELT/PSS/ MEP	3-41-UTB, 1-SKM, 1-30-UTM
Fort Myers Beach, Fla.		SAR/RBS	1-40-UTB, 1-18-UTL
Fort Pierce, Fla.		SAR/RBS/AN	1-40-UTB, 1-TANB, 1-44-MLB, 1-30-UTM, 1-SKB
Islamorada, Fla.		SAR/RBS	1-60-HB, 1-UTL, 1-SKL, 2-40-UTB, 1-SKB
Key West, Fla.		SAR/RBS/PSS/C+S/MEP(ESM)	2-40-UTB, 1-TANB, 1-UTL, 1-30-UTM, 1-SKB. Relief Boats: 1-SKM
Lake Worth Inlet, Fla.		SAR/RBS	1-44-MLB, 1-25-MSB(SV), 1-40-UTB, 1-SKB
Marathon, Fla.		SAR/RBS	1-40-UTB, 1-SKB, 1-30-UTM, 1-UTL
Ponce De Leon Inlet, Fla.		SAR/RBS/AN	1-44-MLB, 1-30-UTM, 1-SKB, 1-40-UTB, 1-TANB
Port Canaveral, Fla.		SAR/RBS/PSS/ELT	1-40-UTB, 1-17-UTL
St. Petersburg, Fla.		SAR/C+S(ESM)	1-40-UTB, 1-UTL, 1-30-UTM
St. Simon Island, Ga.		SAR/RBS/AN	1-40-UTB, 1-TANB, 1-30-UTM, 1-SKB
Tybee, Ga.		SAR/RBS	1-40-UTB, 1-30-UTM
Yankeetown, Fla.		SAR/RBS	1-60-HB, 1-UTL, 1-40-UTB

TABLE 2-1 (continued)

Operating Facility and Locations	Dis-trict	Program/Mission	Boat Types and Quantity
Freeport, Texas	8	SAR/RBS(ESM)	1-40-UTB, 1-SKB, 1-30-UTM
Grand Isle, La.		SAR/RBS/AN/RA (LORSTA-A/ESM)	2-40-UTB, 1-SKM, 1-30-UTM
New Canal, La.		SAR/RBS/AN	1-30-UTM, 1-SKB, 1-17-UTL, 1-40-UTB
Panama City, Fla.		SAR/RBS/AN (LTSTA/ESM)	1-40-UTB, 1-TANB, 1-30-UTM, 1-WP
Pascagoula, Ms.		SAR/RBS	1-40-UTB, 1-SKB
Port Aransas, Texas		SAR/RBS/RA(LTSTA)	2-40-UTB, 1-SKB
Port Isabel, Texas		SAR/PSS/MEP/C+S/AN RBS/RA(ESM/LASTA LOR MON STA)	1-44-MLB, 1-30-UTM, 1-SKB, 1-40-UTB, 1-TANB, 1-WP
Port O'Connor, Texas		SAR/RBS/AN(ESM)	1-44-MLB, 1-30-UTM, 1-WP, 1-40-UTB, 2-SKB
Santa Rosa, Fla.		SAR/RBS	1-41-UTB, 1-SKB, 1-30-UTM
Alexandria Bay, N.Y.	9	SAR/RBS/PSS	1-30-UTM, 1-SKB, 1-17-UTL, 1-SKI
Ashtabula, Ohio		SAR/RBS/AN	1-44-MLB, 1-SKB, 1-40-UTB, 1-SKI
Bayfield, Wi.		see Duluth, Mn	
Belle Isle, Mi.		SAR/RBS/PSS/AN	2-40-UTB, 1-17-UTL, 1-16-DIN, 1-30-UTM, 1-SKI. 1-16 DIN(MM Exams)
Calumet Harbor		SAR/PSS/MEP/AN/RBS (LTSTA)	1-44-MLB, 1-17-UTL, 1-16-DIN, 1-30-UTM, 1-SKI. 1-16 DIN(MM Exams)
Charlevoix, Mi.		SAR/RBS	1-44-MLB, 1-30-UTM, 1-SKB, 1-40-UTB, 1-26-MON, 1-SKI
Cleveland Harbor, Ohio		SAR/RBS/AN/C+S(LTSTA)	1-44-MLB, 1-SKI, 1-SKB, 2-40-UTB, 1-30-UTM
Duluth, Mn.		SAR/RBS/AN	1-44-MLB, 1-TICWAN, 1-SKI, 2-40-UTB, 1-24-BARGE, 1-SKM
Erie, Pa.		SAR/RBS/AN(LTSTA)	1-44-MLB, 1-SKI, 1-SKB, 1-40-UTB
Fairport, Ohio		SAR/RBS/AN	1-40-UTB, 1-SKI, 1-SKB
Frankfort, Mi.		SAR/RBS(LTSTA)	1-44-MLB, 1-SKB, 1-SKI
Grand Haven, Mi.		SAR/RBS	1-40-UTB, 1-SKI, 1-SKB
Grand Marais, Mi.		SAR/RBS/AN(LTSTA)	1-36-MLB, 1-SKI

TABLE 2-1 (continued)

Opeating Facility and Locations	District	Program/Mission	Boat Types and Quantity
Greenbay, Wi.	9	see Sturgeon Bay	Seasonally 1-52-HB
Harbor Beach, Mi.		Seasonal SAR/RBS	1-40-UTB
Holland, Mi.		SAR/RBS(LTSTA)	1-44-MLB, 1-SKI, 1-SKB
Kenosha, Wi.		SAR/RBS/AN(LTSTA)	1-SKM, 1-41-UTB, 1-SKI
Lorain, Ohio		SAR/RBS/AN(LTSTA)	1-44-MLB, 1-SKI, 1-SKB
Ludington, Mi.		SAR/PSS/RBS(LTSTA)	1-44-MLB, 1-SKB, 1-SKI
Manistee, Mi.		Seasonal SAR/RBS	1-40-UTB
Marblehead, Ohio		SAR/RBS/AN(LTSTA)	1-42-HB, 2-40-UTB, 1-SKI, 1-44-MLB, 2-17-UTL
Marguette, Mi.		SAR/RBS/AN	1-30-UTM, 1-SKI, 1-36-MLB
Michigan City, In.		SAR/RBS(LTSTA)	1-44-MLB, 1-SKB, 1-SKI
Milwaukee, Wi.		SAR/RBS/AN	1-44-MLB, 1-SKI, 1-SKM, 1-41-UTB, 1-16 DIN (MM Exams)
Munising, Mi.		ADCON CCGD9 Seasonal SAR/RBS	None
Muskegon, Mi.		SAR/RBS(LTSTA)	1-44-MLB, 1-SKI, 1-SKB
Niagara, N.Y.		SAR/RES	1-44-MLB, 1-SKI, 1-30-UTM
North Superior, Mn.		ADCON CCGD9 Seasonal SAR/RBS	None
Oswego, N. Y.		SAR/RBS/AN/PSS/MEP	1-40-UTB, 1-SKI, 1-SKB
Plum Island, Wi.		Seasonal SAR/RBS	1-40-UTB
Port Huron, Mi.		SAR/RBS/AN/PSS(LTSTA)	1-44-MLB, 1-SKI, 1-17-UTL.
Portage, Mi.		ADCON CCGD9 Seasonal SAR/RBS	None
Put-In Bay, Ohio		Seasonal	1-42-HB
Rochester, N.Y.		SAR/RBS/AN	1-44-MLB, 1-SKB, 1-SKI, 1-SKm
Sackets Harbor, N. Y.		ADCON CCGD9 Seasonal SAR/RBS	None
Saginaw River, Mi.		SAR/RES/AN	1-40-UTB, 1-SKI, 1-TANB, 1-17-AB

TABLE 2-1 (continued)

Operating Facility and Locations	District	Program/Mission	Boat Types and Quantity
Sandusky Bay, Ohio	9	SAR/RBS/AN(LTSTA)	2-30-UTM, 1-SKI, 1-TANB
Shaboygan, Wi.		SAR/RBS/AN(LTSTA)	1-SKM, 1-SKB, 1-SKI, 1-40-UTB
Sodus, New York		ADCON CCGD9 Seasonal SAR/RES	None
South Haven		ADCON CCGD9 Seasonal SAR/RBS	None
St. Clair Flats		SAR/RBS/AN	1-30-UTM, 1-SKI, 1-17-UTL
St. Clair Shores, Mi.		SAR/PSS/AN/RBS	1-44-MLB, 1-SKB, 1-SKI
Sturgeon Bay Canal		SAR/RBS/AN(LTSTA/LASTA)	1-40-UTB, 1-17-UTL, 1-SKI, 2-30-UTM, 1-SKM, 1-52-HB
Tawas, Mi.		SAR/RBS/AN(LTSTA)	1-44-MLB, 1-SKB, 1-SKI
Toledo, Ohio		SAR/RBS/C+S/AN(LTSTA)	1-40-UTB, 1-30-UTM, 1-SKI, 1-36-MLB, 1-SKB
Two Rivers, Wi.		SAR/RBS/AN(LTSTA)	1-40-UTB, 1-SKI, 1-SKM
Wilmette Harbor, Il.		SAR/RBS/AN	1-40-UTB, 1-SKI
Cnannel Island Harbor	11	SAR/AN/ELT/MEP/RBS	1-41-UTB, 1-17-UTL, 1-40-UTB, 1-SKB
Benecia	12	see San Francisco	None
Bodega Bay, Cal.		SAR/RBS/AN	2-44-MLB, 1-18-UTL
Fort Point, Cal.		SAR/AN/RBS	2-44-MLB
Humboldt Bay		SAR/RES/PSS/MEP/AN(ESM)	2-44-MLB, 1-SKB, 1-25-MSB. Relief Boats: 1-25-MSB
Klamath River		Seasonal River Patrol	None
Lake Tahoe, Cal.		SAR/RBS/AN	1-25-UTL, 1-SKM, 1-17-UTL
Monterey, Cal.		SAR/RBS/AN/PSS/MEP(LTSTA)	1-44-MLB, 1-SKM, 1-40-UTB
Rio Vista		SAR/RBS/AN	2-30-UTM, 1-17-UTL, 1-SKM, 1-TANB, 1-SKB
San Francisco, CAl.		SAR/AN/PSS/C+S/RBS/MEP(EST)	17-40-UTB, 3-SKM, 1-SKB. Relief Boats: 1-36-MLB,1-18-UTL,2-20-DIN, 1-25-MSB, 1-SKB
Santa Cruz, Cal.		Seasonal (see Monterey)	None

TABLE 2-1 (continued)

Operating Facility and Locations	District	Program/Mission	Boat Types and Quantity
Cape Disappointment,Va.	13	SAR/RBS/AN/C+S(LTSTA)	1-52-MLB, 3-40-UTB, 1-SKM, 3-44-MLB, 1-SKB, 1-25-MSB(SV)
Chetco River, Or.		SAR/RBS/AN	2-44-MLB, 1-SKM, 2-25-MSB(SV), 1-36-MLB
Coos Bay, Or.		SAR/RBS/AN/C+S(ESM)	1-52-MLB, 1-25-MSB, 2-44-MLB, 1-SKM. Relief Boats: 1-44-MLB
Coquille River, Or.		Seasonal River Patrol (see Coos Bay)	None
Depoe Bay, Or.		SAR/AN/RBS	1-44-MLB, 1-25-MSB(SV)
Grays Harbor, Wa.		SAR/RBS/AN(LASTA/FOG SIG STA)	1-52-MLB, 2-41-UTB, 1-SKB, 2-44-MLB, 1-TANB
Kennewich, Wa.		AN/SAR/RBS	2-TANB, 1-SKB, 1-SKM
Neah Bay, Wa.		SAR/RBS/AN	1-44-MLB, 1-SKB, 1-40-UTB
Nehalerm River, Or.		Seasonal River Patrol (see Tillamook)	None
Quillayute River, Wa.		SAR/RBS/AN(LTSTA)	2-44-MLB, 1-SKB
Rogue River, Or.		Seasonal River Patrol; (see Chetco River)	None
Siletz River, Or.		Seasonal River Patrol (see Depoe Bay)	None
Siuslaw River, Or.		SAR/RBS/AN	2-44-MLB, 1-25-MSB(SV), 1-SKM
Tillamook, Or.		SAR/AN/RBS	1-44-MLB, 1-25-MSB(SV), 1-FR, 2-36-MLB, 1-SKM
Umpqua River, Or.		SAR/RBS/AN(LTSTA)	2-44-MLB, 1-SKM, 1-25-MSB(SV)
Willapa Bay, Wa.		SAR/RBS/AN(LTSTA/LASTA)	2-44-MLB, 1-TANB
Yaquina Bay, Or.		SAR/RBS/AN	1-52-MLB, 1-25-MSB(SV), 2-44-MLB, 1-SKM
Pago Pago, Samoa	14	SAR/ELT/AN/RBS/PSS	1-55-CB

TABLE 2-2. COAST GUARD BASES - MISSION AND BOAT ASSIGNMENT

Operating Facility and Locations	District	Program/Mission	Boat Types and Quantity
Astoria	13		
Buffalo, New York	9	SAR/RBS/AN/C+S	1-BUSL, 1-WP, 1-20-DIN, 5-FR, 1-ANB, 1-40-UTB, 1-SKI, 1-TANB, 1-41-UTB
Charleston, S. C.	7	SAR/PSS/MEP/AN/C+S/ RBS (ESM)	2-40-UTB, 1-17-UTL, 2-30-UTM, 1-TICWAN. Relief Boats, 1-25-MCB
Detroit, Michigan	9	AN/C+S/RT (IND)	1-56-LCM, 1-WP, 1-BUSL, 1-TANB. Relief Boats, 1-25-MCB
Fort Macon, N. C.	5	SAR/RBS/C+S	1-30-UTM, 1-SKB, 1-44-MLB
Galveston, Texas	8	PSS/MEP/SAR/C+S/RBS/RA (LORSTA-A/EST/LTSTA/IND)	1-44-MLB, 3-30-UTM, 1-SKB, 2-40-UTB, 1-WY
Gloucester, City, N.J.	3	PSS/SAR/AN/C+S/RBS/ MEP(LTSTA/ESM)	5-40-UTB, 1-BU, 1-SKB, 1-30-UTM, 1-SKL, 1-SKM
Honolulu, Hawaii	14	C+S/SAR(IND/ES)/RBS	1-43-BARGE, 1-40-UTB, 1-17-UTL, 1-36-BARGE, 1-23-MB. Relief Boats: 1-35-LCVP, 1-25-MCB, 1-25-MSB
Ketchikan, Arkansas	17	SAR/PSS(MEP/C+S/AN/RBS (IND))	2-40-UTB, 1-SKM, 1-SKB, 1-SKL. Relief Boats: 2-25-MCB, 3-SKB, 2-25-MSB, 3-SKM
Mayport, Florida	7	SAR/C+S/RBS (EST)	2-40-UTB, 1-SKB
Miami Beach, Florida	7	SAR/PSS/C+S/RBS/MEP (EST/IND)	6-27-ML, 1-SKM, 1-SKB. Relief Boats: 4-40-UTB, 1-25-MCB, 2-30-UTM, 2-SKB
Milwaukee, Wisconsin	9	AN/C+S(ES)	None
Mobile, Alabama	8	AN/PSS/MEP/SAR/C+S/ RBS (EST/IND)	1-40-UTB, 1-TANB, 1-45-BARGE, 3-30-UTM, 2-SKM. Relief Boats: 1-40-UTB
New Orleans, La.	8	AN/PSS/MEP/SAR/C+S/RBS (EST/SUPDEP/IND)	Relief Boats: 1-40-UTB, 1-25-MSB, 2-SKB, 1-30-UTM, 1-WP 1-110-BARGE, 1-55-BARGE, 2-TICWAN, 2-WP, 3-40-UTB, 1-32-BARGE, 3-SKB, 2-30-UTM
Portsmouth, Virginia	5	AN/RBS	1-SKB. Relief Boats: 2-25-MSB, 1-30-UTM, 1-SKM, 1-25-MCB, 1-TICWAN, 1-WP
San Juan, Porto Rica	7	SAR/PSS/MEP/AN/C+S/RBS (ES/SUPDEP/IND)	3-30-UTM, 2-SKB
Sault St. Marie, Mi.	9	SAR/PSS/MEP/CVS/C+S/RBS (ES/IND)	1-44-BARGE, 2-30-UTM, 1-SKB, 2-SKM, 1-40-UTB, 1-24-BARGE, 1-56-LCM, 2-WP. Relief Boats: 1-25-MCB, 1-TICWAN

TABLE 2-2 (continued)

Operating Facility and Locations	District	Program/Mission	Boat Types and Quantity
Seattle, Washington	13	AN/C+S/(ES/SUPDEP/IND)	1-TANB, 1-SKM
South Portland, Maine	1	SAR/PSS/MEP/AN/C+S/RBS (ES/IND)	Relief Boats: 2-PEDIN, 1-43-BUSL, 1-25-MSB 1-46-BUSL, 2-40-UTB, 1-31-BARGE, 1-17-UTL, 1-35-LCVP, 1-SKL, 1-44-MLB, 1-40-BU, 1-SKB, 1-SKM, 1-TICWAN
Southwest Harbor, Maine	1	AN/SAR/RBS/C+S(ESMT/ IND)	Relief Boats: 2-PEDIN, 1-19-TICWAN, 1-46-BUSL, 1-40-UTB, 1-SKM, 1-SKB, 1-SKL, 1-44-MLB, 1-PEDIN, 1-25-MSB(SV)
St. Louis, Missouri	2	AN/SAR/PSS/C+S/RBS(ES)	2-30-UTM, 1-SKM, 1-17-UTL, Relief Boats: 4-WP
Terminal Island, Cal.	11	AN/C+S/RA/RBS(EST)	1-45-BU, 1-SKB, 1-30-UTM, Relief Boats: 1-40-UTB, 2-SKB, 1-25-MSB, 2-SKM
Woods Hole, Mass.	1	SAR/RBS/C+S(ES/IND)	1-44-MLB, 1-17-UTL, 1-SKL, 1-40-UTB, 1-PEDIN. Relief Boat: 1-40-UTB

Summary of Types

BUSL	TICWAN	25-MSB, 25-MSB(SV)
WP	SKM	SKL
20-DIN	LCM	27-ML
5-FR	25-MCB	56-LCM
ANB	30-UTM	PEDIN
UTB	SKB	43-BUSL
SKI	44-MLB	
TANB	30-UTM	
41-UTB	BU, 45-BU	
40-UTB	Barge (various from 36' to 110')	
17-UTL	23-MB	
30-UTM	35-LCVP	

TABLE 2-3. COAST GUARD AIDS TO NAVIGATION TEAMS BOAT ASSIGNMENT

Operating Facility and Locations	Dis-trict	Program/Mission	Boat Types and Quantity
Atlantic City	3	AN	1-BUSL, 1-TANB
Boston	1	AN	1-ANB, 1-TANB, 1-46-BUSL, 1-SKL
Bristol	1	AN	1-BU, 1-SKM, 1-TANB
Cape May	3	AN	1-BUSL, 1-ANB, 1-TANB
Cape Vincent	9	AN	1-SKM, 1-TANB
Chattahoochee	8	AN	1-BU, 1-WP
Cheboygan River	9	AN	1-TANB, 1-SKI
Crisfield	5	AN/SAR	1-BU, 1-WP, 1-30-UTM, 1-TANB
Demopolis	8	AN	1-BU, 1-WP
Dulac	8	AN	1-BU, 1-TANB, 1-SKB
Eufaula	8	AN	1-BU, 1-SKM
Fort Macon	5	AN	1-ANB, 1-SKB, 1-TANB
Fort Pierce	7	AN	1-TANB
Galveston	8	AN	1-ANB, 1-SKB, 1-TANB
Grand Haven	9	AN	1-BU, 1-SKI, 1-TANB
Gulfport	8	AN	1-40-UTB, 1-SKM
Honolulu	14	AN	1-TANB
Key West	7	AN	1-TANB
Mayport	7	AN	1-ANB, 1-TANB
Menasha	9	AN	1-BU, 1-SKI, 1-TANB
Miami	7	AN	1-ANB, 3-TANB
Milford Haven	5	AN	1-ANB, 1-SKB, 1-TANB
New Haven	3	AN	1-ANB, 1-21-TANB
Pensacola	8	AN	1-ANB, 1-SKB, 1-TANB
Portage	9	AN	1-TANB, 1-SKM

TABLE 2-3 (continued)

Operating Facility and Locations	District	Program/Mission	Boat Types and Quantity
Portsmouth	5	AN	1-46-BUSL, 1-SKB, 1-TANB
Saugerties	3	AN	1-BU, 1-SKL, 1-TANB
Sault Ste. Marie	9	AN	1-TANB
Selma	8	AN	1-BU, 1-WP, 1-45-BARGE
St. Petersburg	7	AN	1-ANB, 2-TANB
Tybee	7	AN	1-TANB
Woods Hole	1	AN	1-ANB, 1-BUSL, 1-SKL, 1-TANB
			Summary of Boat Types
			BUSL SKM SKB
			TANB BU 40-UTB
			ANB WP 45-BARGE
			46-BUSL SKI
			SKL 30-UTM

TABLE 2-4. COAST GUARD LIGHT ATTENDANT STATION - MISSION AND BOAT ASSIGNMENT

Operating Facility and Locations	District	Program/Mission	Boat Types and Quantity
Apalachicola, Florida	8	AN/SAR	1-BUSL, 1-WP, 1-TANB
Burlington, Vermont	3	AN/SAR/PSS/RBS	1-BU, 1-SKB, 1-17-UTL
Charlotte Amalie, Va.	7	AN	1-SKM
Coinjock, N.C.	5	AN/SAR/RBS	1-40-UTB, 1-SKB, 1-TICWAN
Coos Bay, Oregon	13	AN	1-25-MLC, 1-SKM
Grays Harbor, Washington	13	--	See Grays Harbor CG Station
Norfolk, Va.	5	--	None (see ANT Portsmouth)
Port Isabel, Texas	8	--	See Port Isabel CG Station
Port Mansfield, Texas	8	AN/SAR	1-40-BU, 1-WP, 1-SKB, 1-TANB
Port Ponce, PR	7	AN	1-SKB
Staten Island, New York	3	AN	None
Sturgeon Bay Canal, Wi.	9	--	See Sturgeon Bay Canal CG Station
Venice, La.	8	AN/SAR/RA(ESM)	1-53-CB, 1-TANB, 1-60-HB, 1-SKB
Willapa Bay, Wa.	13	--	See Willapa Bay CG Station
			Summary of Boat Types
			BUSL WP
			TANB BU
			SKB UTL
			SKM UTB
			TICWAN 25-MLC
			53-CB 60-HB

TABLE 2-4 (continued)

Operating Facility and Locations	District	Program/Mission	Boat Types and Quantity
Governors Island, N.Y.	3	PSS/MEP/SAR/AN/C+S/RBS	2-BUSL, 1-TANB, 1-SKL, 10-40-UTB, 1-SKB; Relief Boats: 2-40-UTB
Baltimore, Maryland	5	PSS/MEP/SAR/AN/RBS (ESM)	4-40-UTB, 1-TANB, 1-SKM; Relief Boats: 1-40-UTB, 1-SKL
Houston, Texas		PSS/MEP/SAR/AN(ESM)	3-30-UTM, 1-SKM
Los Angeles-Long Beach	11	PSS/MEP/SAR/ELT	6-40-UTB
Concord, Cal.	12	SAR/MSA/OS/MP/ELT	2-25-MSB
Portland, Oregon	13	PSS/MEP/ELT/AN/SAR/C+S	1-40-UTB, 1-UTL, 1-SKM, 1-45-BU, 2-30-UTM, 7-FR, 2-TANB
Seattle, Washington	13	PSS/MEP/SAR/RBS	5-40-UTB, 1-SKL, 2-SKM, 9-FR

TABLE 2-5. DISTRIBUTION OF SMALL BOAT CREWMEMBER SURVEY

Number of Units Surveyed

District	Bases	Port Safety Stations	Light Attendant Stations	SAR Stations	Total/ District
1	3	-	-	4	7
2	1	-	-	-	1
3	1	1	1	6	9
5	1	-	1	4	6
7	4	-	1	2	7
8	3	1	2	4	10
9	3	-	-	6	9
11	1	1	-	-	2
12	-	1	-	2	3
13	-	2	-	4	6
14	1	-	-	-	1
17	1	-	-	-	1
OVERALL TOTAL					62 *

* Of the 62 units surveyed, 33 were sent 20 Crewmember surveys each and 29 were sent 10 each for a total distrubition of 950.

TABLE 2-6. DISTRIBUTION OF UNIT COMMANDER SURVEYS

Number of Units Surveyed

District	Bases	Port Safety Stations	Light Attendant Stations	SAR Stations	Total/ District
1	3	-	-	17	20
2	1	-	-	-	1
3	1	1	1	20	23
5	1	-	1	20	22
7	4	-	1	16	21
8	3	1	2	10	16
9	3	-	-	44	47
11	1	1	-	-	2
12	-	1	-	7	8
13	-	2	-	13	15
14	1	-	-	-	1
17	1	-	-	-	1
OVERALL TOTAL					177

TABLE 2-7. DISTRIBUTION OF SMALL VESSEL COMMANDER SURVEY

UNIT TYPE	QUANTITY SURVEYED
WPB 95	22
WPB 82	54
WYTM	14
WYTL	15
WLM	15
WLI (Large)	8
WLI (Small)	6
WLIC	13
WLR (Large)	5
WLR (Small)	13
ANFAC	4
A to N Teams	50
TOTAL SURVEYED	219

2.4 PROGRAMMING AND DATA BASE GENERATION

As the questionnaires were received in the mail, they were dated and screened for content and correctness of OPFAC number. Questionnaires were discarded based on the number of questions answered. If only the first section had been completed relating to the individuals statistics such as age, rank and station, it was considered unusable due to lack of content. Also, if a proper OPFAC number in the case of Boat Crew or Unit Commander could not be established, it was considered unusable. These conditions occurred in very few cases; therefore, the data bases were considered useful to the data reduction phase of the program.

After the initial screening, the individual questionnaires were manually entered into the appropriate data base. Once this phase had been accomplished, the verification phase was begun.

The verification phase consisted of printing out all surveys entered into the data base and verifying by hand all printouts against the actual personnel survey. Any errors found were noted on the printouts and the correction phase commenced.

The correction phase consisted of re-entering the data bases and correcting the data for each survey in each group. This insured us that the data within each data base was as factual as possible.

All 'yes,' 'no' and numerical answers had been input to the data base. Essay type answers were not, due to the effort that would be required to reduce them to definitive statements. The essay questions were manually analyzed and are summarized in this report.

The data base consists of three separate flexible disks, each containing a distinct survey group.

Disk Title	Survey
BC	Small Boat Crew Members
UC	Small Boat Unit Commander
VC	Small Vessel Commander

The program disk contains all fourteen programs used in the data base generation and data base reduction.

Program Name	Function
PRGBC1A	Reduces Section I of Boat Crew Survey
PRGBC2	Reduces Section II of Boat Crew Survey
PRGBC3	Reduces Section III of Boat Crew Survey
PRGBC4	Reduces Section IV of Boat Crew Survey
PRGBC5	Reduces Section V of Boat Crew Survey

Program Name	Function
PRGUC1	Reduces entire Unit Commander Survey
PRGVC1	Reduces Section I of Vessel Commander Survey
PRGVC2	Reduces Section II of Vessel Commander Survey
PRGVC3	Reduces Section III of Vessel Commander Survey
PRGVC4	Reduces Section IV of Vessel Commander Survey
USCG3	Questionnaire Input Program
3SURCORA	Questionnaire Correction Program
3SDMP	Questionnaire Verification
ASKALL	Reduces Question Series for any Survey Group

The "BC" flexible disk contains 658 Small Boat Crewmember surveys. Essentially each boat crew has been entered into the data base as a contiguous group; i.e., the Boat Crew packages have been stored together, by OPFAC number.

The "UC" flexible disk contains 151 Small Boat Unit Commanders. The first 42 Unit Commander surveys correspond with the first 42 Boat Crew groups located in the "BC" flexible disk. The remainder of the individual Unit Commanders follow. This has been done to enhance the question comparisons between the Boat Crew survey and the associated Unit Commander survey.

The "VC" flexible disk contains 139 Small Vessel Commander surveys. Since the Vessel Commander surveys were sent to individuals in various districts, they do not directly correlate to any other data base as the "BC" and "UC" data bases.

3.0 DATA REDUCTION AND ANALYSIS

This section shall briefly describe the methodology, structure, data collection, data base generation and analysis used in the study.

A. DATA COLLECTION METHODS

There were two primary methods used in acquiring the data used in this program: (1) interviews with personnel who possessed, through their experience, in-depth knowledge of the topic under examination, (2) three broad coverage questionnaires which were completed by active duty personnel in the following categories:

(1) Unit Commanders

(2) Small Vessel Commanders

(3) Small Boat Crewmembers

B. INTERVIEWS

Many personnel contacts were made with individuals cognizant of those aspects of training within the USCG which were of significance to this study. For the most part these were structured interviews wherein sets of prerequisite questions were compiled prior to the interview. This was done to assure complete coverage and response to the required subject matter.

C. QUESTIONNAIRES

Three comprehensive questionnaires were developed to provide "An Assessment of Current U. S. Coast Guard Small Boat Training Methodology." The purpose of the questionnaires was to establish this assessment based upon the actual experience and judgment of the personnel afloat.

The Unit Commander Survey contained eighty-seven unique data items dealing with operational data and training data. The Vessel Commander Survey contained one hundred sixty-seven unique data items dealing with operational data, training data, individual history and two essay questions.

The Boat Crew Survey contained two hundred twenty-five unique data items dealing with operational data, training data, individual history and two essay questions.

Three separate data bases were formed and loaded into the computer for subsequent analysis. The analysis programs developed were of two basic types. The first consisted of ten unique programs, reduced and quantified gross results. A second group of programs examined and correlated specific responses from questions asked for the purpose of determining exacting data for a given group of people or missions.

Three input type programs were written for the purpose of building, verifying and correcting the data base.

D. LITERATURE

The literature for the study was primarily USCG documents. Some of the information was used to aid in defining the structure of the data reduction programs as well as defining certain questions in each type of questionnaire.

E. STUDY STRUCTURE

The study was structured to (1) obtain information through personnel interviews for the purpose of gaining an understanding of the present training system, (2) obtain information through questionnaires from a broad spectrum of personnel afloat for the purpose of generating a useful data base, and (3) to reduce this data base into meaningful information for the purpose of creating a final report containing useful and accurate information relating to small boat training.

3.1 UNIT COMMANDER SURVEY

Of the 177 Unit Commander surveys distributed, 151 (85%) were returned satisfactorily completed for inclusion in the data base. Since these surveys were forwarded as attachments to the Crewmember surveys as well as individually to unit commanders, the data is analyzed in two basic ways: (1) in total (151) compiled as a sample set and (2) those unique unit commander surveys accompanied by crewmember surveys. These latter surveys were analyzed relative to the correlation of specific questions common to both surveys.

For the total survey set, a review of the reduced data is summarized in the following paragraphs.

3.1.1 TYPICAL STATION PROFILE

On average a Unit covered 1175 square miles, experienced 403 SAR cases, has 27 personnel assigned with 1.9 ready boats and 3.1 boat crews.

Or, approximately one boat per 587 square miles, 202 SAR cases per boat, or 130 SAR cases per boat crew. And, given that each boat crew comprises 4 personnel--one coxswain, one boat engineer and two seamen--the average unit requires 15 people to support a unit of three boat crews and two boats or 125% personnel overhead.

Fifty-two percent of the unit commanders surveyed experience a turnover rate of 10 to 40% and 41% of the unit commanders surveyed have turnover rates of 40 to 70% per annum. This high replacement rate has a direct impact on operational readiness. Only 4.6% of the commanders feel that there is very little impact on readiness due to replacements. However, 7.2% claim little impact; 33% claim nominal impact; 35% claim much impact, and 19.8% claim very much impact.

65% of the units surveyed were reserve augmented with an average 2.4 reserve boat crews.

Although almost 80% of the commanders felt that the training system (Area/District teams, CG-313, OJT) provided pertinent training for crew personnel, 90% dedicated less than 20% of available duty time to training. Further, when choosing the 4 best ways to enhance boat crew training, "more frequent training sessions by Area/District teams" was last choice. The three more popular methods were, in order, (1) Formal School, (2) Audio/Visual Training Packages, and (3) Additional Training Exercises using CG-313.

Twenty-three percent of the responding commanders moderately agreed and 62% strongly agreed that boat crew fatigue has a significant impact on operational performance.

A final summary statistic established that 75% of unit commanders responding placed the training effectiveness of boot camp below moderately effective.

All of the information for the "Typical Station Profile" - Section 3.1.1 - was derived from the Unit Commander questionnaire.

SURVEY CONTROL NUMBER

UC [1][5][1] (3 4 5)

Do not write in this space

SMALL BOAT TRAINING SURVEY

(UNIT COMMANDER)

1. Identification: OPFAC NUMBER [ ][ ] (6 7) - [ ][ ][ ][ ][ ] (8 9 10 11 12)

2. Boats Assigned (enter quantity):

[9][7] (13 14) 44-MLB	[0][4] (15 16) 36-MLB	[9][7] (17 18) 41-UTB
[7][0] (19 20) 40-UTB	[0][9] (21 22) 32-PWB	[8][2] (23 24) 30-UTM
[0][3] (25 26) 25-MCB	[1][2] (27 28) 25-MSB	[4][2] (29 30) SKB/SKM
[5][2] (31 32) SKL/UTL	[5][5] (33 34) Other ____	[1][7] (35 36) Other ____

3. Assigned Missions/Programs:

[150] (37) 99% SAR	[66] (38) 44% MEP	[127] (39) 84% Law Enforcement
[86] (40) 57% A to N	[47] (41) 31% RBS	[27] (42) 18% PSS
[27] (43) 18% Other ____		

4. Assigned Coverage Area (square miles) [ ][ ][ ][ ][ ] (44 45 46 47 48)

5. On a scale of 1 to 5 (where "1" is difficult/hazardous and "5" is relatively routine/safe) rate the overall average level of operational criticality of Mission evolutions at your station. [ ] (49)

6. SAR Case Load per Annum: [ ][ ][ ][ ] (50 51 52 53)

7. Number of Personnel Assigned: [ ][ ][ ] (54 55 56)

8. Percent of billet structure actually filled (manning/billets): [ ][ ][ ] (57 58 59) %

9. Number of ready boats: [ ][ ] (60 61)

10. Number of boat crews: [ ][ ] (62 63)

11. Is your unit Reserve augmented? [Y] (64) Yes [ ] (65) No

If YES, what is equivalent number of Reserve boat crews? [ ][ ] (66 67)

12. What is your personnel turnover rate (in %) per year? [ ][ ][ ] (68 69 70) %

13. Indicate the level of impact that personnel transfers have on your unit's operational readiness.

71 [7] 5% Very Little
72 [11] 7% Little
73 [50] 33% Nominal
74 [53] 35% Much
75 [30] 20% Very Much

78 79 80 [U][C][1]

14. Indicate boat crew duty rotation structure during period of busiest season:

13 [90] 60% 1/2 (Port & Stbd)
14 [43] 28% 1/3
15 [10] 7% 1/4
16 [2] 1.3% 1/5
17 [6] 4% Other_____

15. Does the field training 'system' (Area/District teams, CG-313-OJT) provide pertinent training for your operations (i.e., are your boat crew personnel properly trained for the programs/missions they must perform)?

18 [120] 80% Yes
19 [31] 20% No

16. Excluding OJT conducted while underway during actual operations what percent of duty (day work) time is allocated to training that is conducted ashore and/or specifically scheduled for underway exercises?

20 21 [ ][ ] %

17. Rank (using numbers 1 through 4, where 1 = first choice) the four best ways to enhance boat crew training:

22 [ ] a. Audio/visual training packages covering all essential elements of CG-313.

23 [ ] b. Development and distribution of a standardized, illustrated training reference manual covering each CG-313 item.

24 [ ] c. More frequent training sessions by Area and District training teams.

25 [ ] d. Additional scheduled training exercises (both ashore and afloat) using CG-313.

26 [ ] e. Formal School

27 [ ] f. Other (describe):_____

_____

18. How long should it take to progress from Apprentice to Crewman?

28 29 [ ] Months

From Crewman to Coxswain? 30 31 [ ] Months

19. Based on your experience, indicate your level of concurrence that "the incidence and effect of boat crew fatigue has a significant impact on operational performance and safety."

1%	32 [2]	1. Strongly Disagree	9%	35 [14]	4. Slightly Agree
3%	33 [4]	2. Moderately Disagree	23%	36 [35]	5. Moderately Agree
2%	34 [3]	3. Slightly Disagree	62%	37 [93]	6. Strongly Agree

20. Grade the Practical and Knowledge Factors (CG-311) for their applicability to your unit's day-to-day operational responsibilities:

0.7%	38 [1]	1 - Not Applicable	27%	41 [40]	4 - Highly Applicable
17%	39 [25]	2 - Slightly Applicable	6%	42 [9]	5 - Completely Applicable
50%	40 [75]	3 - Moderately Applicable			

21. Rate the USCG Training (boot) camp program on its effectiveness in providing readily trainable personnel for immediate utilization by your unit.

36%	43 [54]	1 - Ineffective	6%	46 [9]	4 - Highly Effective
40%	44 [60]	2 - Slightly Effective	0.7%	47 [1]	5 - Completely Effective
18%	45 [27]	3 - Moderately Effective			

78 79 80 [U] [C] [2]

UNIT COMMANDER SURVEY

NUMBER OF SURVEYS REDUCED= 151

QUESTION 2, TOTAL NUMBER OF BOATS ASSIGNED BY TYPE.

44-MLB	0097	36-MLB	0004	41-UTB	0097
40-UTB	0070	32-PWB	0009	30-UTM	0082
25-MCB	0003	25-MSB	0012	SKB/SKM	0142
SKL/UTL	0052	OTHER	0055	OTHER	0017

QUESTION 3, ASSIGNED MISSIONS/PROGRAMS.

SAR=	150
MEP=	066
LAW ENFORCEMENT=	127
A TO N=	086
RBS=	047
PSS=	027
OTHER=	027

QUESTION 4, ASSIGNED COVERAGE AREA.

QUESTION NOT ANSWERED=	017
1 TO 100 SQ. MILES=	007
101 TO 300 SQ. MILES=	029
301 TO 500 SQ. MILES=	015
501 TO 1000 SQ. MILES=	033
1001 TO 1500 SQ. MILES=	012
1501 TO 2000 SQ. MILES=	011
2001 TO 2500 SQ. MILES=	003
OVER 2500 SQ. MILES=	024
TOTAL SQ. MILES =	282909

QUESTION 5, LEVEL OF OPERATIONAL CRITICALITY.

NOT ANSWERED=	010
LEVEL 1=	002
LEVEL 2=	013
LEVEL 3=	089
LEVEL 4=	027
LEVEL 5=	010

QUESTION 6, SAR CASE LOAD PER ANNUM.

ZERO OR NOT ANSWERED=	001
1 TO 50 =	006
51 TO 100 =	011
101 TO 150 =	014
151 TO 200 =	015
201 TO 300 =	033
301 TO 400 =	023
401 TO 500 =	006
501 TO 600 =	011
601 TO 700 =	005
701 TO 800 =	003
801 TO 900 =	004
MORE THAN 900 =	012

QUESTION 7, NUMBER OF PERSONNEL ASSIGNED.

NOT ANSWERED	000
1 TO 10	006
11 TO 15	019
16 TO 20	029
21 TO 25	039
26 TO 30	018
31 TO 35	009
36 TO 40	016
41 TO 45	003
MORE THAN 45	012
TOTAL PERSONNEL	4134

QUESTION 8, PERCENTAGE OF BILLETS FILLED.

NOT ANSWERED	005
1 TO 70 %	005
71 TO 75 %	001
76 TO 80 %	002
81 TO 85 %	000
86 TO 90 %	020
91 TO 95 %	015
96 TO 100 %	092
101 TO 105 %	002
106 TO 110 %	004
111 TO 115 %	003
116 TO 120 %	001
MORE THAN 120 %	001

QUESTION 9, NUMBER OF READY BOATS.

NOT ANSWERED	001
1	058
2	062
3	022
4	005
5	003
6	000
7	000
8	000
9	000
TEN OR MORE	000

QUESTION 10, NUMBER OF BOAT CREWS.

NOT ANSWERED	000
1	022
2	041
3	029
4	037
5	003
6	015
7	001
8	001
9	001
TEN OR MORE	000

QUESTION 11, IS UNIT RESERVE AUGMENTED?

THERE ARE 98 YES ANSWERS.

EQUIVALENT NUMBER OF RESERVE BOAT CREWS.

0= 072
1= 033
2= 019
3= 009
4= 011
5= 002
6= 000
7= 001
8= 004
9= 000
TEN OR MORE = 000

QUESTION 12, PERSONNEL TURNOVER RATE.

NOT ANSWERED= 006
1 TO 10 % = 005
11 TO 20 % = 020
21 TO 30 % = 031
31 TO 40 % = 024
41 TO 50 % = 035
51 TO 60 % = 012
61 TO 70 % = 013
71 TO 80 % = 004
81 TO 90 % = 000
91 TO 100 % = 001
> 100% = 000

QUESTION 13, IMPACT OF PERSONNEL TRANSFER

NOT ANSWERED = 000
VERY LITTLE = 007
LITTLE = 011
NOMINAL = 050
MUCH = 053
VERY MUCH = 030

QUESTION 14, BOAT CREW DUTY ROTATION STRUCTURE.

NOT ANSWERED = 000
1 / 2 = 090
1 / 3 = 043
1 / 4 = 010
1 / 5 = 002
OTHER = 006

QUESTION 15, AREA/DISTRICT TEAM TRAINING.

NUMBER OF YES ANSWERS= 120
NUMBER OF NO ANSWERS = 31

QUESTION 16, DUTY TIME DEVOTED TO TRAINING.

NOT ANSWERED=	001
1% TO 10% =	086
11% TO 20% =	049
21% TO 30% =	011
31% TO 40% =	004
41% TO 50% =	000
51% TO 60% =	000
61% TO 70% =	000
71% TO 80% =	000
81% TO 90% =	000
91% TO 100% =	000

QUESTION 17, FOUR BEST WAYS TO ENHANCE TRAINING.

A.0=019	B.0=023	C.0=021	D.0=029	E.0=036	F.0=110
1=032	1=031	1=019	1=038	1=049	1=030
2=041	2=030	2=034	2=030	2=020	2=006
3=033	3=024	3=033	3=037	3=014	3=002
4=026	4=043	4=044	4=017	4=032	4=003

QUESTION 18-A, APPRENTICE TO CREWMAN PROGRESS.

NOT ANSWERED=	002
1 MONTH =	043
2 MONTHS=	033
3 MONTHS=	041
4 MONTHS=	007
5 MONTHS=	002
6 MONTHS=	020
MORE THAN 6 MONTHS=	003

QUESTION 18-B, CREWMAN TO COXSWAIN PROGRESS.

0 MONTHS =	002
1 TO 2 MONTHS =	007
2 TO 4 MONTHS =	027
4 TO 6 MONTHS =	052
6 TO 8 MONTHS =	005
8 TO 10 MONTHS =	010
10 TO 12 MONTHS =	034
12 TO 14 MONTHS =	001
14 TO 16 MONTHS =	000
16 TO 18 MONTHS =	008
18 TO 20 MONTHS =	001
20 TO 22 MONTHS =	000
22 TO 24 MONTHS =	004
> 24 MONTHS =	000

QUESTION 19, CREW FATIGUE VS SAFETY

NOT ANSWERED= 000
STRONGLY DISAGREE = 002
MODERATELY DISAGREE = 004
SLIGHTLY DISAGREE = 003
SLIGHTLY AGREE = 014
MODERATELY AGREE = 035
STRONGLY AGREE = 093

QUESTION 20, GRADE PRACTICAL & KNOWLEDGE FACTORS.

NOT ANSWERED=001
NOT APPLICABLE=001
SLIGHTLY APPLICABLE=025
MODERATELY APPLICABLE=075
HIGHLY APPLICABLE=040
COMPLETELY APPLICABLE=009

QUESTION 21, BOOT CAMP TRAINING EFFECTIVENESS.

NOT ANSWERED = 000
INEFFECTIVE = 054
SLIGHTLY EFFECTIVE = 060
MODERATELY EFFECTIVE = 027
HIGHLY EFFECTIVE = 007
COMPLETELY EFFECTIVE = 001

END OF DATA REDUCTION

3.2 SMALL VESSEL COMMANDER

Reduction of the Small Vessel Commander survey data was performed in two ways: first, all 139 were used to develop the summary statistics presented and discussed in this section. These data were further reduced by vessel/unit type which are discussed in 3.2.1 through 3.2.5.

3.2.1 SMALL VESSEL CO PROFILE

Of the 219 Small Vessel Commander Surveys distributed, 139 or 63% were returned and included in the data base. The small vessel CO is typically 33 years old, enlisted, E7, is 12 to 24 months into the current tour and spent approximately 27 months on each of the two previous tours.

Over 50% indicated experience with SAR, AtoN, RBS and Law Enforcement although 38% had no experience with the Area Training Team and 62% had no experience with their District team. Those commanders that did have experience with team training rated both the Area and District teams as above average with respect to training effectiveness.

One hundred CO's (72%) indicated that assignment policies and transfers adversely affected mission performance to a high degree--65% above nominal.

Replacements for transferred personnel fall into two basic categories; experienced but non-related (52%) and no experience (45%), reference Small Vessel Commander Survey, Question 3, Section III. Given a choice of personnel, the results as derived from Question 4, Section III of the Small Vessel Commander Survey indicated the following preferences in order:

(1) Experienced (same type unit)

(2) Experienced (other type)

(3) Inexperienced (completed A school)

(4) Inexperienced

The CO's were asked to assess their crew's readiness (in %) to perform certain missions. This resulted as follows:

SAR - 82%	RBS - 66%
MEP - 46%	PSS - 44%
Law Enforcement - 62%	AtoN - 73%

The following is a summary of the Essay Question responses from the vessel CO's. In general, all of the responses to each question are described by the abridged comments listed and these are shown in the order of their frequency.

Question #1

"Based on your experience, what factors most significantly affect a crew's capability to perform their assigned mission?"

- Insufficient training
- Insufficient time available for training
- Attitude/Morale
- Fatigue
- Non-retention of qualified personnel/turnover
- Insufficient crew experience
- Inoperative/defective equipment

Question #2

"How can the training system (formal schools and OJT) be improved to provide and maintain mission-ready crews?"

- Additional billets/personnel
- Training emphasis on unique local mission requirements
- OJT provided by Senior Petty Officers
- Schedule additional visits by Area and District training teams
- Requalify via CG-313 periodically
- Assign minimum CG-313 qualification period
- Assign mandatory training schedules
- Assign only qualified (previous applicable experience) personnel
- Establish minimum three-year assignments
- Extend basic training for deck skills (seamanship, damage control, first aid, etc.)
- Institute special pre-assignment schools
- Retain personnel in a single or closely related field; SAR, AtoN, BOS, etc.
- Standardize and coordinate training between districts
- Set up Motor Life Boat School on east coast
- Institute additional ratings; SAR, AtoN, BOS, PSS, etc.

The following tables provide summary statistics for all 139 vessel CO surveys.

This summary table associates key questions about training and readiness to specific missions. For example the SAR mission column indicates that 70% of the responding CO's have current SAR mission experience. 38% place the effectivity of OJT above average (highly/completely effective). These CO's also indicate, on average, that their unit is 83% ready to perform SAR mission responsibilities and that 88% have received formal and/or OJT training specifically for SAR. The following tables provide the detail information for each mission.

TABLE 3.2.1-1.1

SMALL VESSEL COMMANDER

Summary of Training vs Mission

Mission	SAR	ATON	Law Enforce-ment	RBS	MEP	PSS
Mission Experience	70%	68%	53%	42%	37%	24%
OJT Effectivity Highly & Completely	38%	28%	29%	28%	7%	6.4%
Crew Readiness/ Capability	83%	74%	63%	66%	50%	45%
Formal Training/ OJT for Mission	88%	76%	71%	78%	38%	33%

TABLE 3.2.1-1.2

SMALL VESSEL COMMANDER

Search and Rescue

Seventy percent of the personnel were involved in SAR missions.

The effectivity of OJT related to SAR is as follows:

Ineffective	5%
Slightly Effective	15%
Moderately Effective	33%
Highly Effective	31%
Completely Effective	7%

Crews Readiness/Capability for SAR (opinion):

1 to 10%	= 0
11 to 20%	= 3 - 2.1%
21 to 30%	= 2 - 1.4%
31 to 40%	= 3 - 2.1%
41 to 50%	= 11 - 7.9%
51 to 60%	= 2 - 1.4%
61 to 70%	= 3 - 2.1%
71 to 80%	= 32 - 23%
81 to 90%	= 33 - 23.7%
91 to 100%	= 44 - 31.6%

Average Percentage = 81.3%

Formal training or OJT received for SAR missions - 122 Yes answers -- 88%.

TABLE 3.2.1-1.3

SMALL VESSEL COMMANDER

Aids to Navigation

Sixty-eight percent of the personnel were involved in ATON missions.

The effectivity of OJT related to ATON is as follows:

Ineffective	12.2%
Slightly Effective	24.4%
Moderately Effective	28%
Highly Effective	21%
Completely Effective	7%

Crews Readiness/Capability for ATON (opinion)

1 to 10%	=	8 or 12.2%
11 to 20%	=	11 or 8%
21 to 30%	=	7 or 5%
31 to 40%	=	1 or .7%
41 to 50%	=	12 or 8.6%
51 to 60%	=	3 or 2.1%
61 to 70%	=	3 or 2.1%
71 to 80%	=	12 or 8.6%
81 to 90%	=	17 or 12.2%
91 to 100%	=	56 or 40%

Average Percentage = 72%

Formal training or OJT received for ATON missions -- 106 Yes answers - 76%.

TABLE 3.2.1-1.4

SMALL VESSEL COMMANDER

Law Enforcement

Fifty-three percent of the personnel were involved in Law Enforcement missions.

The effectivity of OJT related to Law Enforcement is as follows:

Ineffective	28 or 20%
Slightly Effective	30 or 21.6%
Moderately Effective	36 or 25.9%
Highly Effective	24 or 17%
Completely Effective	5 or 3.6%
Not answered	16 or 11.5%

Crews Readiness/Capability for Law Enforcement (opinion):

1 to 10%	=	11 or 7.9%
11 to 20%	=	10 or 7.1%
21 to 30%	=	9 or 6.5%
31 to 40%	=	7 or 5%
41 to 50%	=	18 or 13%
51 to 60%	=	4 or 2.8%
61 to 70%	=	7 or 5%
71 to 80%	=	26 or 18.7%
81 to 90%	=	23 or 16.5%
91 to 100%	=	16 or 11.5%

Average Percentage = 62%

Formal training or OJT received for Law Enforcement missions -- 99 Yes answers -- 71%.

TABLE 3.2.1-1.5

SMALL VESSEL COMMANDER

Recreation Boating Safety

Forty-two percent of the personnel were involved in RBS missions.

The effect of OJT relating to RBS is as follows:

Ineffective	12.2%
Slightly Effective	24.4%
Moderately Effective	28%
Highly Effective	21%
Completely Effective	7%

Crews Readiness/Capability for RBS (opinion):

1 to 10%	=	10 or 7.2%
11 to 20%	=	8 or 5.7%
21 to 30%	=	5 or 3.6%
31 to 40%	=	3 or 2.1%
41 to 50%	=	23 or 16.5%
51 to 60%	=	7 or 5%
61 to 70%	=	9 or 6.5%
71 to 80%	=	22 or 15.8%
81 to 90%	=	26 or 18.7%
91 to 100%	=	19 or 13.7%

Average percentage = 65%

Formal training or OJT received for RBS missions - 108 Yes answers -- 78%.

TABLE 3.2.1-1.6

SMALL VESSEL COMMANDER

Marine Environmental Protection

Thirty-seven percent of the personnel were involved in MEP missions.

The effectivity of OJT related to MEP is as follows:

Ineffective	22%
Slightly Effective	36%
Moderately Effective	18%
Highly Effective	7%
Completely Effective	0%
No Answer	16.5%

Crews Readiness/Capability for MEP (opinion)

1 to 10%	=	14 or 10%
11 to 20%	=	14 or 10%
21 to 30%	=	16 or 11.5%
31 to 40%	=	10 or 7.1%
41 to 50%	=	28 or 20%
51 to 60%	=	8 or 5.7%
61 to 70%	=	2 or 1.4%
71 to 80%	=	21 or 15.1%
81 to 90%	=	10 or 7.1%
91 to 100%	=	4 or 2.8%

Average percentage = 48%

Formal training or OJT received for MEP missions - 53 Yes answers -- 38%.

TABLE 3.2.1-1.7

SMALL VESSEL COMMANDER

Port Safety/Security

Twenty-four percent of the personnel were involved in PSS missions.

The effectivity of OJT related to PSS is as follows:

Ineffective	32.4%
Slightly Effective	23%
Moderately Effective	19.4%
Highly Effective	5.7%
Completely Effective	.7%
Not Answered	18.7%

Crews Readiness/Capability for PSS:

1 to 10%	=	30 or 21.6%
11 to 20%	=	13 or 9.3%
21 to 30%	=	17 or 12.2%
31 to 40%	=	6 or 4.3%
41 to 50%	=	18 or 13%
51 to 60%	=	4 or 2.8%
61 to 70%	=	7 or 5%
71 to 80%	=	12 or 8.6%
81 to 90%	=	11 or 8%
91 to 100%	=	7 or 5%

Average percentage = 43%

Formal training or OJT received for PSS missions - 46 Yes answers -- 33%.

TABLE 3.2.1-1.8

DOCUMENTS USED IN TRAINING -- SECTION II

Document	CG-313	CG-465	CG-415	OPLAN	OTHER
Qty Checked	106	74	38	104	64
Ineffective	3.7%	2.7%	5.2%	1.9%	3%
Slightly Effective	14%	20.2%	31.6%	21%	0%
Moderately Eff.	49%	44.6%	52.6%	44%	12.5%
Highly Effective	30%	29.7%	15.8%	25%	67%
Completely Eff.	1.8%	4%	0%	1.9%	10%

128 had completed formal schools -- 92%

104 had requested formal schools but not received them -- 74.8%

109 had taken or completed correspondence courses -- 78.4%

77 had taught OJT courses -- 55.4%

31 had taught Formal Coast Guard training courses -- 22.3%

6-2 Practical and Knowledge factors of CG-311:

Not applicable	14	10.4%
Slightly applicable	24	18%
Moderately applicable	69	51.4%
Highly applicable	19	14%
Completely applicable	8	5.9%
Not answered	5	3.6%

TABLE 3.2.1-1.9

1-1 The average age of the individual answering the Vessel Commander questionnaire is 32.6 years old.

1-3 Seventy-eight (78) are E5 to E9, 38 are 02 and 03, 21 are W2 to W4.

2-8A 103 people participated in Area Team Training. Here is a breakdown of their feeling on its effectiveness:

Ineffective	5 for 4.8%
Slightly Effective	8 tor 7.8%
Moderately Effective	31 for 30%
Highly Effective	45 for 44%
Completely Effective	14 for 13.6%

2-8B 71 people participated in District Team Training. Here is a breakdown of their feeling on its effectiveness:

Ineffective	1 for 1.4%
Slightly effective	5 for 7.0%
Moderately effective	19 for 26.8%
Highly effective	41 for 57.7%
Completely effective	5 for 7.0%

3-1 One hundred (100) people stated an opinion on crew performance due to personnel transfers. The following is a tabulation of their answers:

Very little	1 for 1%
Little	4 for 4%
Nominal	28 for 28%
Much	44 for 44%
Very much	23 for 23%

4-3 For boat crewmen, more training or better training materials would be of help in the following areas:

Seamanship	88 yes answers for 63%
Boathandling	80 yes answers for 58%
Damage Control/Fire Fight	79 yes answers for 57%
First Aid	75 yes answers for 54%
Communications	65 yes answers for 47%
Boat Safety	53 yes answers for 38%
Man Overboard	23 yes answers for 16%
Lookout	15 yes answers for 11%

TABLE 3.2.1-1.10

4-3 For Boat Coxswains, more training or better training materials would be of help in the following areas:

Basic Piloting	84 for 60%
Fog Navigation	82 for 57%
Boat Handling Theory	68 for 49%
Handling/Docking Vessels in Tow	68 for 49%
Righting/Towing Small Sailboats	61 for 44%
Assisting Grounded Vessels	61 for 44%
Piloting Exercises	56 for 40%
Righting/Towing Power Boats	54 for 39%
Night Operations	54 for 39%
Boat SAR Procedures & Techniques	54 for 39%
Advanced Piloting	53 for 38%
Docking and Maneuvering	51 for 37%
Assistance to Downed Aircraft	49 for 35%
Boating Safety and Duties of Boarding Officer	47 for 34%
Operational SAR Exercises	45 for 32%
Boat Characteristics	38 for 27%
Open Sea Towing	35 for 25%
Helo Operations	30 for 22%

4-3 For Boat Engineers, more training or better training materials would be of help in the following areas:

Casualties & breakdowns	107 for 77%
Underway Checks	51 for 37%
Operational Missions	43 for 30%
Mooring/Securing Boat	40 for 29%
Prep for getting underway(twin screw)	36 for 26%
Prep for getting underway(trailerable boats)	27 for 19.4%
Prep for getting underway(single screw)	23 for 16%

SMALL VESSEL TRAINING SURVEY-QUESTIONNAIRE

SURVEY CONTROL NUMBER
VC 1 3 9
Do not write in this space

OPFAC Number [6 7] - [8 9 10 11 12]

I. BACKGROUND/EXPERIENCE

1. Age [13 14]

2. Current Enlisted Rating or Warrant Specialty [15 16 17 18 19 20]

3. Pay Grade [21] - [22]

E1→E9, 78 – 57%
O2→O3, 38 – 28%
W2→W4, 21 – 15%

4. List your four most recent PCS assignments beginning with your current assignment (#1).

Assignment	Unit	Location	Tour Duration (Mos)	Rate at Transfer	Assigned Billet(s)
30 #1			31 32 To Date	33 34 35	
36 #2			37 38	39 40 41	
42 #3			43 44	45 46 47	
48 #4			49 50	51 52 53	

5. List other billets for which you are qualified: No listed other billets

3-24A

6. Indicate (✓) your missions experience in your present assignment:

47 48 49 50

71% [98] SAR 45% [59] Rec. Boating Safety 70% [96] Aids to Nav 38% [52] Marine Env. Protection

51 52 53

54% [75] Law Enforcement 25% [34] Port Safety/Security 21% [29] Other _____

78 79 80

[V] [C] [A]

3-24R

II. SERVICE TRAINING

1. List formal schools (Coast Guard, Navy or civilian) satisfactorily completed.

   a._____ b._____ c._____ d._____ [13] [11] None

2. List formal schools (Coast Guard, Navy or civilian) that you requested but did not receive approval to attend:

   a._____ b._____ c._____ d._____ [14] [10] None

3. List correspondence courses currently being taken or satisfactorily completed.

   a._____ b._____ c._____ d._____ [15] [30] None

3-24C

4. Indicate which of the following documents are used to train your personnel and rank each for its effectiveness, in preparing the unit for operational missions, on the following scale:
   1 = Ineffective, 2 = Slightly Effective, 3 = Moderately Effective, 4 = Highly Effective, 5 = Completely Effective.

	CG-313 [16]	CG-465 [18]	CG-415 [20]	Area/District OPLAN [22]	Other (Identify) [24]
Used in Crew Training: (✓)	[17]	[19]	[21]	[23]	[25]
Level of Effectiveness:					

5. Indicate if you have experience teaching either a formal Coast Guard training course or an On-Job-Training skill:

   [26] [31] Formal CG Training Course
   Subject(s): _____

   [27] [77] OJT Course
   Subject(s): _____

6. Describe (✓) how applicable the Practical and Knowledge Factors (CG-311) are to your present day-to-day job/task responsibilities.

28 [14] 10% 1 - Not Applicable
29 [24] 18% 2 - Slightly Applicable
30 [69] 51% 3 - Moderately Applicable
31 [19] 14% 4 - Highly Applicable
32 [8] 6% 5 - Completely Applicable

7. Indicate the occasions (Month/Year) that you have received Area and/or District Mobile Training Team instruction:

Area Training Team 33 34 35 36 Mo/Yr | 37 38 39 40 Mo/Yr | 41 42 43 44 Mo/Yr
45 [47] None 39%

District Training Team 46 47 48 49 Mo/Yr | 50 51 52 53 Mo/Yr | 54 55 56 57 Mo/Yr
58 [75] None 61%

8. Show (✓) your opinion of the contribution of team training relative to your job/task responsibilities.

Area Training Team

59 [5] 5% 1 - Ineffective
60 [8] 8% 2 - Slightly Effective
61 [31] 30% 3 - Moderately Effective
62 [45] 44% 4 - Hig-ly Effective
63 [14] 14% 5 - Completely Effective
64 [36] 6 - Unknown

District Training Team

65 [1] 1% 1 - Ineffective
66 [5] 7% 2 - Slightly Effective
67 [19] 27% 3 - Moderately Effective
68 [41] 58% 4 - Highly Effective
69 [2] 3% 5 - Completely Effective
70 [62] 6 - Unknown

78 79 80
V C B

S-24D

9. Rate (✓) the present On-Job-Training system for its effectiveness in preparing members to perform their assigned job/task responsibilities:

13 [0] 1 - Ineffective
15 [49] 36% 3 - Moderately Effective
17 [13] 9% 5 - Completely Effective
14 [5] 4% 2 - Slightly Effective
16 [70] 51% 4 - Highly Effective
18 [2] 6 - Unknown

10. Rate the present training system for its coverage of small arms and gunnery operations:

19 [53] 39% 1 - Very Little
20 [26] 19% 2 - Little
21 [40] 30% 3 - Nominal
22 [15] 11% 4 - Much
23 [1] 0.7% 5 - Very Much

11. Rate the present On-Job-Training system for its mission training effectiveness by placing the most appropriate description number in each mission block.

1 = Ineffective, 2 = Slightly Effective, 3 = Moderately Effective, 4 = Highly Effective, 5 = Completely Effective

SAR 24 [ ], Rec. Boating Safety 25 [ ], Aids to Nav. 26 [ ], Marine Env. Protection 27 [ ],
Law Enforcement 28 [ ], Port Safety/Security 29 [ ]

78 79 80
[V] [C] [C]

3-24E

III. ASSIGNMENT AND TRANSFER POLICIES

1. Do personnel transfer and assignment policies have an adverse effect on boat crew mission performance?

13 [100] Yes 72% 19 [37] No 27%

If yes, indicate how much below.

14 [1] 1% 1 - Very Little 15 [4] 4% 2 - Little 16 [28] 28% 3 - Nominal 17 [44] 44% 4 - Much 18 [23] 23% 5 - Very Much

2. Estimate the time required for a crew to achieve an optimum level of performance:

20 [1] 0.7% 0-1 month 21 [22] 16% 1-3 months 22 [56] 40% 3-6 months 23 [36] 26% 6-9 months 24 [24] 17% 9-12 months

3-24F

3. Typically, personnel sent to replace qualified crewmembers, who have been transferred, are:

25 [4] 3% 1. Experienced personnel from a similar unit/station with similar mission responsibilities.

26 [72] 52% 2. Experienced personnel from a different unit/station with different mission responsibilities.

27 [14] 10% 3. Inexperienced personnel who have recently completed an A school.

28 [49] 35% 4. Inexperienced personnel who have no specific training.

4. If given a choice of replacements from each of the categories listed in 4 above, indicate the order (1, 2, 3, 4) of your choice:

29
73% a. [1] Experienced (same type unit/missions)

30
54% b. [2] Experienced (different unit/mission)

31
53% c. [3] Inexperienced - A school completed

32
63% d. [4] Inexperienced - no school (beyond boot camp)

5. How long should personnel be assigned to a unit in order to get the best balance of on-job usefulness and career training?

33
13% [3] 1 year

34
37% [4] 1.5 years

35
49% [5] 2 years

36
43% [6] 3 years

37
6% [7] 4 years

38
6% [7] Other _____

3-24G

78 7 80
V C D

V. MISSIONS

1. Indicate your crew's readiness/capability (in percent, where 100% is perfect) to perform each of the following missions:

SAR [12 14] % Marine Env. Protection [15 16] % Law Enforcement [17 18] %

Rec. Boating Safety [19 20] % Port Safety/Security [21 22] % Aids to Nav. [23 24] %

2. Check those missions for which you have received either formal or On-Job-Training:

[25] 122 SAR 37% [26] 83 Marine Env. Protection 38% [27] 97 Law Enforcement 71% [28] 105 Rec. Boating Safety 76%

[29] 46 Port Safety/Security 33% [30] 103 Aids to Nav. 75% [31] 29 Other 20% _____

3. Indicate operational functions where more extensive training or better training materials would help:

A. Boat Crewman		B. Boat Coxswain		C. Boat Engineers	
63% 1. [32] 88	Seamanship	60% 1. [40] 84	Basic Piloting	17% 1. [58] 23	Preparation for Getting Underway (single screw)
11% 2. [34] 15	Lookout	27% 2. [41] 38	Boat Characteristics	26% 2. [59] 36	Preparation for Getting Underway (twin screw)
47% 3. [35] 65	Communications	4% 3. [42] 6	Boat Handling Theory	19% 3. [60] 27	Preparation for Getting Underway (trailerable boats)
57% 4. [36] 75	First Aid	21% 4. [43] 30	Helo Operations	37% 4. [61] 51	Underway Checks
57% 5. [37] 79	Damage Control/ Fire fighting	45% 5. [44] 61	Handling/Docking Vessels in Tow	77% 5. [62] 107	Casualties and Breakdowns
56% 6. [38] 80	Boat Handling	44% 6. [45] 61	Righting/Towing Small Sail Boats	31% 6. [63] 43	Operational Missions
38% 7. [39] 53	Boat Safety	39% 7. [46] 54	Righting/Towing Powered Boats	29% 7. [64] 40	Mooring/Securing Boat
17% 8. [40] 23	Man Overboard	44% 8. [47] 61	Assisting Grounded Vessels		
		25% 9. [48] 35	Open Sea Towing		
		35% 10. [49] 49	Assistance to Downed Aircraft		
		38% 11. [50] 53	Advanced Piloting		
		37% 12. [51] 51	Boat SAR Procedures & Techniques		
		34% 13. [52] 47	Boating Safety & Duties of Boarding Officer		
		37% 14. [53] 51	Docking and Maneuvering		
		40% 15. [54] 56	Piloting Exercises		
		39% 16. [55] 54	Night Operations		
		39% 17. [56] 54	Fog Navigation		
		32% 18. [57] 45	Operational SAR Exercises		

78 79 80

[V] [C] [E]

SMALL VESSEL TRAINING SURVEY, SECTION I.
NUMBER OF SURVEYS REDUCED= 139

QUESTION 1, AGE.

NO ANS	001
< 18	000
18 TO 20	001
21 TO 23	005
24 TO 26	030
27 TO 29	013
30 TO 32	018
33 TO 35	016
36 TO 38	024
39 TO 41	025
42 TO 44	003
45 TO 47	002
48 TO 50	001
> 50	000

QUESTION 3, PAY GRADE.

E1 =000	O1 =000	W1 =000
E2 =000	O2 =033	W2 =003
E3 =000	O3 =005	W3 =011
E4 =000	O4 =000	W4 =007
E5 =003	O5 =000	W5 =000
E6 =020	O6 =000	W6 =000
E7 =032	O7 =000	W7 =000
E8 =006	O8 =000	W8 =000
E9 =017	O9 =000	W9 =000

NOT ANSWERED= 002

QUESTION 4, TOUR DURATION.

TOUR DURATION	TOUR 1	TOUR 2	TOUR 3	TOUR 4
NO ANSWER	002	001	021	034
6 MONTHS OR LESS	043	004	010	008
7 TO 12 MONTHS	019	013	017	020
13 TO 18 MONTHS	042	020	019	018
19 TO 24 MONTHS	018	048	032	029
25 TO 30 MONTHS	006	013	016	009
31 TO 36 MONTHS	005	022	021	008
37 TO 42 MONTHS	003	007	005	005
43 TO 48 MONTHS	000	009	007	005
49 TO 54 MONTHS	000	002	001	002
55 TO 60 MONTHS	001	000	000	001
> 60 MONTHS	001	000	000	001

QUESTION 5, OTHER BILLETS LISTED = 00

QUESTION 6,MISSION EXPERIENCE.

MISSION	QUANTITY
SEARCH AND RESCUE	098
REC. BOATING SAFETY	059
AIDS TO NAVIGATION	096
MARINE ENV. PROTECTION	052
LAW ENFORCEMENT	075
PORT SAFETY/SECURITY	034
OTHER	029
NO ANSWER	001

SMALL VESSEL TRAINING SURVEY SECT. II.

NUMBER OF SURVEYS REDUCED= 139

QUESTION 1,FORMAL SCHOOLS COMPLETED.

THE NUMBER OF (NONE) ANSWERS= 11

QUESTION 2, FORMAL SCHOOLS REQUESTED BUT NOT REC'D.

THE NUMBER OF (NONE) ANSWERS= 104

QUESTION 3, CORRESPONDENCE COURSES TAKEN OF COMP.

THE NUMBER OF (NONE) ANSWERS = 30

QUESTION 4, DOCUMENTS USED IN TRAINING.

CG-313

CREW TRAINING QUANTITY CHECKED =106

LEVEL OF EFFICIENCY
NO ANSWER=034
INEFFECTIVE=004
SLIGHTLY EFFECTIVE=015
MODERATELY EFFECTIVE=052
HIGHLY EFFECTIVE=032
COMPLETELY EFFECTIVE=002

CG-465

QUANTITY CHECKED =074

NO ANSWER=034
INEFFECTIVE=002
SLIGHTLY EFFECTIVE=016
MODERATELY EFFECTIVE=033
HIGHLY EFFECTIVE=022
COMPLETELY EFFECTIVE=003

CG-415

QUANTITY CHECKED =038

NO ANSWER=099
INEFFECTIVE=002
SLIGHTLY EFFECTIVE=012
MODERATELY EFFECTIVE=020
HIGHLY EFFECTIVE=006
COMPLETELY EFFECTIVE=000

OPLAN

QUANTITY CHECKED =104

NO ANSWER=041
INEFFECTIVE=002
SLIGHTLY EFFECTIVE=022
MODERATELY EFFECTIVE=046
HIGHLY EFFECTIVE=026
COMPLETELY EFFECTIVE=002

OTHER

QUANTITY CHECKED =024

NO ANSWER=079
INEFFECTIVE=002
SLIGHTLY EFFECTIVE=006
MODERATELY EFFECTIVE=003
HIGHLY EFFECTIVE=003
COMPLETELY EFFECTIVE=002

QUESTION 5, FORMAL TRAINING C/O LST.

NUMBER HAVING FORMAL CO TRAINING COURSE= 31

NUMBER HAVING OFT COURSE= 77

QUESTION 6, PRACTICAL AND KNOWLEDGE FACTORS.

NOT APPLICABLE=	014
SLIGHTLY APPLICABLE=	024
MODERATELY APPLICABLE=	069
HIGHLY APPLICABLE=	019
COMPLETELY APPLICABLE=	008
NOT ANSWERED =	005

QUESTION 7, AREA-DISTRICT TRAINING.

NUMBER OF (NONE) ANSWERS FOR AREA TRAINING = 48
NUMBER OF (NONE) ANSWERS FOR DIST. TRAINING= 75

QUESTION 8A, TEAM TRAINING TO JOB TASK CONTRIBUTION. (AREA)

INEFFECTIVE=	005
SLIGHTLY EFFECTIVE=	008
MODERATELY EFFECTIVE=	031
HIGHLY EFFECTIVE=	045
COMPLETELY EFFECTIVE=	010
UNKNOWN	001

QUESTION 8B, TEAM TRAINING TO JOB TASK CONTRIBUTION. (DIST)

INEFFECTIVE=	001
SLIGHTLY EFFECTIVE=	005
MODERATELY EFFECTIVE=	019
HIGHLY EFFECTIVE=	031
COMPLETELY EFFECTIVE=	005
UNKNOWN	009

QUESTION 9, RATING OF PRES. OJT FOR RESIDENCE TASKS.

INEFFECTIVE=	000
SLIGHTLY EFFECTIVE=	005
MODERATELY EFFECTIVE=	029
HIGHLY EFFECTIVE=	070
COMPLETELY EFFECTIVE=	01
UNKNOWN	000

QUESTION 10, TRAINING FOR SMALL ARMS AND GUNNERY.

VERY LITTLE=	053
LITTLE=	02
ADEQUATE=	015
MUCH=	015
VERY MUCH=	004
NOT ANSWERED	001

QUESTION 11, BOAT SYSTEM FOR TRAINING EFFECTIVENESS.

SEARCH AND RESCUE

INEFFECTIVE=007
SLIGHTLY EFFECTIVE=021
MODERATELY EFFECTIVE=046
HIGHLY EFFECTIVE=044
COMPLETELY EFFECTIVE=010
NOT ANSWERED =011

REC. BOAT SAFETY

INEFFECTIVE=017
SLIGHTLY EFFECTIVE=034
MODERATELY EFFECTIVE=037
HIGHLY EFFECTIVE=029
COMPLETELY EFFECTIVE=010
NOT ANSWERED =019

AIDS TO NAVIGATION

INEFFECTIVE=016
SLIGHTLY EFFECTIVE=021
MODERATELY EFFECTIVE=025
HIGHLY EFFECTIVE=046
COMPLETELY EFFECTIVE=011
NOT ANSWERED =029

MARINE ENVIRONMENTAL PROTECTION

INEFFECTIVE=031
SLIGHTLY EFFECTIVE=030
MODERATELY EFFECTIVE=025
HIGHLY EFFECTIVE=010
COMPLETELY EFFECTIVE=009
NOT ANSWERED =013

LAW ENFORCEMENT

INEFFECTIVE=028
SLIGHTLY EFFECTIVE=030
MODERATELY EFFECTIVE=036
HIGHLY EFFECTIVE=024
COMPLETELY EFFECTIVE=015
NOT ANSWERED =016

PORT SAFETY/SECURITY

INEFFECTIVE=045
SLIGHTLY EFFECTIVE=032
MODERATELY EFFECTIVE=027
HIGHLY EFFECTIVE=009
COMPLETELY EFFECTIVE=001
NOT ANSWERED =036

SMALL VESSEL TRAINING SURVEY SECTION III.

NUMBER OF SURVEYS REDUCED- 139

QUESTION 1 DATA REDUCTION.

PERSONNEL TRANSFER AND ASSIGNMENT POLICIES.

NUMBER OF YES ANSWERS = 100
NUMBER OF NO ANSWERS = 39

DEGREE OF EFFECT ON MISSION PERFORMANCE.

VERY LITTLE 001
LITTLE 004
NOMINAL 028
MUCH 044
VERY MUCH 023
NO ANSWER 039

QUESTION 2 DATA REDUCTION.

ESTIMATED TIME REQUIRED TO ACHIEVE OPTIMUM PERFORMANCE

0-1 MONTH 001
1-3 MONTHS 022
3-6 MONTHS 056
6-9 MONTHS 036
9-12 MONTHS 024
NO ANSWER 000

QUESTION 3 DATA REDUCTION.

TYPICAL PERSONNEL REPLACEMENT TYPE-.

EXP-SIM. RESP = 004
EXP-DIF. RESP = 072
INEXP-COMP A SCH = 014
INEXP-NO TRNG = 049
NO ANS = 000

QUESTION 4 DATA DESCRIPTION

LEGEND

A=EXPERIENCED (SAME TYPE UNIT/MISSIONS)
B=EXPERIENCED (DIFFERENT UNIT/MISSIONS
C=INEXPERIENCED, A SCHOOL COMPLETE
D=INEXPERIENCED, NO SCHOOL BEYOND BOOT CAMP

REPLACEMENT CHOICES

A	1	106
	2	015
	3	003
	4	006
NO ANS		009
B	1	024
	2	959
	3	019
	4	008
NO ANS		029
C	1	005
	2	023
	3	056
	4	023
NO ANS		032
D	1	003
	2	010
	3	026
	4	037
NO ANS		023

QUESTION 5 DATA REDUCTION

ASSIGNMENT DURATION FOR USEFULNESS AND TRAINING.

1.0 YEARS	= 003
1.5 YEARS	= 004
2.0 YEARS	= 055
3.0 YEARS	= 060
4.0 YEARS	= 008
OTHER	= 008
NO ANSWER	= 000

SMALL VESSEL TRAINING SURVEY, SECTION IV.

NUMBER OF SURVEYS REDUCED= 139

QUESTION 1 DATA REDUCTION, CREW READINESS/CAPABILITY IN PERCENT.

SEARCH AND RESCUE

NO ANSWER= 006
1 TO 10 %= 000
11 TO 20 %= 003
21 TO 30 %= 002
31 TO 40 %= 003
41 TO 50 %= 011
51 TO 60 %= 002
61 TO 70 %= 003
71 TO 80 %= 032
81 TO 90 %= 033
91 TO 100 %= 044
THE AVERAGE % = 81.3759398496
OF INPUTS = 133

MARINE ENVIRONMENTAL PROTECTION

NO ANSWER= 012
1 TO 10 %= 014
11 TO 20 %= 014
21 TO 30 %= 016
31 TO 40 %= 010
41 TO 50 %= 028
51 TO 60 %= 008
61 TO 70 %= 002
71 TO 80 %= 021
81 TO 90 %= 010
91 TO 100 %= 004
THE AVERAGE % = 48.3700787401
OF INPUTS = 127

LAW ENFORCEMENT

NO ANSWER= 008
1 TO 10 %= 011
11 TO 20 %= 010
21 TO 30 %= 009
31 TO 40 %= 007
41 TO 50 %= 018
51 TO 60 %= 004
61 TO 70 %= 007
71 TO 80 %= 026
81 TO 90 %= 023
91 TO 100 %= 016
THE AVERAGE % = 61.5496183206
OF INPUTS = 131

REC. BOATING SAFETY

NO ANSWER= 007
1 TO 10 %= 010
11 TO 20 %= 006
21 TO 30 %= 005
31 TO 40 %= 003
41 TO 50 %= 023
51 TO 60 %= 007
61 TO 70 %= 007
71 TO 80 %= 022
81 TO 90 %= 026
91 TO 100 %= 017
THE AVERAGE % = 64.7878787878788
OF INPUTS = 132

PORT SAFETY/SECURITY

NO ANSWER= 014
1 TO 10 %= 030
11 TO 20 %= 013
21 TO 30 %= 017
31 TO 40 %= 006
41 TO 50 %= 018
51 TO 60 %= 004
61 TO 70 %= 007
71 TO 80 %= 012
81 TO 90 %= 011
91 TO 100 %= 007
THE AVERAGE % = 43.376
OF INPUTS = 125

AIDS TO NAVIGATION

NO ANSWER= 009
1 TO 10 %= 008
11 TO 20 %= 011
21 TO 30 %= 007
31 TO 40 %= 001
41 TO 50 %= 012
51 TO 60 %= 003
61 TO 70 %= 003
71 TO 80 %= 012
81 TO 90 %= 017
91 TO 100 %= 056
THE AVERAGE % = 70.33846153846
OF INPUTS = 130

QUESTION 2 DATA REDUCTION

RECEIVED FORMAL TRAINING OR OJT FOR MISSION

SEARCH AND RESCUE----------122
MARINE ENV. PROTECTION-----053
LAW ENFORCEMENT------------075
REC. BOATING SAFETY--------141
PORT SAFETY/SECURITY-------096
AIDS TO NAVIGATION---------107
OTHER----------027

QUESTION 34 DATA REDUCTION

INDICATE OPERATIONAL FUNCTIONS WHERE MORE EXTENSIVE TRAINING OR BETTER TRAINING CRITERIA WOULD HELP:

BOATSWAIN TRAINING

1 . 088
2 . 016
3 . 065
4 . 075
5 . 079
6 . 080
7 . 053
8 . 023

QUESTION 33 DATA REDUCTION

BOAT COXSWAIN TRAINING

1 . 084
2 . 038
3 . 048
4 . 039
5 . 068
6 . 061
7 . 054
8 . 061
9 . 035
10 . 049
11 . 063
12 . 054
13 . 047
14 . 051
15 . 056
16 . 054
17 . 082
18 . 090

QUESTION 32 DATA REDUCTION

BOAT ENGINEER TRAINING

1 . 023
2 . 038
3 . 027
4 . 051
5 . 107
6 . 043
7 . 040

3.2.2 SMALL VESSEL CDR-WPB

Table 3.2.2-1 is a summary table which associates key questions on training and readiness to specific missions for the total of 51 WPB CO's surveyed. As indicated, the crew readiness falls off as mission experience and training exposure diminish such as with MEP, AtoN and PSS missions.

Using the SAR mission column as an example, the data showed that all 51 WPB CO's surveyed have current SAR experience, 65% of these give OJT effectiveness high marks; their unit, on the average, is 93% ready to do SAR and essentially all (98%) have had training for such responsibility.

TABLE 3.2.2-1

SUMMARY OF TRAINING vs MISSION

Mission	SAR	L.E.	RBS	MEP	AtoN	PSS
Mission Experience	100%	98%	78%	63%	37%	37%
OJT Effectivity-- Highly and Completely	64.6%	39.1%	27.4%	7.8%	5.8%	1.9%
Crew Readiness/ Capability	93.2%	80.3%	78.5%	52.3%	43.2%	43.2%
Formal Training/ OJT for Mission	98%	94.1%	80.3%	50.9%	49%	31.3%

TABLE 3.2.2-1.1
SMALL VESSEL CDR-WPB - SEARCH AND RESCUE

One hundred percent of the personnel were involved in SAR missions.

The effectivity of OJT related to SAR is as follows:

Ineffective	0.0%
Slightly Effective	0.0%
Moderately Effective	35.2%
Highly Effective	45.0%
Completely Effective	19.6%

Crews Readiness/Capability for SAR (opinion)

0 to 9%	=	0	or	0.0%
10 to 19%	=	0	or	0.0%
20 to 29%	=	0	or	0.0%
30 to 39%	=	0	or	0.0%
40 to 49%	=	0	or	0.0%
50 to 59%	=	0	or	0.0%
60 to 69%	=	0	or	0.0%
70 to 79%	=	3	or	5.8%
80 to 89%	=	19	or	37.2%
90 to 99%	=	28	or	54.9%

Average Percentage = 93.24 %

Formal Training or OJT received for SAR missions -- 50 Yes answers -- 98.0 %

TABLE 3.2.2-1.2

SMALL VESSEL CDR-WPB - LAW ENFORCEMENT

Ninty-eight percent of the personnel were involved in Law Enforcement missions.

The effectivity of OJT related to Law Enforcement is as follows:

Ineffective	7.8%
Slightly Effective	13.7%
Moderately Effective	37.2%
Highly Effective	31.3%
Completely Effective	7.8%

Crews Readiness/Capability for L. E. (opinion)

0 to 9%	=	1	or	1.9%
10 to 19%	=	0	or	0.0%
20 to 29%	=	1	or	1.9%
30 to 39%	=	0	or	0.0%
40 to 49%	=	3	or	5.8%
50 to 59%	=	2	or	3.9%
60 to 69%	=	3	or	5.8%
70 to 79%	=	15	or	29.4%
80 to 89%	=	15	or	29.4%
90 to 99%	=	11	or	21.5%

Average Percentage = 80.29%

Formal Training or OJT received for L. E. missions -- 48 Yes answers -- 94.1%

TABLE 3.2.2-1.3

SMALL VESSEL CDR-WPB - RECREATIONAL BOATING SAFETY

Seventy-eight percent of the personnel were involved in RBS missions.

The effectivity of OJT related to RBS is as follows:

Ineffective	3.9%
Slightly Effective	33.3%
Moderately Effective	31.3%
Highly Effective	19.6%
Completely Effective	7.8%

Crews Readiness/Capability for RBS (opinion)

0 to 9%	=	1	or	1.9%
10 to 19%	=	1	or	1.9%
20 to 29%	=	1	or	1.9%
30 to 39%	=	0	or	0.0%
40 to 49%	=	4	or	7.8%
50 to 59%	=	3	or	5.8%
60 to 69%	=	5	or	9.8%
70 to 79%	=	9	or	17.6%
80 to 89%	=	13	or	25.4%
90 to 99%	=	14	or	27.4%

Average Percentage = 78.52%

Formal Training or OJT received for RBS missions -- 41 Yes answers -- 80.3%

TABLE 3.2.2-1.4

SMALL VESSEL CDR-WPB - MARINE ENVIRONMENTAL PROTECTION

Sixty-three percent of the personnel were involved in MEP missions.

The effectivity of OJT related to MEP is as follows:

Ineffective	23.5%
Slightly Effective	43.1%
Moderately Effective	13.7%
Highly Effective	7.8%
Completely Effective	0.0%

Crews Readiness/Capability for MEP (opinion)

0 to 9%	=	4	or	7.8%
10 to 19%	=	5	or	9.8%
20 to 29%	=	5	or	9.8%
30 to 39%	=	5	or	9.8%
40 to 49%	=	10	or	19.6%
50 to 59%	=	3	or	5.8%
60 to 69%	=	0	or	0.0%
70 to 79%	=	12	or	23.5%
80 to 89%	=	5	or	9.8%
90 to 99%	=	1	or	1.9%

Average Percentage = 52.28%

Formal Training or OJT received for MEP missions -- 26 Yes answers -- 50.9%

TABLE 3.2.2-1.5

SMALL VESSEL CDR-WPB - AIDS TO NAVIGATION

Thirty-seven percent of the personnel were involved in AtoN missions.

The effectivity of OJT related to AtoN is as follows:

Ineffective	19.6%
Slightly Effective	33.3%
Moderately Effective	23.5%
Highly Effective	5.8%
Completely Effective	0.0%

Crews Readiness/Capability for AtoN (opinion)

0 to 9%	=	7	or	13.7%
10 to 19%	=	10	or	19.6%
20 to 29%	=	4	or	7.8%
30 to 39%	=	1	or	1.9%
40 to 49%	=	10	or	19.6%
50 to 59%	=	2	or	3.9%
60 to 69%	=	1	or	1.9%
70 to 79%	=	7	or	13.7%
80 to 89%	=	2	or	3.9%
90 to 99%	=	2	or	3.9%

Average Percentage = 43.23%

Formal Training or OJT received for AtoN missions -- 25 Yes answers -- 49.0%

TABLE 3.2.2-1.6

SMALL VESSEL CDR-WPB - PORT SAFETY/SECURITY

Thirty-seven percent of the personnel were involved in PSS missions.

The effectivity of OJT related to PSS is as follows:

Ineffective	27.4%
Slightly Effective	27.4%
Moderately Effective	27.4%
Highly Effective	1.9%
Completely Effective	0.0%

Crews Readiness/Capability for PSS (opinion)

0 to 9%	=	7	or	13.7%
10 to 19%	=	7	or	13.7%
20 to 29%	=	6	or	11.7%
30 to 39%	=	2	or	3.9%
40 to 49%	=	7	or	13.7%
50 to 59%	=	4	or	7.8%
60 to 69%	=	4	or	7.8%
70 to 79%	=	5	or	9.8%
80 to 89%	=	4	or	7.8%
90 to 99%	=	2	or	3.9%

Average Percentage = 43.23%

Formal Training or OJT received for PSS missions -- 16 Yes answers -- 31.3%

SMALL VESSEL TRAINING SURVEY, SECTION I.
NUMBER OF SURVEYS REDUCED= 051

QUESTION 1, AGE.

NO ANS	=000
< 18	=000
18 TO 20	= 001
21 TO 23	= 003
24 TO 26	= 027
27 TO 29	= 007
30 TO 32	= 001
33 TO 35	= 002
36 TO 38	= 006
39 TO 41	= 003
42 TO 44	= 001
45 TO 47	= 000
48 TO 50	= 000
> 50	= 000

QUESTION 3, PAY GRADE.

E1 =000	01 =000	W1 =000
E2 =000	02 =032	W2 =000
E3 =000	03 =000	W3 =000
E4 =000	04 =000	W4 =000
E5 =000	05 =000	W5 =000
E6 =007	06 =000	W6 =000
E7 =001	07 =000	W7 =000
E8 =000	08 =000	W8 =000
E9 =011	09 =000	W9 =000

NOT ANSWERED= 000

QUESTION 4, TOUR DURATION.

TOUR DURATION	TOUR 1	TOUR 2	TOUR 3	TOUR 4
NO ANSWER	000	000	019	030
6 MONTHS OR LESS	016	002	004	002
7 TO 12 MONTHS	011	001	004	005
13 TO 18 MONTHS	018	012	003	004
19 TO 24 MONTHS	005	030	003	004
25 TO 30 MONTHS	000	000	001	000
31 TO 36 MONTHS	001	004	008	000
37 TO 42 MONTHS	000	000	002	001
43 TO 48 MONTHS	000	001	006	003
49 TO 54 MONTHS	000	001	001	002
55 TO 60 MONTHS	000	000	000	000
> 60 MONTHS	000	000	000	000

QUESTION 5, OTHER BILLETS LISTED = 26

QUESTION 6, MISSION EXPERIENCE.

MISSION	QUANTITY
SEARCH AND RESCUE	051
REC. BOATING SAFETY	040
AIDS TO NAVIGATION	01-
MARINE ENV. PROTECTION	032
LAW ENFORCEMENT	050
PORT SAFETY/SECURITY	019
OTHER	015
NOT ANSWERED	000

SMALL VESSEL TRAINING SURVEY SECT. II.

NUMBER OF SURVEYS REDUCED= 051

QUESTION 1,FORMAL SCHOOLS COMPLETED.

THE NUMBER OF (NONE) ANSWERS= 5

QUESTION 2, FORMAL SCHOOLS REQUESTED BUT NOT REC'D.

THE NUMBER OF (NONE) ANSWERS= 38

QUESTION 3, CORRESPONDENCE COURSES TAKEN OR COMP.

THE NUMBER OF (NONE) ANSWERS = 8

QUESTION 4, DOCUMENTS USED IN TRAINING.

CG-313

CREW TRAINING	LEVEL OF EFFICIENCY
QUANTITY CHECKED =037	NO ANSWER=013
	INEFFECTIVE=002
	SLIGHTLY EFFECTIVE=011
	MODERATELY EFFECTIVE=013
	HIGHLY EFFECTIVE=011
	COMPLETELY EFFECTIVE=001

CG-465

QUANTITY CHECKED =040	NO ANSWER=012
	INEFFECTIVE=000
	SLIGHTLY EFFECTIVE=010
	MODERATELY EFFECTIVE=016
	HIGHLY EFFECTIVE=012
	COMPLETELY EFFECTIVE=001

CG-415

QUANTITY CHECKED =018	NO ANSWER=032
	INEFFECTIVE=001
	SLIGHTLY EFFECTIVE=005
	MODERATELY EFFECTIVE=009
	HIGHLY EFFECTIVE=004
	COMPLETELY EFFECTIVE=000

OPLAN

QUANTITY CHECKED =046	NO ANSWER=005
	INEFFECTIVE=001
	SLIGHTLY EFFECTIVE=009
	MODERATELY EFFECTIVE=022
	HIGHLY EFFECTIVE=014
	COMPLETELY EFFECTIVE=000

OTHER

QUANTITY CHECKED =024	NO ANSWER=029
	INEFFECTIVE=001
	SLIGHTLY EFFECTIVE=000
	MODERATELY EFFECTIVE=004
	HIGHLY EFFECTIVE=013
	COMPLETELY EFFECTIVE=004

QUESTION 5, FORMAL TRAINING AND OJT.

NUMBER HAVING FORMAL CG TRAINING COURSE= 9

NUMBER HAVING OJT COURSE= 22

QUESTION 6, PRACTICAL AND KNOWLEDGE FACTORS.

NOT APPLICABLE=	010
SLIGHTLY APPLICABLE=	005
MODERATELY APPLICABLE=	023
HIGHLY APPLICABLE=	008
COMPLETELY APPLICABLE=	002
NOT ANSWERED =	003

QUESTION 7, AREA-DISTRICT TRAINING.

NUMBER OF (NONE) ANSWERS FOR AREA TRAINING = 11
NUMBER OF (NONE) ANSWERS FOR DIST. TRAINING= 39

QUESTION 8A, TEAM TRAINING TO JOB TASK CONTRIBUTION. (AREA)

INEFFECTIVE=	000
SLIGHTLY EFFECTIVE=	000
MODERATELY EFFECTIVE=	014
HIGHLY EFFECTIVE=	023
COMPLETELY EFFECTIVE=	007
UNKNOWN =	007

QUESTION 8B, TEAM TRAINING TO JOB TASK CONTRIBUTION. (DIST)

INEFFECTIVE=	000
SLIGHTLY EFFECTIVE=	000
MODERATELY EFFECTIVE=	006
HIGHLY EFFECTIVE=	006
COMPLETELY EFFECTIVE=	001
UNKNOWN =	038

QUESTION 9, RATING OF PRES. OJT FOR ASSIGNED TASKS.

INEFFECTIVE=	000
SLIGHTLY EFFECTIVE=	002
MODERATELY EFFECTIVE=	016
HIGHLY EFFECTIVE=	029
COMPLETELY EFFECTIVE=	005
UNKNOWN =	000

QUESTION 10, TRAINING FOR SMALL ARMS AND GUNNERY.

VERY LITTLE=	011
LITTLE=	007
NOMINAL=	018
MUCH=	012
VERY MUCH=	001
NOT ANSWERED =	000

QUESTION 11, OJT SYSTEM FOR TRAINING EFFECTIVENESS.

SEARCH AND RESCUE

INEFFECTIVE	=009
SLIGHTLY EFFECTIVE	=006
MODERATELY EFFECTIVE	=018
HIGHLY EFFECTIVE	=023
COMPLETELY EFFECTIVE	=010
NOT ANSWERED	=000

REC. BOAT SAFETY

INEFFECTIVE	=002
SLIGHTLY EFFECTIVE	=017
MODERATELY EFFECTIVE	=01[illegible]
HIGHLY EFFECTIVE	=010
COMPLETELY EFFECTIVE	=004
NOT ANSWERED	=002

AIDS TO NAVIGATION

INEFFECTIVE	=01[illegible]
SLIGHTLY EFFECTIVE	=017
MODERATELY EFFECTIVE	=012
HIGHLY EFFECTIVE	=003
COMPLETELY EFFECTIVE	=000
NOT ANSWERED	=009

MARINE ENVIRONMENTAL PROTECTION

INEFFECTIVE	=012
SLIGHTLY EFFECTIVE	=022
MODERATELY EFFECTIVE	=007
HIGHLY EFFECTIVE	=004
COMPLETELY EFFECTIVE	=000
NOT ANSWERED	=005

LAW ENFORCEMENT

INEFFECTIVE	=004
SLIGHTLY EFFECTIVE	=007
MODERATELY EFFECTIVE	=019
HIGHLY EFFECTIVE	=016
COMPLETELY EFFECTIVE	=004
NOT ANSWERED	=031

PORT SAFETY/SECURITY

INEFFECTIVE	=014
SLIGHTLY EFFECTIVE	=014
MODERATELY EFFECTIVE	=01[illegible]
HIGHLY EFFECTIVE	=00[illegible]
COMPLETELY EFFECTIVE	=00[illegible]
NOT ANSWERED	=302

[illegible] VESSEL EVALUATION SURVEY SECTION III.

NUMBER OF SURVEYS REDUCED- 051

QUESTION 1 DATA REDUCTION.

PERSONNEL TRANSFER AND ASSIGNMENT POLICIES.

NUMBER OF YES ANSWERS = 40
NUMBER OF NO ANSWERS = 11

DEGREE OF EFFECT ON MISSION PERFORMANCE.

VERY LITTLE 000
LITTLE 003
MODERATE 007
MUCH 022
VERY MUCH 008
NO ANSWER 011

QUESTION 2 DATA REDUCTION.

ESTIMATED TIME REQUIRED TO ACHIEVE OPTIMUM PERFORMANCE

0-1 MONTH 000
1-3 MONTHS 007
3-6 MONTHS 023
6-9 MONTHS 017
9-12 MONTHS 004
NO ANSWER 000

QUESTION 3 DATA REDUCTION.

TYPICAL PERSONNEL REPLACEMENT TYPES.

EXP-SIM. RESP = 002
EXP-DIF. RESP = 024
INEXP-COMP & SCH = 002
INEXP-ON TRNG = 023
NO ANS = 000

QUESTION 4 DATA REDUCTION.

LEGEND

A=EXPERIENCED (SAME TYPE UNIT/MISSIONS)
B=EXPERIENCED (DIFFERENT UNIT/MISSIONS
C=INEXPERIENCED, A SCHOOL COMPLETE
D=INEXPERIENCED, NO SCHOOL BEYOND BOOT CAMP

REPLACEMENT CHOICES

A	1	036
	2	007
	3	002
	4	002
NO ANS		004
B	1	012
	2	022
	3	006
	4	003
NO ANS		008
C	1	091
	2	068
	3	024
	4	008
NO ANS		010
D	1	001
	2	004
	3	005
	4	027
NO ANS		011

QUESTION 5 DATA REDUCTION

ASSIGNMENT DURATION FOR USEFULNESS AND TRAINING.

1.0 YEARS	= 000
1.5 YEARS	= 002
2.0 YEARS	= 027
3.0 YEARS	= 014
4.0 YEARS	= 001
OTHER	= 005
NO ANSWER	= 000

SMALL VESSEL TRAINING SURVEY, SECTION IV.

NUMBER OF SURVEYS REDUCED= 051

QUESTION 1 DATA REDUCTION, CREWS READINESS/CAPABILITY IN PERCENT.

SEARCH AND RESCUE

NO ANSWER= 001
1 TO 10 %= 000
11 TO 20 %= 000
21 TO 30 %= 000
31 TO 40 %= 000
41 TO 50 %= 000
51 TO 60 %= 000
61 TO 70 %= 000
71 TO 80 %= 003
81 TO 90 %= 019
91 TO 100 %= 028
THE AVERAGE % = 93.24
OF INPUTS = 50

MARINE ENVIRONMENTAL PROTECTION

NO ANSWER= 001
1 TO 10 %= 004
11 TO 20 %= 005
21 TO 30 %= 005
31 TO 40 %= 005
41 TO 50 %= 010
51 TO 60 %= 003
61 TO 70 %= 000
71 TO 80 %= 012
81 TO 90 %= 005
91 TO 100 %= 001
THE AVERAGE % = 52.28
OF INPUTS = 50

LAW ENFORCEMENT

NO ANSWER= 000
1 TO 10 %= 001
11 TO 20 %= 000
21 TO 30 %= 001
31 TO 40 %= 000
41 TO 50 %= 003
51 TO 60 %= 002
61 TO 70 %= 003
71 TO 80 %= 015
81 TO 90 %= 015
91 TO 100 %= 011
THE AVERAGE % = 80.29411764706
OF INPUTS = 51

REC. BOATING SAFETY

NO ANSWER= 000
1 TO 10 %= 001
11 TO 20 %= 001
21 TO 30 %= 001
31 TO 40 %= 000
41 TO 50 %= 004
51 TO 60 %= 003
61 TO 70 %= 005
71 TO 80 %= 009
81 TO 90 %= 013
91 TO 100 %= 014
THE AVERAGE % = 76.52941176471
N OF INPUTS = 51

PORT SAFETY/SECURITY

NO ANSWER= 003
1 TO 10 %= 007
11 TO 20 %= 007
21 TO 30 %= 006
31 TO 40 %= 002
41 TO 50 %= 007
51 TO 60 %= 004
61 TO 70 %= 004
71 TO 80 %= 005
81 TO 90 %= 004
91 TO 100 %= 002
THE AVERAGE % = 46.72916666667
N OF INPUTS = 48

AIDS TO NAVIGATION

NO ANSWER= 005
1 TO 10 %= 007
11 TO 20 %= 010
21 TO 30 %= 004
31 TO 40 %= 001
41 TO 50 %= 010
51 TO 60 %= 002
61 TO 70 %= 001
71 TO 80 %= 007
81 TO 90 %= 002
91 TO 100 %= 002
THE AVERAGE % = 43.23913043478
N OF INPUTS = 46

QUESTION 2 DATA REDUCTION

RECEIVED FORMAL TRAINING OR OJT FOR MISSION

SEARCH AND RESCUE----------050
MARINE ENV. PROTECTION-----026
LAW ENFORCEMENT------------046
REC. BOATING SAFETY--------011
PORT SAFETY/SECURITY-------019
AIDS TO NAVIGATION---------025
OTHER----------012

QUESTION 3A DATA REDUCTION

INDICATE OPERATIONAL FUNCTIONS WHERE MORE EXTENSIVE TRAINING OR BETTER TRAINING MATERIALS WOULD HELP:

BOATSWAIN TRAINING

1 . 028
2 . 007
3 . 024
4 . 037
5 . 036
6 . 023
7 . 017
8 . 007

QUESTION 3B DATA REDUCTION

BOAT COXSWAIN TRAINING

1 . 031
2 . 010
3 . 024
4 . 011
5 . 024
6 . 025
7 . 022
8 . 024
9 . 017
10 . 026
11 . 029
12 . 017
13 . 021
14 . 013
15 . 025
16 . 016
17 . 031
18 . 017

QUESTION 3C DATA REDUCTION

BOAT ENGINEER TRAINING

1 . 004
2 . 016
3 . 006
4 . 020
5 . 043
6 . 017
7 . 017

3.2.3 SMALL VESSEL CDR-ATON

This summary table associates key questions on training and readiness to specific missions for the total of 32 AtoN unit CO's. Unlike the WPB distribution, this table shows little experience outside the primary AtoN mission. This translates to lower unit readiness for other missions even though fairly high percentages of CO's had formal training in SAR (81%) and RBS (75%).

TABLE 3.2.3-1

SUMMARY OF TRAINING vs MISSIONS

Mission	AtoN	SAR	RBS	L.E.	MEP	PSS
Mission Experience	100%	34%	19%	16%	9%	3%
OJT Effectivity-- Highly and Completely	68.6%	28.1%	43.7%	25%	9.3%	12.5%
Crew Readiness/ Capability	93.9%	64.5%	55.1%	44.4%	39.6%	35.6%
Formal Training/ OJT for Mission	96.8%	81.25%	75%	56.2%	21.8%	25%

TABLE 3.2.3-1.1

SMALL VESSEL CDR-ATON - AIDS TO NAVIGATION

One hundred percent of the personnel were involved in AtoN missions.

The effectivity of OJT related to AtoN is as follows:

Ineffective	3.1%
Slightly Effective	0.0%
Moderately Effective	9.3%
Highly Effective	59.3%
Completely Effective	9.3%

Crews Readiness/Capability for AtoN (opinion)

0 to 9%	=	0	or	0.0%
10 to 19%	=	0	or	0.0%
20 to 29%	=	0	or	0.0%
30 to 39%	=	0	or	0.0%
40 to 49%	=	0	or	0.0%
50 to 59%	=	0	or	0.0%
60 to 69%	=	1	or	3.1%
70 to 79%	=	1	or	3.1%
80 to 89%	=	8	or	25.0%
90 to 99%	=	20	or	62.5%

Average Percentage = 93.93%

Formal Training or OJT received for AtoN missions -- 31 Yes answers -- 96.8%

TABLE 3.2.3-1.2

SMALL VESSEL CDR-ATON - SEARCH AND RESCUE

Thirty-four percent of the personnel were involved in SAR missions.

The effectivity of OJT related to SAR is as follows:

Ineffective	6.2%
Slightly Effective	12.5%
Moderately Effective	34.3%
Highly Effective	28.1%
Completely Effective	0.0%

Crews Readiness/Capability for SAR (opinion)

0 to 9%	=	0	or	0.0%
10 to 19%	=	2	or	6.2%
20 to 29%	=	1	or	3.1%
30 to 39%	=	2	or	6.2%
40 to 49%	=	6	or	18.7%
50 to 59%	=	1	or	3.1%
60 to 69%	=	3	or	9.3%
70 to 79%	=	8	or	25.0%
80 to 89%	=	3	or	9.3%
90 to 99%	=	2	or	6.2%

Average Percentage = 64.53%

Formal Training or OJT received for SAR missions -- 26 Yes answers -- 81.25%

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A STUDY SURVEY TO ASSESS THE CURRENT U. S. COAST GUARD SMALL BO--ECT(U)
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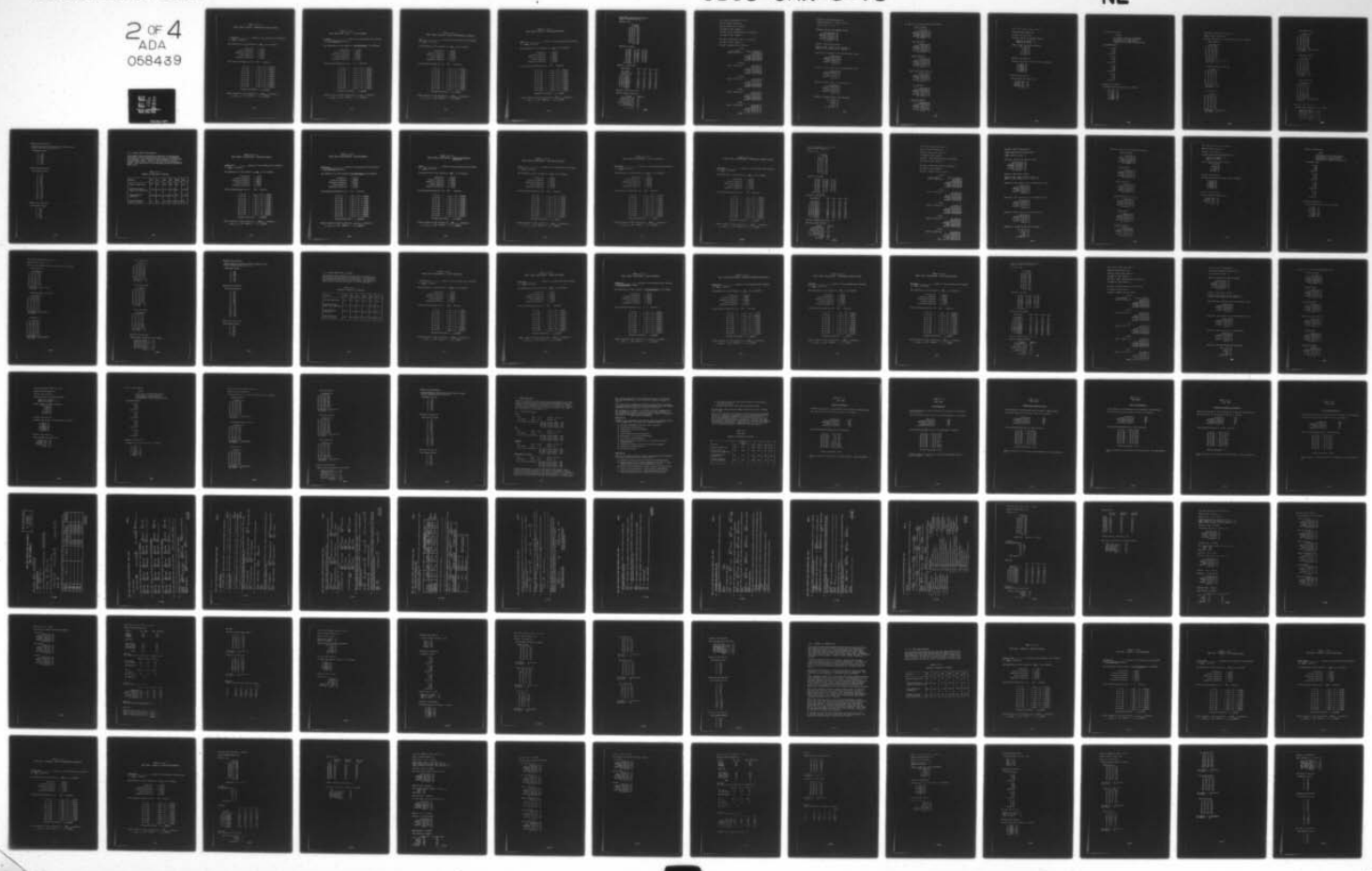


TABLE 3.2.3-1.3

SMALL VESSEL CDR-ATON - RECREATIONAL BOATING SAFETY

Nineteen percent of the personnel were involved in RBS missions.

The effectivity of OJT related to RBS is as follows:

Ineffective	9.3%
Slightly Effective	9.3%
Moderately Effective	25.0%
Highly Effective	37.5%
Completely Effective	6.2%

Crews Readiness/Capability for RBS (opinion)

0 to 9%	=	2	or	6.2%
10 to 19%	=	4	or	12.5%
20 to 29%	=	1	or	3.1%
30 to 39%	=	1	or	3.1%
40 to 49%	=	7	or	21.8%
50 to 59%	=	3	or	9.3%
60 to 69%	=	0	or	0.0%
70 to 79%	=	4	or	12.5%
80 to 89%	=	5	or	15.6%
90 to 99%	=	1	or	3.1%

Average Percentage = 55.17%

Formal Training or OJT received for RBS missions -- 24 Yes answers -- 75.0%

TABLE 3.2.3-1.4

SMALL VESSEL CDR - ATON - LAW ENFORCEMENT

Sixteen percent of the personnel were involved in Law Enforcement missions.

The effectivity of OJT related to Law Enforcement is as follows:

Ineffective	9.3%
Slightly Effective	28.1%
Moderately Effective	12.5%
Highly Effective	25.0%
Completely Effective	0.0%

Crews Readiness/Capability for L. E. (opinion)

0 to 9%	=	3	or	9.3%
10 to 19%	=	4	or	12.5%
20 to 29%	=	4	or	12.5%
30 to 39%	=	1	or	3.1%
40 to 49%	=	8	or	25.0%
50 to 59%	=	2	or	6.2%
60 to 69%	=	1	or	3.1%
70 to 79%	=	4	or	12.5%
80 to 89%	=	1	or	3.1%
90 to 99%	=	0	or	0.0%

Average Percentage = 44.46%

Formal Training or OJT received for L. E. missions -- 18 Yes answers -- 56.25%

TABLE 3.2.3-1.5

SMALL VESSEL CDR-ATON - MARINE ENVIRONMENTAL PROTECTION

Nine percent of the personnel were involved in MEP missions.

The effectivity of OJT related to MEP is as follows:

Ineffective	12.5%
Slightly Effective	31.2%
Moderately Effective	15.6%
Highly Effective	9.3%
Completely Effective	0.0%

Crews Readiness/Capability for MEP (opinion)

0 to 9%	=	5	or	15.6%
10 to 19%	=	3	or	9.3%
20 to 29%	=	3	or	9.3%
30 to 39%	=	3	or	9.3%
40 to 49%	=	6	or	18.7%
50 to 59%	=	1	or	3.1%
60 to 69%	=	0	or	0.0%
70 to 79%	=	3	or	9.3%
80 to 89%	=	1	or	3.1%
90 to 99%	=	0	or	0.0%

Average Percentage = 39.6%

Formal Training or OJT received for MEP missions -- 7 Yes answers -- 21.8 %

TABLE 3.2.3-1.6

SMALL VESSEL CDR-ATON - PORT SAFETY/SECURITY

Three percent of the personnel were involved in PSS missions.

The effectivity of OJT related to PSS is as follows:

Ineffective	18.7%
Slightly Effective	18.7%
Moderately Effective	15.6%
Highly Effective	12.5%
Completely Effective	0.0%

Crews Readiness/Capability for PSS (opinion)

0 to 9%	=	8	or	25.0%
10 to 19%	=	2	or	6.2%
20 to 29%	=	2	or	6.2%
30 to 39%	=	1	or	3.1%
40 to 49%	=	9	or	28.1%
50 to 59%	=	0	or	0.0%
60 to 69%	=	0	or	0.0%
70 to 79%	=	3	or	9.3%
80 to 89%	=	0	or	0.0%
90 to 99%	=	0	or	0.0%

Average Percentage = 35.6%

Formal Training or OJT received for PSS missions -- 8 Yes answers -- 25.0%

SMALL VESSEL TRAINING SURVEY, SECTION I.
NUMBER OF SURVEYS REDUCED= 032

QUESTION 1, AGE.

NO ANS	000
< 18	000
18 TO 20	000
21 TO 23	002
24 TO 26	002
27 TO 29	004
30 TO 32	007
33 TO 35	005
36 TO 38	009
39 TO 41	002
42 TO 44	001
45 TO 47	000
48 TO 50	000
> 50	000

QUESTION 3, PAY GRADE.

E1 =000	01 =000	W1 =000
E2 =000	02 =000	W2 =000
E3 =000	03 =000	W3 =000
E4 =000	04 =000	W4 =000
E5 =003	05 =000	W5 =000
E6 =012	06 =000	W6 =000
E7 =016	07 =000	W7 =000
E8 =001	08 =000	W8 =000
E9 =000	09 =000	W9 =000

NOT ANSWERED= 000

QUESTION 4, TOUR DURATION.

TOUR DURATION	TOUR 1	TOUR 2	TOUR 3	TOUR 4
NO ANSWER	000	000	001	002
6 MONTHS OR LESS	006	000	003	002
7 TO 12 MONTHS	006	006	009	006
13 TO 18 MONTHS	008	003	004	004
19 TO 24 MONTHS	007	009	006	010
25 TO 30 MONTHS	002	006	005	005
31 TO 36 MONTHS	001	003	003	001
37 TO 42 MONTHS	001	003	001	001
43 TO 48 MONTHS	000	002	000	001
49 TO 54 MONTHS	000	000	000	000
55 TO 60 MONTHS	001	000	000	000
> 60 MONTHS	001	000	000	000

QUESTION 5, OTHER BILLETS LISTED = 23

QUESTION 6,MISSION EXPERIENCE.

MISSION	QUANTITY
SEARCH AND RESCUE	011
REC. BOATING SAFETY	006
AIDS TO NAVIGATION	032
MARINE ENV. PROTECTION	003
LAW ENFORCEMENT	005
PORT SAFETY/SECURITY	001
OTHER	001
[illegible]	[illegible]

SMALL VESSEL TRAINING SURVEY SECT. II.

NUMBER OF SURVEYS REDUCED= 032

QUESTION 1,FORMAL SCHOOLS COMPLETED.

THE NUMBER OF (NONE) ANSWERS= 2

QUESTION 2, FORMAL SCHOOLS REQUESTED BUT NOT REC'D.

THE NUMBER OF (NONE) ANSWERS= 25

QUESTION 3, CORRESPONDENCE COURSES TAKEN OR COMP.

THE NUMBER OF (NONE) ANSWERS = 10

QUESTION 4, DOCUMENTS USED IN TRAINING.

CG-313

CREW TRAINING	LEVEL OF EFFICIENCY
QUANTITY CHECKED =029	NO ANSWER=004
	INEFFECTIVE=000
	SLIGHTLY EFFECTIVE=001
	MODERATELY EFFECTIVE=015
	HIGHLY EFFECTIVE=011
	COMPLETELY EFFECTIVE=001

CG-465

QUANTITY CHECKED =003	NO ANSWER=029
	INEFFECTIVE=000
	SLIGHTLY EFFECTIVE=001
	MODERATELY EFFECTIVE=002
	HIGHLY EFFECTIVE=000
	COMPLETELY EFFECTIVE=000

CG-415

QUANTITY CHECKED =007	NO ANSWER=025
	INEFFECTIVE=000
	SLIGHTLY EFFECTIVE=002
	MODERATELY EFFECTIVE=004
	HIGHLY EFFECTIVE=001
	COMPLETELY EFFECTIVE=000

OPLAN

QUANTITY CHECKED =019	NO ANSWER=015
	INEFFECTIVE=000
	SLIGHTLY EFFECTIVE=004
	MODERATELY EFFECTIVE=008
	HIGHLY EFFECTIVE=005
	COMPLETELY EFFECTIVE=000

OTHER

QUANTITY CHECKED =018	NO ANSWER=016
	INEFFECTIVE=001
	SLIGHTLY EFFECTIVE=000
	MODERATELY EFFECTIVE=001
	HIGHLY EFFECTIVE=014
	COMPLETELY EFFECTIVE=000

QUESTION 5, FORMAL TRAINING AND OJT.

NUMBER HAVING FORMAL OR TRAINING COURSE= 4

NUMBER HAVING OJT COURSE= 19

QUESTION 6, PRACTICAL AND KNOWLEDGE FACTORS.

NOT APPLICABLE=	000
SLIGHTLY APPLICABLE=	006
MODERATELY APPLICABLE=	021
HIGHLY APPLICABLE=	001
COMPLETELY APPLICABLE=	004
NOT ANSWERED =	000

QUESTION 7, AREA-DISTRICT TRAINING.

NUMBER OF (NONE) ANSWERS FOR AREA TRAINING = 26
NUMBER OF (NONE) ANSWERS FOR DIST. TRAINING= 5

QUESTION 8A, TEAM TRAINING TO JOB TASK CONTRIBUTION. (AREA)

INEFFECTIVE=	003
SLIGHTLY EFFECTIVE=	003
MODERATELY EFFECTIVE=	003
HIGHLY EFFECTIVE=	002
COMPLETELY EFFECTIVE=	000
UNKNOWN =	021

QUESTION 8B, TEAM TRAINING TO JOB TASK CONTRIBUTION. (DIST)

INEFFECTIVE=	001
SLIGHTLY EFFECTIVE=	002
MODERATELY EFFECTIVE=	007
HIGHLY EFFECTIVE=	017
COMPLETELY EFFECTIVE=	002
UNKNOWN =	003

QUESTION 9, RATING OF PRES. OJT FOR ASSIGNED TASKS.

INEFFECTIVE=	000
SLIGHTLY EFFECTIVE=	001
MODERATELY EFFECTIVE=	009
HIGHLY EFFECTIVE=	019
COMPLETELY EFFECTIVE=	002
UNKNOWN =	001

QUESTION 10, TRAINING FOR SMALL ARMS AND GUNNERY.

VERY LITTLE=	014
LITTLE=	009
NOMINAL=	004
MUCH=	001
VERY MUCH=	005
NOT ANSWERED =	004

QUESTION 11, OJT SYSTEM FOR TRAINING EFFECTIVENESS.

SEARCH AND RESCUE

INEFFECTIVE=002
SLIGHTLY EFFECTIVE=004
MODERATELY EFFECTIVE=011
HIGHLY EFFECTIVE=009
COMPLETELY EFFECTIVE=000
NOT ANSWERED =006

REC. BOAT SAFETY

INEFFECTIVE=003
SLIGHTLY EFFECTIVE=003
MODERATELY EFFECTIVE=008
HIGHLY EFFECTIVE=012
COMPLETELY EFFECTIVE=002
NOT ANSWERED =004

AIDS TO NAVIGATION

INEFFECTIVE=001
SLIGHTLY EFFECTIVE=000
MODERATELY EFFECTIVE=003
HIGHLY EFFECTIVE=019
COMPLETELY EFFECTIVE=003
NOT ANSWERED =006

MARINE ENVIRONMENTAL PROTECTION

INEFFECTIVE=004
SLIGHTLY EFFECTIVE=010
MODERATELY EFFECTIVE=005
HIGHLY EFFECTIVE=003
COMPLETELY EFFECTIVE=000
NOT ANSWERED =010

LAW ENFORCEMENT

INEFFECTIVE=003
SLIGHTLY EFFECTIVE=009
MODERATELY EFFECTIVE=004
HIGHLY EFFECTIVE=008
COMPLETELY EFFECTIVE=000
NOT ANSWERED =008

PORT SAFETY/SECURITY

INEFFECTIVE=006
SLIGHTLY EFFECTIVE=006
MODERATELY EFFECTIVE=005
HIGHLY EFFECTIVE=004
COMPLETELY EFFECTIVE=000
NOT ANSWERED =011

SMALL VESSEL TRAINING SURVEY SECTION III.

NUMBER OF SURVEYS REDUCED- 032

QUESTION 1 DATA REDUCTION.

PERSONNEL TRANSFER AND ASSIGNMENT POLICIES.

NUMBER OF YES ANSWERS = 22
NUMBER OF NO ANSWERS = 10

DEGREE OF EFFECT ON MISSION PERFORMANCE.

VERY LITTLE 001
LITTLE 001
NOMINAL 009
MUCH 006
VERY MUCH 005
NO ANSWER 010

QUESTION 2 DATA REDUCTION.

ESTIMATED TIME REQUIRED TO ACHIEVE OPTIMUM PERFORMANCE

0-1 MONTH 000
1-3 MONTHS 006
3-6 MONTHS 016
6-9 MONTHS 007
9-12 MONTHS 003
NO ANSWER 000

QUESTION 3 DATA REDUCTION.

TYPICAL PERSONNEL REPLACEMENT TYPES.

EXP-SIM. RESP = 002
EXP-DIF. RESP = 015
INEXP-COMP A SCH = 004
INEXP-NO TRNG = 011
NO ANS = 000

QUESTION 4 DATA REDUCTION.

LEGEND

A=EXPERIENCED (SAME TYPE UNIT/MISSIONS)
B=EXPERIENCED (DIFFERENT UNIT/MISSIONS
C=INEXPERIENCED, A SCHOOL COMPLETE
D=INEXPERIENCED, NO SCHOOL BEYOND BOOT CAMP

REPLACEMENT CHOICES

A	1	026
	2	001
	3	001
	4	003
NO ANS		001
B	1	003
	2	012
	3	004
	4	002
NO ANS		011
C	1	002
	2	006
	3	010
	4	003
NO ANS		011
D	1	001
	2	002
	3	006
	4	013
NO ANS		010

QUESTION 5 DATA REDUCTION

ASSIGNMENT DURATION FOR USEFULNESS AND TRAINING.

1.0 YEARS	= 001
1.5 YEARS	= 001
2.0 YEARS	= 007
3.0 YEARS	= 019
4.0 YEARS	= 003
OTHER	= 001
NO ANSWER	= 000

SMALL VESSEL TRAINING SURVEY, SECTION IV.

NUMBER OF SURVEYS REDUCED= 032

QUESTION 1 DATA REDUCTION, CREWS READINESS/CAPABILITY IN PERCENT.

SEARCH AND RESCUE

NO ANSWER= 004
1 TO 10 %= 000
11 TO 20 %= 002
21 TO 30 %= 001
31 TO 40 %= 002
41 TO 50 %= 006
51 TO 60 %= 001
61 TO 70 %= 003
71 TO 80 %= 008
81 TO 90 %= 003
91 TO 100 %= 002
THE AVERAGE % = 64.53571428571
OF INPUTS = 28

MARINE ENVIRONMENTAL PROTECTION

NO ANSWER= 007
1 TO 10 %= 005
11 TO 20 %= 003
21 TO 30 %= 003
31 TO 40 %= 003
41 TO 50 %= 006
51 TO 60 %= 001
61 TO 70 %= 000
71 TO 80 %= 007
81 TO 90 %= 001
91 TO 100 %= 000
THE AVERAGE % = 39.6
OF INPUTS = 25

LAW ENFORCEMENT

NO ANSWER= 004
1 TO 10 %= 003
11 TO 20 %= 004
21 TO 30 %= 004
31 TO 40 %= 001
41 TO 50 %= 008
51 TO 60 %= 002
61 TO 70 %= 001
71 TO 80 %= 004
81 TO 90 %= 001
91 TO 100 %= 000
THE AVERAGE % = 44.46428571429
OF INPUTS = 28

REC. BOATING SAFETY

NO ANSWER= 004
1 TO 10 %= 002
11 TO 20 %= 004
21 TO 30 %= 001
31 TO 40 %= 001
41 TO 50 %= 007
51 TO 60 %= 003
61 TO 70 %= 000
71 TO 80 %= 004
81 TO 90 %= 005
91 TO 100 %= 001
THE AVERAGE % = 55.17857142857
OF INPUTS = 28

PORT SAFETY/SECURITY

NO ANSWER= 007
1 TO 10 %= 008
11 TO 20 %= 002
21 TO 30 %= 002
31 TO 40 %= 001
41 TO 50 %= 009
51 TO 60 %= 000
61 TO 70 %= 000
71 TO 80 %= 003
81 TO 90 %= 000
91 TO 100 %= 000
THE AVERAGE % = 35.6
OF INPUTS = 25

AIDS TO NAVIGATION

NO ANSWER= 002
1 TO 10 %= 000
11 TO 20 %= 000
21 TO 30 %= 000
31 TO 40 %= 000
41 TO 50 %= 000
51 TO 60 %= 000
61 TO 70 %= 001
71 TO 80 %= 001
81 TO 90 %= 008
91 TO 100 %= 020
THE AVERAGE % = 93.93333333333
OF INPUTS = 30

QUESTION 2 DATA REDUCTION

RECEIVED FORMAL TRAINING OR OJT FOR MISSION

SEARCH AND RESCUE---------026
MARINE ENV. PROTECTION----007
LAW ENFORCEMENT-----------018
REC. BOATING SAFETY------024
PORT SAFETY/SECURITY------008
AIDS TO NAVIGATION--------031
OTHER--------003

QUESTION 3A DATA REDUCTION

INDICATE OPERATIONAL FUNCTIONS WHERE MORE EXTENSIVE TRAINING OR BETTER TRAINING MATERIALS WOULD HELP:

BOATCREWMAN TRAINING

1 . 022
2 . 003
3 . 015
4 . 016
5 . 015
6 . 024
7 . 016
8 . 008

QUESTION 3B DATA REDUCTION

BOAT COXSWAIN TRAINING

1 . 021
2 . 010
3 . 016
4 . 006
5 . 016
6 . 014
7 . 009
8 . 013
9 . 006
10 . 011
11 . 010
12 . 014
13 . 009
14 . 017
15 . 009
16 . 016
17 . 019
18 . 011

QUESTION 3C DATA REDUCTION

BOAT ENGINEER TRAINING

1 . 009
2 . 009
3 . 013
4 . 011
5 . 024
6 . 009
7 . 010

3.2.4 SMALL VESSEL CDR-WYTM/WYTL

This summary table associates key questions on training and readiness to specific missions for the total of 16 WYTM/WYTL CO's surveyed. This shows broad mission exposure and generally high readiness levels. However, OJT effectivity is given somewhat lower grades than in the previous WPB and AtoN survey groups. This may be due to the inadequacy of OJT as applied to Harbor Tugs.

TABLE 3.2.4-1

SUMMARY OF TRAINING vs MISSIONS

Mission	SAR	L.E.	MEP	PSS	ATON	RBS
Mission Experience	94%	56%	50%	50%	44%	44%
OJT Effectivity-- Highly and Completely	31.25%	6.25%	0.0%	18.75%	25%	6.25%
Crew Readiness/ Capability	88.86%	62.46%	53.53%	55.2%	62%	60.2%
Formal Training/ OJT for Mission	75%	50%	18.75%	43.75%	68.75%	75%

TABLE 3.2.4-1.1
SMALL VESSEL CDR-WYTM/WYTL - SEARCH AND RESCUE

Ninety-four _____ percent of the personnel were involved in SAR missions.

The effectivity of OJT related to SAR is as follows:

Ineffective	6.2%
Slightly Effective	6.2%
Moderately Effective	56.2%
Highly Effective	31.2%
Completely Effective	0.0%

Crews Readiness/Capability for SAR (opinion)

0 to 9%	=	0	or	0.0%
10 to 19%	=	0	or	0.0%
20 to 29%	=	0	or	0.0%
30 to 39%	=	0	or	0.0%
40 to 49%	=	1	or	6.2%
50 to 59%	=	0	or	0.0%
60 to 69%	=	0	or	0.0%
70 to 79%	=	2	or	12.5%
80 to 89%	=	5	or	31.2%
90 to 99%	=	7	or	43.7%

Average Percentage = 88.86%

Formal Training or OJT received for SAR missions -- 12 Yes answers -- 75.0%

TABLE 3.2.4-1.2

SMALL VESSEL CDR-WYTM/WYTL - LAW ENFORCEMENT

Fifty-six percent of the personnel were involved in Law Enforcement missions.

The effectivity of OJT related to Law Enforcement is as follows:

Ineffective	43.7%
Slightly Effective	25.0%
Moderately Effective	25.0%
Highly Effective	0.0%
Completely Effective	6.2%

Crews Readiness/Capability for L. E. (opinion)

0 to 9%	=	2	or	12.5%
10 to 19%	=	1	or	6.2%
20 to 29%	=	0	or	0.0%
30 to 39%	=	2	or	12.5%
40 to 49%	=	1	or	6.2%
50 to 59%	=	0	or	0.0%
60 to 69%	=	2	or	12.5%
70 to 79%	=	2	or	12.5%
80 to 89%	=	2	or	12.5%
90 to 99%	=	3	or	18.7%

Average Percentage = 62.46%

Formal Training or OJT received for L. E. missions -- 8 Yes answers -- 50.0%

TABLE 3.2.4-1.3

SMALL VESSEL CDR-WYTM/WYTL - MARINE ENVIRONMENTAL PROTECTION

Fifty percent of the personnel were involved in MEP missions.

The effectivity of OJT related to MEP is as follows:

Ineffective	37.5%
Slightly Effective	37.5%
Moderately Effective	25.0%
Highly Effective	0.0%
Completely Effective	0.0%

Crews Readiness/Capability for MEP (opinion)

0 to 9%	=	2	or	12.5%
10 to 19%	=	0	or	0.0%
20 to 29%	=	4	or	25.0%
30 to 39%	=	0	or	0.0%
40 to 49%	=	2	or	12.5%
50 to 59%	=	1	or	6.2%
60 to 69%	=	0	or	0.0%
70 to 79%	=	3	or	18.7%
80 to 89%	=	1	or	6.2%
90 to 99%	=	2	or	12.5%

Average Percentage = 53.53%

Formal Training or OJT received for MEP missions -- 3 Yes answers -- 18.75%

TABLE 3.2.4-1.4

SMALL VESSEL CDR-WYTM/WYTL - PORT SAFETY/SECURITY

Fifty percent of the personnel were involved in PSS missions.

The effectivity of OJT related to PSS is as follows:

Ineffective	50.0%
Slightly Effective	12.5%
Moderately Effective	18.7%
Highly Effective	12.5%
Completely Effective	6.2%

Crews Readiness/Capability for PSS (opinion)

0 to 9%	=	5	or	31.2%
10 to 19%	=	0	or	0.0%
20 to 29%	=	2	or	12.5%
30 to 39%	=	0	or	0.0%
40 to 49%	=	0	or	0.0%
50 to 59%	=	0	or	0.0%
60 to 69%	=	0	or	0.0%
70 to 79%	=	1	or	6.2%
80 to 89%	=	4	or	25.0%
90 to 99%	=	3	or	18.7%

Average Percentage = 55.2 %

Formal Training or OJT received for PSS missions -- 7 Yes answers -- 43.75%

TABLE 3.2.4-1.5

SMALL VESSEL CDR-WYTM/WYTL - AIDS TO NAVIGATION

Forty-four percent of the personnel were involved in AtoN missions.

The effectivity of OJT related to AtoN is as follows:

Ineffective	25.0%
Slightly Effective	18.7%
Moderately Effective	25.0%
Highly Effective	18.7%
Completely Effective	6.2%

Crews Readiness/Capability for AtoN (opinion)

0 to 9%	=	1	or	6.2%
10 to 19%	=	1	or	6.2%
20 to 29%	=	2	or	12.5%
30 to 39%	=	0	or	0.0%
40 to 49%	=	1	or	6.2%
50 to 59%	=	1	or	6.2%
60 to 69%	=	1	or	6.2%
70 to 79%	=	3	or	18.7%
80 to 89%	=	2	or	12.5%
90 to 99%	=	2	or	12.5%

Average Percentage = 62.0%

Formal Training or OJT received for AtoN missions -- 11 Yes answers -- 68.75%

TABLE 3.2.4-1.6
SMALL VESSEL CDR-WYTM/WYTL - RECREATIONAL BOATING SAFETY

Forty-four percent of the personnel were involved in RBS missions.

The effectivity of OJT related to RBS is as follows:

Ineffective	37.5%
Slightly Effective	25.0%
Moderately Effective	31.2%
Highly Effective	0.0%
Completely Effective	6.2%

Crews Readiness/Capability for RBS (opinion)

0 to 9%	=	2	or	12.5%
10 to 19%	=	1	or	6.2%
20 to 29%	=	1	or	6.2%
30 to 39%	=	1	or	6.2%
40 to 49%	=	1	or	6.2%
50 to 59%	=	1	or	6.2%
60 to 69%	=	0	or	0.0%
70 to 79%	=	4	or	25.0%
80 to 89%	=	2	or	12.5%
90 to 99%	=	2	or	12.5%

Average Percentage = 60.2%

Formal Training or OJT received for RBS missions -- 12 Yes answers -- 75.0%

SMALL VESSEL TRAINING SURVEY, SECTION 1.
NUMBER OF SURVEYS REDUCED= 016

QUESTION 1, AGE.

NO ANS	000
< 18	000
18 TO 20	000
21 TO 23	000
24 TO 26	000
27 TO 29	000
30 TO 32	005
33 TO 35	002
36 TO 38	003
39 TO 41	004
42 TO 44	001
45 TO 47	000
48 TO 50	001
> 50	000

QUESTION 3, PAY GRADE.

E1 =000	O1 =000	W1 =000
E2 =000	O2 =000	W2 =001
E3 =000	O3 =000	W3 =004
E4 =000	O4 =000	W4 =003
E5 =000	O5 =000	W5 =000
E6 =000	O6 =000	W6 =000
E7 =007	O7 =000	W7 =000
E8 =000	O8 =000	W8 =000
E9 =000	O9 =000	W9 =000

NOT ANSWERED= 001

QUESTION 4, TOUR DURATION.

TOUR DURATION	TOUR 1	TOUR 2	TOUR 3	TOUR 4
NO ANSWER	001	000	000	000
6 MONTHS OR LESS	005	000	002	001
7 TO 12 MONTHS	000	000	001	002
13 TO 18 MONTHS	004	002	002	004
19 TO 24 MONTHS	003	003	003	002
25 TO 30 MONTHS	001	004	006	001
31 TO 36 MONTHS	002	006	001	004
37 TO 42 MONTHS	000	001	000	001
43 TO 48 MONTHS	000	000	001	000
49 TO 54 MONTHS	000	000	000	000
55 TO 60 MONTHS	000	000	000	001
> 60 MONTHS	000	000	000	001

QUESTION 5, OTHER BILLETS LISTED = 13

QUESTION 6,MISSION EXPERIENCE.

MISSION	QUANTITY
SEARCH AND RESCUE	015
REC. BOATING SAFETY	007
AIDS TO NAVIGATION	007
MARINE ENV. PROTECTION	003
LAW ENFORCEMENT	009
PORT SAFETY/SECURITY	003
OTHER	009
NO ANSWER	000

SMALL VESSEL TRAINING SURVEY SECT. II.

NUMBER OF SURVEYS REDUCED= 016

QUESTION 1,FORMAL SCHOOLS COMPLETED.

THE NUMBER OF (NONE) ANSWERS= 2

QUESTION 2, FORMAL SCHOOLS REQUESTED BUT NOT REC'D.

THE NUMBER OF (NONE) ANSWERS= 10

QUESTION 3, CORRESPONDENCE COURSES TAKEN OR COMP.

THE NUMBER OF (NONE) ANSWERS = 3

QUESTION 4, DOCUMENTS USED IN TRAINING.

CG-313

CREW TRAINING	LEVEL OF EFFICIENCY
QUANTITY CHECKED =010	NO ANSWER=006
	INEFFECTIVE=000
	SLIGHTLY EFFECTIVE=001
	MODERATELY EFFECTIVE=008
	HIGHLY EFFECTIVE=001
	COMPLETELY EFFECTIVE=000

CG-465

QUANTITY CHECKED =010	NO ANSWER=005
	INEFFECTIVE=000
	SLIGHTLY EFFECTIVE=002
	MODERATELY EFFECTIVE=006
	HIGHLY EFFECTIVE=002
	COMPLETELY EFFECTIVE=001

CG-415

QUANTITY CHECKED =006	NO ANSWER=010
	INEFFECTIVE=000
	SLIGHTLY EFFECTIVE=003
	MODERATELY EFFECTIVE=003
	HIGHLY EFFECTIVE=000
	COMPLETELY EFFECTIVE=000

OPLAN

QUANTITY CHECKED =008	NO ANSWER=008
	INEFFECTIVE=000
	SLIGHTLY EFFECTIVE=003
	MODERATELY EFFECTIVE=003
	HIGHLY EFFECTIVE=002
	COMPLETELY EFFECTIVE=000

OTHER

QUANTITY CHECKED =006	NO ANSWER=011
	INEFFECTIVE=000
	SLIGHTLY EFFECTIVE=000
	MODERATELY EFFECTIVE=001
	HIGHLY EFFECTIVE=004
	COMPLETELY EFFECTIVE=000

QUESTION 5, FORMAL TRAINING AND OJT.

NUMBER HAVING FORMAL CC TRAINING COURSE= 7

NUMBER HAVING OJT COURSE= 9

QUESTION 6, PRACTICAL AND KNOWLEDGE FACTORS.

NOT APPLICABLE=	003
SLIGHTLY APPLICABLE-	006
MODERATELY APPLICABLE=	003
HIGHLY APPLICABLE=	003
COMPLETELY APPLICABLE=	000
NOT ANSWERED =	001

QUESTION 7, AREA-DISTRICT TRAINING.

NUMBER OF (NONE) ANSWERS FOR AREA TRAINING = 3
NUMBER OF (NONE) ANSWERS FOR DIST. TRAINING= 15

QUESTION 8A, TEAM TRAINING TO JOB TASK CONTRIBUTION. (AREA)

INEFFECTIVE=	000
SLIGHTLY EFFECTIVE=	001
MODERATELY EFFECTIVE=	004
HIGHLY EFFECTIVE=	007
COMPLETELY EFFECTIVE=	001
UNKNOWN =	003

QUESTION 8B, TEAM TRAINING TO JOB TASK CONTRIBUTION. (DIST)

INEFFECTIVE=	000
SLIGHTLY EFFECTIVE=	001
MODERATELY EFFECTIVE=	000
HIGHLY EFFECTIVE=	000
COMPLETELY EFFECTIVE=	000
UNKNOWN =	015

QUESTION 9, RATING OF PRES. OJT FOR ASSIGNED TASKS.

INEFFECTIVE=	000
SLIGHTLY EFFECTIVE=	001
MODERATELY EFFECTIVE=	008
HIGHLY EFFECTIVE=	007
COMPLETELY EFFECTIVE=	000
UNKNOWN =	000

QUESTION 10, TRAINING FOR SMALL ARMS AND GUNNERY.

VERY LITTLE=	009
LITTLE=	003
NOMINAL=	003
MUCH=	001
VERY MUCH=	000
NOT ANSWERED =	000

QUESTION 11, OJT SYSTEM FOR TRAINING EFFECTIVENESS.

SEARCH AND RESCUE

INEFFECTIVE	=001
SLIGHTLY EFFECTIVE	=001
MODERATELY EFFECTIVE	=009
HIGHLY EFFECTIVE	=005
COMPLETELY EFFECTIVE	=000
NOT ANSWERED	=000

REC. BOAT SAFETY

INEFFECTIVE	=006
SLIGHTLY EFFECTIVE	=004
MODERATELY EFFECTIVE	=005
HIGHLY EFFECTIVE	=000
COMPLETELY EFFECTIVE	=001
NOT ANSWERED	=000

AIDS TO NAVIGATION

INEFFECTIVE	=004
SLIGHTLY EFFECTIVE	=003
MODERATELY EFFECTIVE	=004
HIGHLY EFFECTIVE	=003
COMPLETELY EFFECTIVE	=001
NOT ANSWERED	=001

MARINE ENVIRONMENTAL PROTECTION

INEFFECTIVE	=006
SLIGHTLY EFFECTIVE	=006
MODERATELY EFFECTIVE	=004
HIGHLY EFFECTIVE	=000
COMPLETELY EFFECTIVE	=000
NOT ANSWERED	=000

LAW ENFORCEMENT

INEFFECTIVE	=007
SLIGHTLY EFFECTIVE	=004
MODERATELY EFFECTIVE	=004
HIGHLY EFFECTIVE	=000
COMPLETELY EFFECTIVE	=001
NOT ANSWERED	=000

PORT SAFETY/SECURITY

INEFFECTIVE	=008
SLIGHTLY EFFECTIVE	=002
MODERATELY EFFECTIVE	=003
HIGHLY EFFECTIVE	=002
COMPLETELY EFFECTIVE	=001
NOT ANSWERED	=000

SMALL VESSEL TRAINING SURVEY SECTION III.

NUMBER OF SURVEYS REDUCED- 016

QUESTION 1 DATA REDUCTION.

PERSONNEL TRANSFER AND ASSIGNMENT POLICIES.

NUMBER OF YES ANSWERS = 13
NUMBER OF NO ANSWERS = 3

DEGREE OF EFFECT ON MISSION PERFORMANCE.

VERY LITTLE 000
LITTLE 000
NOMINAL 002
MUCH 006
VERY MUCH 005
NO ANSWER 003

QUESTION 2 DATA REDUCTION.

ESTIMATED TIME REQUIRED TO ACHIEVE OPTIMUM PERFORMANCE

0-1 MONTH 000
1-3 MONTHS 002
3-6 MONTHS 003
6-9 MONTHS 004
9-12 MONTHS 007
NO ANSWER 000

QUESTION 3 DATA REDUCTION.

TYPICAL PERSONNEL REPLACEMENT TYPES.

EXP-SIM. RESP = 000
EXP-DIF. RESP = 011
INEXP-COMP A SCH = 003
INEXP-NO TRNG = 002
NO ANS = 000

QUESTION 4 DATA REDUCTION.

LEGEND

A=EXPERIENCED (SAME TYPE UNIT/MISSIONS)
B=EXPERIENCED (DIFFERENT UNIT/MISSIONS
C=INEXPERIENCED, A SCHOOL COMPLETE
D=INEXPERIENCED, NO SCHOOL BEYOND BOOT CAMP

REPLACEMENT CHOICES

A	1	011
	2	001
	3	000
	4	001
NO ANS		003
B	1	003
	2	007
	3	004
	4	000
NO ANS		002
C	1	001
	2	003
	3	004
	4	004
NO ANS		004
D	1	001
	2	002
	3	003
	4	006
NO ANS		004

QUESTION 5 DATA REDUCTION

ASSIGNMENT DURATION FOR USEFULNESS AND TRAINING.

1.0 YEARS	= 000
1.5 YEARS	= 000
2.0 YEARS	= 006
3.0 YEARS	= 006
4.0 YEARS	= 003
OTHER	= 001
NO ANSWER	= 000

SMALL VESSEL TRAINING SURVEY, SECTION IV.

NUMBER OF SURVEYS REDUCED= 016

QUESTION 1 DATA REDUCTION, CREWS READINESS/CAPABILITY IN PERCENT.

SEARCH AND RESCUE

NO ANSWER= 001
1 TO 10 %= 000
11 TO 20 %= 000
21 TO 30 %= 000
31 TO 40 %= 000
41 TO 50 %= 001
51 TO 60 %= 000
61 TO 70 %= 000
71 TO 80 %= 002
81 TO 90 %= 005
91 TO 100 %= 007
THE AVERAGE % = 83.86666666667
OF INPUTS = 15

MARINE ENVIRONMENTAL PROTECTION

NO ANSWER= 001
1 TO 10 %= 002
11 TO 20 %= 000
21 TO 30 %= 004
31 TO 40 %= 000
41 TO 50 %= 002
51 TO 60 %= 001
61 TO 70 %= 000
71 TO 80 %= 003
81 TO 90 %= 001
91 TO 100 %= 002
THE AVERAGE % = 53.53333333333
OF INPUTS = 15

LAW ENFORCEMENT

NO ANSWER= 001
1 TO 10 %= 002
11 TO 20 %= 001
21 TO 30 %= 000
31 TO 40 %= 002
41 TO 50 %= 001
51 TO 60 %= 000
61 TO 70 %= 002
71 TO 80 %= 002
81 TO 90 %= 002
91 TO 100 %= 003
THE AVERAGE % = 62.46666666667
OF INPUTS = 15

REC. BOATING SAFETY

NO ANSWER= 001
1 TO 10 %= 002
11 TO 20 %= 001
21 TO 30 %= 001
31 TO 40 %= 001
41 TO 50 %= 001
51 TO 60 %= 001
61 TO 70 %= 000
71 TO 80 %= 004
81 TO 90 %= 002
91 TO 100 %= 002
THE AVERAGE % = 60.2
OF INPUTS = 15

PORT SAFETY/SECURITY

NO ANSWER= 001
1 TO 10 %= 005
11 TO 20 %= 000
21 TO 30 %= 002
31 TO 40 %= 000
41 TO 50 %= 000
51 TO 60 %= 000
61 TO 70 %= 000
71 TO 80 %= 001
81 TO 90 %= 004
91 TO 100 %= 003
THE AVERAGE % = 55.2
OF INPUTS = 15

AIDS TO NAVIGATION

NO ANSWER= 002
1 TO 10 %= 001
11 TO 20 %= 001
21 TO 30 %= 002
31 TO 40 %= 000
41 TO 50 %= 001
51 TO 60 %= 001
61 TO 70 %= 001
71 TO 80 %= 003
81 TO 90 %= 002
91 TO 100 %= 002
THE AVERAGE % = 62
OF INPUTS = 14

QUESTION 2 DATA REDUCTION

RECEIVED FORMAL TRAINING OR OJT FOR MISSION

SEARCH AND RESCUE---------012
MARINE ENV. PROTECTION----003
LAW ENFORCEMENT-----------003
REC. BOATING SAFETY-------012
PORT SAFETY/SECURITY------007
AIDS TO NAVIGATION---------011
OTHER--------009

QUESTION 3A DATA REDUCTION

INDICATE OPERATIONAL FUNCTIONS WHERE MORE EXTENSIVE TRAINING OR BETTER TRAINING MATERIALS WOULD HELP:

BOATCREWMAN TRAINING

1 . 011
2 . 000
3 . 009
4 . 007
5 . 011
6 . 007
7 . 005
8 . 001

QUESTION 3B DATA REDUCTION

BOAT COXSWAIN TRAINING

1 . 011
2 . 005
3 . 007
4 . 007
5 . 010
6 . 008
7 . 009
8 . 008
9 . 003
10 . 005
11 . 007
12 . 007
13 . 006
14 . 007
15 . 009
16 . 005
17 . 011
18 . 005

QUESTION 3C DATA REDUCTION

BOAT ENGINEER TRAINING

1 . 003
2 . 002
3 . 001
4 . 005
5 . 013
6 . 004
7 . 004

3.2.5 SMALL VESSEL CDR - WL/ANFAC

This summary table associates key questions on training and readiness to specific missions for the total of 39 surveys for the combined WL-type vessels and ANFAC units. As indicated, these units show strong experience, readiness and training in AtoN and SAR. The OJT effectivity for SAR is low-rated.

TABLE 3.2.5-1

SUMMARY OF TRAINING vs MISSIONS

Mission	ATON	SAR	L.E.	MEP	RBS	PSS
Mission Experience	95%	51%	26%	21%	13%	13%
OJT Effectivity-Highly and Completely	71.7%	17.9%	0.0%	7.7%	25.6%	2.6%
Crew Readiness/ Capability	94.8%	75.5%	49.3%	46.1%	54.7%	40.3%
Formal Training/ OJT for Mission	100%	87.2%	64.1%	43.6%	76.9%	38.5%

TABLE 3.2.5-1.1

SMALL VESSEL CDR-WL/ANFAC - AIDS TO NAVIGATION

Ninety-five percent of the personnel were involved in AtoN missions.

The effectivity of OJT related to AtoN is as follows:

Ineffective	2.6%
Slightly Effective	2.6%
Moderately Effective	12.8%
Highly Effective	53.8%
Completely Effective	17.9%

Crews Readiness/Capability for AtoN (opinion)

0 to 9%	=	0	or	0.0%
10 to 19%	=	0	or	0.0%
20 to 29%	=	0	or	0.0%
30 to 39%	=	0	or	0.0%
40 to 49%	=	1	or	2.6%
50 to 59%	=	0	or	0.0%
60 to 69%	=	0	or	0.0%
70 to 79%	=	1	or	2.6%
80 to 89%	=	5	or	12.8%
90 to 99%	=	32	or	82.0%

Average Percentage = 94.84%

Formal Training or OJT received for AtoN missions -- 39 Yes answers -- 100%

TABLE 3.2.5-1.2

SMALL VESSEL CDR-WL/ANFAC - SEARCH AND RESCUE

Fifty-one percent of the personnel were involved in SAR missions.

The effectivity of OJT related to SAR is as follows:

Ineffective	10.3%
Slightly Effective	41.0%
Moderately Effective	17.9%
Highly Effective	17.9%
Completely Effective	0.0%

Crews Readiness/Capability for SAR (opinion)

0 to 9%	=	0	or	0.0%
10 to 19%	=	1	or	2.6%
20 to 29%	=	1	or	2.6%
30 to 39%	=	1	or	2.6%
40 to 49%	=	4	or	10.3%
50 to 59%	=	1	or	2.6%
60 to 69%	=	0	or	0.0%
70 to 79%	=	8	or	20.5%
80 to 89%	=	6	or	15.4%
90 to 99%	=	7	or	17.9%

Average Percentage = 75.53%

Formal Training or OJT received for SAR missions -- 34 Yes answers -- 87.2%

TABLE 3.2.5-1.3

SMALL VESSEL CDR-WL/ANFAC - LAW ENFORCEMENT

Twenty-six percent of the personnel were involved in Law Enforcement missions.

The effectivity of OJT related to Law Enforcement is as follows:

Ineffective	33.3%
Slightly Effective	25.6%
Moderately Effective	23.1%
Highly Effective	0.0%
Completely Effective	0.0%

Crews Readiness/Capability for L. E. (opinion)

0 to 9%	=	4	or	10.3%
10 to 19%	=	5	or	12.8%
20 to 29%	=	4	or	10.3%
30 to 39%	=	4	or	10.3%
40 to 49%	=	6	or	15.4%
50 to 59%	=	0	or	0.0%
60 to 69%	=	1	or	2.6%
70 to 79%	=	5	or	12.8%
80 to 89%	=	5	or	12.8%
90 to 99%	=	2	or	5.1%

Average Percentage = 49.33%

Formal Training or OJT received for L. E. missions -- 25 Yes answers -- 64.1%

TABLE 3.2.5-1.4

SMALL VESSEL CDR-WL/ANFAC - MARINE ENVIRONMENT PROTECTION

Twenty-one percent of the personnel were involved in MEP missions.

The effectivity of OJT related to MEP is as follows:

Ineffective	23.1%
Slightly Effective	30.8%
Moderately Effective	20.5%
Highly Effective	7.7%
Completely Effective	0.0%

Crews Readiness/Capability for MEP (opinion)

0 to 9%	=	3	or	7.7%
10 to 19%	=	6	or	15.4%
20 to 29%	=	4	or	10.3%
30 to 39%	=	2	or	5.1%
40 to 49%	=	0	or	0.0%
50 to 59%	=	3	or	7.7%
60 to 69%	=	2	or	5.1%
70 to 79%	=	2	or	5.1%
80 to 89%	=	3	or	7.7%
90 to 99%	=	1	or	2.6%

Average Percentage = 46.13%

Formal Training or OJT received for MEP missions -- 17 Yes answers -- 43.6%

TABLE 3.2.5-1.5

SMALL VESSEL CDR-WL/ANFAC - RECREATIONAL BOATING SAFETY

Thirteen percent of the personnel were involved in RBS missions.

The effectivity of OJT related to RBS is as follows:

Ineffective	15.4%
Slightly Effective	25.6%
Moderately Effective	23.1%
Highly Effective	17.9%
Completely Effective	7.7%

Crews Readiness/Capability for RBS (opinion)

0 to 9%	=	5	or	12.8%
10 to 19%	=	2	or	5.1%
20 to 29%	=	2	or	5.1%
30 to 39%	=	1	or	2.6%
40 to 49%	=	1	or	2.6%
50 to 59%	=	0	or	0.0%
60 to 69%	=	4	or	10.3%
70 to 79%	=	4	or	10.3%
80 to 89%	=	6	or	15.4%
90 to 99%	=	2	or	5.1%

Average Percentage = 54.7%

Formal Training or OJT received for RBS missions -- 30 Yes answers -- 76.9%

TABLE 3.2.5-1.6

SMALL VESSEL CDR-WL/ANFAC - PORT SAFETY/SECURITY

Thirteen percent of the personnel were involved in PSS missions.

The effectivity of OJT related to PSS is as follows:

Ineffective	41.0%
Slightly Effective	25.6%
Moderately Effective	12.8%
Highly Effective	2.6%
Completely Effective	0.0%

Crews Readiness/Capability for PSS (opinion)

0 to 9%	=	9	or	23.1%
10 to 19%	=	4	or	10.2%
20 to 29%	=	7	or	17.9%
30 to 39%	=	3	or	7.7%
40 to 49%	=	2	or	5.1%
50 to 59%	=	0	or	0.0%
60 to 69%	=	3	or	7.7%
70 to 79%	=	3	or	7.7%
80 to 89%	=	3	or	7.7%
90 to 99%	=	2	or	5.1%

Average Percentage = 40.3%

Formal Training or OJT received for PSS missions -- 15 Yes answers -- 38.5%

SMALL VESSEL TRAINING SURVEY, SECTION I.
NUMBER OF SURVEYS REDUCED= 039

QUESTION 1, AGE.

NO ANS	001
< 18	000
18 TO 20	000
21 TO 23	000
24 TO 26	001
27 TO 29	002
30 TO 32	005
33 TO 35	006
36 TO 38	006
39 TO 41	016
42 TO 44	000
45 TO 47	002
48 TO 50	000
> 50	000

QUESTION 3, PAY GRADE.

E1 =000	01 =000	W1 =000
E2 =000	02 =001	W2 =002
E3 =000	03 =005	W3 =007
E4 =000	04 =000	W4 =004
E5 =000	05 =000	W5 =000
E6 =001	06 =000	W6 =000
E7 =007	07 =000	W7 =000
E8 =005	08 =000	W8 =000
E9 =006	09 =000	W9 =000

NOT ANSWERED= 001

QUESTION 4, TOUR DURATION.

TOUR DURATION	TOUR 1	TOUR 2	TOUR 3	TOUR 4
NO ANSWER	001	001	001	002
6 MONTHS OR LESS	016	002	001	002
7 TO 12 MONTHS	002	006	003	007
13 TO 18 MONTHS	012	003	008	006
19 TO 24 MONTHS	002	005	010	013
25 TO 30 MONTHS	003	003	004	003
31 TO 36 MONTHS	001	009	009	003
37 TO 42 MONTHS	002	003	002	002
43 TO 48 MONTHS	000	006	000	001
49 TO 54 MONTHS	000	001	000	000
55 TO 60 MONTHS	000	000	000	000
> 60 MONTHS	000	000	000	000

QUESTION 5, OTHER BILLETS LISTED = 27

QUESTION 6,MISSION EXPERIENCE.

MISSION	QUANTITY
SEARCH AND RESCUE	020
REC. BOATING SAFETY	005
AIDS TO NAVIGATION	037
MARINE ENV. PROTECTION	008
LAW ENFORCEMENT	010
PORT SAFETY/SECURITY	005
OTHER	003
NO ANSWER	001

SMALL VESSEL TRAINING SURVEY SECT. II.

NUMBER OF SURVEYS REDUCED= 039

QUESTION 1,FORMAL SCHOOLS COMPLETED.

THE NUMBER OF (NONE) ANSWERS= 2

QUESTION 2, FORMAL SCHOOLS REQUESTED BUT NOT REC'D.

THE NUMBER OF (NONE) ANSWERS= 31

QUESTION 3, CORRESPONDENCE COURSES TAKEN OR COMP.

THE NUMBER OF (NONE) ANSWERS = 9

QUESTION 4, DOCUMENTS USED IN TRAINING.

CG-313

CREW TRAINING	LEVEL OF EFFICIENCY
QUANTITY CHECKED =029	NO ANSWER=011
	INEFFECTIVE=002
	SLIGHTLY EFFECTIVE=002
	MODERATELY EFFECTIVE=015
	HIGHLY EFFECTIVE=009
	COMPLETELY EFFECTIVE=000

CG-465

QUANTITY CHECKED =021	NO ANSWER=017
	INEFFECTIVE=002
	SLIGHTLY EFFECTIVE=002
	MODERATELY EFFECTIVE=009
	HIGHLY EFFECTIVE=008
	COMPLETELY EFFECTIVE=001

CG-415

QUANTITY CHECKED =007	NO ANSWER=031
	INEFFECTIVE=001
	SLIGHTLY EFFECTIVE=002
	MODERATELY EFFECTIVE=004
	HIGHLY EFFECTIVE=001
	COMPLETELY EFFECTIVE=000

OPLAN

QUANTITY CHECKED =030	NO ANSWER=013
	INEFFECTIVE=001
	SLIGHTLY EFFECTIVE=006
	MODERATELY EFFECTIVE=012
	HIGHLY EFFECTIVE=005
	COMPLETELY EFFECTIVE=002

OTHER

QUANTITY CHECKED =015	NO ANSWER=023
	INEFFECTIVE=000
	SLIGHTLY EFFECTIVE=000
	MODERATELY EFFECTIVE=001
	HIGHLY EFFECTIVE=012
	COMPLETELY EFFECTIVE=003

QUESTION 5, FORMAL TRAINING AND OJT.

NUMBER HAVING FORMAL CG TRAINING COURSE= 11

NUMBER HAVING OJT COURSE= 26

QUESTION 6, PRACTICAL AND KNOWLEDGE FACTORS.

NOT APPLICABLE=	001
SLIGHTLY APPLICABLE=	006
MODERATELY APPLICABLE=	022
HIGHLY APPLICABLE=	007
COMPLETELY APPLICABLE=	002
NOT ANSWERED =	001

QUESTION 7, AREA-DISTRICT TRAINING.

NUMBER OF (NONE) ANSWERS FOR AREA TRAINING = 7
NUMBER OF (NONE) ANSWERS FOR DIST. TRAINING= 16

QUESTION 8A, TEAM TRAINING TO JOB TASK CONTRIBUTION. (AREA)

INEFFECTIVE=	001
SLIGHTLY EFFECTIVE=	004
MODERATELY EFFECTIVE=	010
HIGHLY EFFECTIVE=	013
COMPLETELY EFFECTIVE=	006
UNKNOWN =	005

QUESTION 8B, TEAM TRAINING TO JOB TASK CONTRIBUTION. (DIST)

INEFFECTIVE=	000
SLIGHTLY EFFECTIVE=	002
MODERATELY EFFECTIVE=	006
HIGHLY EFFECTIVE=	017
COMPLETELY EFFECTIVE=	002
UNKNOWN =	012

QUESTION 9, RATING OF PRES. OJT FOR ASSIGNED TASKS.

INEFFECTIVE=	000
SLIGHTLY EFFECTIVE=	000
MODERATELY EFFECTIVE=	016
HIGHLY EFFECTIVE=	016
COMPLETELY EFFECTIVE=	006
UNKNOWN =	001

QUESTION 10, TRAINING FOR SMALL ARMS AND GUNNERY.

VERY LITTLE=	019
LITTLE=	005
NOMINAL=	015
MUCH=	001
VERY MUCH=	000
NOT ANSWERED =	000

QUESTION 11, OJT SYSTEM FOR TRAINING EFFECTIVENESS.

SEARCH AND RESCUE

INEFFECTIVE	=004
SLIGHTLY EFFECTIVE	=016
MODERATELY EFFECTIVE	=007
HIGHLY EFFECTIVE	=007
COMPLETELY EFFECTIVE	=000
NOT ANSWERED	=005

REC. BOAT SAFETY

INEFFECTIVE	=006
SLIGHTLY EFFECTIVE	=010
MODERATELY EFFECTIVE	=009
HIGHLY EFFECTIVE	=007
COMPLETELY EFFECTIVE	=003
NOT ANSWERED	=004

AIDS TO NAVIGATION

INEFFECTIVE	=001
SLIGHTLY EFFECTIVE	=001
MODERATELY EFFECTIVE	=005
HIGHLY EFFECTIVE	=021
COMPLETELY EFFECTIVE	=007
NOT ANSWERED	=004

MARINE ENVIRONMENTAL PROTECTION

INEFFECTIVE	=009
SLIGHTLY EFFECTIVE	=012
MODERATELY EFFECTIVE	=008
HIGHLY EFFECTIVE	=003
COMPLETELY EFFECTIVE	=000
NOT ANSWERED	=007

LAW ENFORCEMENT

INEFFECTIVE	=013
SLIGHTLY EFFECTIVE	=010
MODERATELY EFFECTIVE	=009
HIGHLY EFFECTIVE	=000
COMPLETELY EFFECTIVE	=000
NOT ANSWERED	=007

PORT SAFETY/SECURITY

INEFFECTIVE	=016
SLIGHTLY EFFECTIVE	=010
MODERATELY EFFECTIVE	=005
HIGHLY EFFECTIVE	=001
COMPLETELY EFFECTIVE	=000
NOT ANSWERED	=007

SMALL VESSEL TRAINING SURVEY SECTION III.

NUMBER OF SURVEYS REDUCED- 039

QUESTION 1 DATA REDUCTION.

PERSONNEL TRANSFER AND ASSIGNMENT POLICIES.

NUMBER OF YES ANSWERS = 25
NUMBER OF NO ANSWERS = 14

DEGREE OF EFFECT ON MISSION PERFORMANCE.

VERY LITTLE 000
LITTLE 000
NOMINAL 010
MUCH 010
VERY MUCH 005
NO ANSWER 014

QUESTION 2 DATA REDUCTION.

ESTIMATED TIME REQUIRED TO ACHIEVE OPTIMUM PERFORMANCE

0-1 MONTH 001
1-3 MONTHS 007
3-6 MONTHS 013
6-9 MONTHS 008
9-12 MONTHS 010
NO ANSWER 000

QUESTION 3 DATA REDUCTION.

TYPICAL PERSONNEL REPLACEMENT TYPES.

EXP-SIM. RESP = 000
EXP-DIF. RESP = 022
INEXP-COMP A SCH = 004
INEXP-NO TRNG = 013
NO ANS = 000

QUESTION 4 DATA REDUCTION.

LEGEND

A=EXPERIENCED (SAME TYPE UNIT/MISSIONS)
B=EXPERIENCED (DIFFERENT UNIT/MISSIONS
C=INEXPERIENCED, A SCHOOL COMPLETE
D=INEXPERIENCED, NO SCHOOL BEYOND BOOT CAMP

REPLACEMENT CHOICES

A	1	032
	2	006
	3	000
	4	000
NO ANS		001
B	1	006
	2	017
	3	005
	4	003
NO ANS		008
C	1	001
	2	006
	3	017
	4	008
NO ANS		007
D	1	000
	2	002
	3	009
	4	020
NO ANS		008

QUESTION 5 DATA REDUCTION

ASSIGNMENT DURATION FOR USEFULNESS AND TRAINING.

1.0 YEARS	= 002
1.5 YEARS	= 001
2.0 YEARS	= 014
3.0 YEARS	= 020
4.0 YEARS	= 001
OTHER	= 001
NO ANSWER	= 000

SMALL VESSEL TRAINING SURVEY, SECTION IV.

NUMBER OF SURVEYS REDUCED= 039

QUESTION 1 DATA REDUCTION, CREWS READINESS/CAPABILITY IN PERCENT.

SEARCH AND RESCUE

NO ANSWER= 000
1 TO 10 %= 000
11 TO 20 %= 001
21 TO 30 %= 001
31 TO 40 %= 001
41 TO 50 %= 004
51 TO 60 %= 001
61 TO 70 %= 000
71 TO 80 %= 018
81 TO 90 %= 006
91 TO 100 %= 007
THE AVERAGE % = 75.53846153846
OF INPUTS = 39

MARINE ENVIRONMENTAL PROTECTION

NO ANSWER= 003
1 TO 10 %= 003
11 TO 20 %= 006
21 TO 30 %= 004
31 TO 40 %= 002
41 TO 50 %= 010
51 TO 60 %= 003
61 TO 70 %= 002
71 TO 80 %= 002
81 TO 90 %= 003
91 TO 100 %= 001
THE AVERAGE % = 46.13888888889
OF INPUTS = 36

LAW ENFORCEMENT

NO ANSWER= 003
1 TO 10 %= 004
11 TO 20 %= 005
21 TO 30 %= 004
31 TO 40 %= 004
41 TO 50 %= 006
51 TO 60 %= 000
61 TO 70 %= 001
71 TO 80 %= 005
81 TO 90 %= 005
91 TO 100 %= 002
THE AVERAGE % = 49.33333333333
OF INPUTS = 36

REC. BOATING SAFETY

NO ANSWER= 002
1 TO 10 %= 005
11 TO 20 %= 002
21 TO 30 %= 002
31 TO 40 %= 001
41 TO 50 %= 011
51 TO 60 %= 000
61 TO 70 %= 004
71 TO 80 %= 004
81 TO 90 %= 006
91 TO 100 %= 002
THE AVERAGE % = 54.7027027027
OF INPUTS = 37

PORT SAFETY/SECURITY

NO ANSWER= 003
1 TO 10 %= 009
11 TO 20 %= 004
21 TO 30 %= 007
31 TO 40 %= 003
41 TO 50 %= 002
51 TO 60 %= 000
61 TO 70 %= 003
71 TO 80 %= 003
81 TO 90 %= 003
91 TO 100 %= 002
THE AVERAGE % = 40.30555555556
OF INPUTS = 36

AIDS TO NAVIGATION

NO ANSWER= 000
1 TO 10 %= 000
11 TO 20 %= 000
21 TO 30 %= 000
31 TO 40 %= 000
41 TO 50 %= 001
51 TO 60 %= 000
61 TO 70 %= 000
71 TO 80 %= 001
81 TO 90 %= 005
91 TO 100 %= 032
THE AVERAGE % = 94.84615384615
OF INPUTS = 39

QUESTION 2 DATA REDUCTION

RECEIVED FORMAL TRAINING OR OJT FOR MISSION

SEARCH AND RESCUE---------034
MARINE ENV. PROTECTION----017
LAW ENFORCEMENT-----------025
REC. BOATING SAFETY------039
PORT SAFETY/SECURITY------015
AIDS TO NAVIGATION--------039
OTHER--------010

QUESTION 3A DATA REDUCTION

INDICATE OPERATIONAL FUNCTIONS WHERE MORE EXTENSIVE TRAINING OR BETTER TRAINING MATERIALS WOULD HELP:

BOATCREWMAN TRAINING

1 . 026
2 . 005
3 . 017
4 . 015
5 . 017
6 . 025
7 . 015
8 . 007

QUESTION 3B DATA REDUCTION

BOAT COXSWAIN TRAINING

1 . 021
2 . 013
3 . 021
4 . 006
5 . 018
6 . 014
7 . 014
8 . 016
9 . 009
10 . 007
11 . 003
12 . 014
13 . 011
14 . 013
15 . 012
16 . 017
17 . 021
18 . 012

QUESTION 3C DATA REDUCTION

BOAT ENGINEER TRAINING

1 . 007
2 . 009
3 . 007
4 . 015
5 . 026
6 . 013
7 . 009

3.3 BOAT CREW SURVEY

Reduction of the Boat Crew Survey data was performed in two ways: first, all 658 surveys in the data base were used to develop the summary statistics which are described in this Section. These data were then segregated by billet; i.e., Coxswain, Boat Engineer and Boat Crewman and the results printed out separately. These are discussed in 3.3.1 through 3.3.4.

3.3.1 BOAT CREW PROFILE

COXN

Age:	Mean	25.2	Median	21 to 23
Pay Grade:	Mean	E4.1	Median	E4

# of Prior Assignments:
- 44 had 0 prior tours - 19%
- 190 had 1 prior tour - 81%
- 143 had 2 prior tours - 61%
- 97 had 3 prior tours - 41%

ENG

Age:	Mean	22.7	Median	21 to 23
Pay Grade:	Mean	E3.95	Median	E4

# of Prior Assignments:
- 62 had 0 prior tours - 26%
- 176 had 1 prior tour - 74%
- 133 had 2 prior tours - 56%
- 76 had 3 prior tours - 32%

CREWMAN

Age:	Mean	22.68	Median	21 to 23
Pay Grade:	Mean	E3.6	Median	E3

# of Prior Assignments:
- 121 had 0 prior tours - 32%
- 252 had 1 prior tour - 68%
- 160 had 2 prior tours - 43%
- 85 had 3 prior tours - 23%

BOAT CREW AS A WHOLE

Age:	Mean	23.52	Median	21 to 23
Pay Grade:	Mean	E3.8	Median	E4

# of Prior Assignments:
- 183 had 0 prior tours - 28%
- 475 had 1 prior tour - 72%
- 322 had 2 prior tours - 49%
- 183 had 3 prior tours - 28%

Mission experience is indicated as SAR, Law Enforcement, and Recreational Boating Safety in that order. The primary training method is OJT while underway during mission evaluations. Apparently there is little classroom-type training scheduled. It takes 3 to 6 months for a boat crew to achieve an optimum level of performance,

but in many cases there is no established policy for assigning the same individuals to a boat crew for a specific length of time.

All (100%) of the crewmembers responding indicated that personnel transfers adversely affect boat crew performance while the typical replacement had no experience or specific training.

The following is a summary of the Essay Question responses from the crewmembers surveyed. Generally, all of the responses to each question are described by the abridged comments listed which are shown in the order of their frequency.

Question #1

"Based on your experience, what factors most significantly affect a crew's capability to perform their assigned missions?"

- Shifting crewmembers from one crew to another
- Insufficient crew teamwork
- Inoperative/defective equipment
- Inexperience
- Crew compatibility/attitude/morale
- Environment - sea conditions/weather
- Poor supervision/leadership
- Outside functions (petty work) not related to primary responsibility
- Personnel dissatisfaction with location/assignment
- Insufficient money/resources
- Long hours/fatigue

Question #2

"How can the training system (formal schools and OJT) be improved to provide and maintain mission-ready crews?"

- Underway training covering updated techniques/material
- Cross training drills among crewmembers (so that all crewmembers know or can anticipate what to do next)
- Retain qualified personnel longer (assure training overlap)
- Place training emphasis on local mission requirements
- Institute formal district schools/MLB schools in other districts/provide easier access to existing schools

- Institute written SAR case report system for critique by all assigned crews
- Schedule additional visits by SAR training teams

The following tables provide summary statistics for all 658 Boat Crew Surveys.

Table 3.3-1 associates key questions about training and readiness to specific missions. For example, the SAR column indicates that 99% of the responding crewmembers are currently involved in SAR mission responsibilities. 59% place the effectivity of OJT above average (Highly/Completely Effective). Further, they show an average 86% readiness to perform SAR for which 92% have received formal and/or OJT training. Subsequent tables (3.3-1.1 through 3.3-1.6) provide the detail information for each mission.

TABLE 3.3-1

BOAT CREW

SUMMARY OF TRAINING vs MISSION

Mission	SAR	Law Enforce-ment	RBS	AtoN	MEP	PSS
Mission Experience	94%	63%	50%	40%	30%	25%
OJT effectivity Highly and Completely	59%	25%	22%	16%	8%	13%
Crew Readiness/ Capability	86%	57%	66%	52%	45%	59%
Formal Training/ OJT for Mission	92%	66%	67%	45%	33%	27%

TABLE 3.3-1.1

BOAT CREW

Search and Rescue

Ninety-four percent of the personnel were involved in SAR missions.

The effectivity of OJT related to SAR is as follows:

Ineffective	3.3%
Slightly effective	8%
Moderately effective	29%
Highly effective	42%
Completely effective	17%

Crews Readiness/Capability for SAR (opinion):

0 to 9% =	54 or 8.2%
10 to 19% =	5 or .7%
20 to 29% =	1 or .15%
30 to 39% =	3 or .45%
40 to 49% =	6 or .91%
50 to 59% =	20 or 3%
60 to 69% =	14 or 2.1%
70 to 79% =	56 or 8.5%
80 to 89% =	123 or 18.7%
90 to 99% =	376 or 57.1%

Average percentage = 86%

Formal training or OJT received for SAR missions - 609 yes answers -- 93%

TABLE 3.3-1.2

BOAT CREW

Law Enforcement

Sixty-two percent of the personnel were involved in Law Enforcement missions.

The effectivity of OJT related to Law Enforcement is as follows:

Ineffective	18%
Slightly Effective	24%
Moderately Effective	33%
Highly Effective	20%
Completely Effective	5%

Crews Readiness/Capability for Law Enforcement (opinion):

0 to 9%	=	121 or 18.4%
10 to 19%	=	56 or 8.5%
20 to 29%	=	45 or 6.8%
30 to 39%	=	27 or 4.1%
40 to 49%	=	33 or 5%
50 to 59%	=	76 or 11.5%
60 to 69%	=	40 or 6%
70 to 79%	=	79 or 12%
80 to 89%	=	72 or 10.9%
90 to 99%	=	109 or 16.5%

Average percentage = 56.7%

Formal training or OJT received for Law Enforcement missions -- 435 yes answers -- 66%.

TABLE 3.3-1.3
BOAT CREW

Recreational Boating Safety

Fifty percent of the personnel were involved in RBS missions.

The effectivity of OJT related to RBS is as follows:

Ineffective	14%
Slightly effective	28%
Moderately effective	36%
Highly effective	18%
Completely effective	4%

Crews Readiness/Capability for RBS (opinion):

0 to 9%	=	132 or 20%
10 to 19%	=	36 or 5.4%
20 to 29%	=	32 or 4.8%
30 to 39%	=	12 or 1.8%
40 to 49%	=	19 or 2.8%
50 to 59%	=	59 or 8.9%
60 to 69%	=	34 or 5.1%
70 to 79%	=	92 or 14%
80 to 89%	=	91 or 13.8%
90 to 99%	=	151 or 22.9%

Average percentage = 66%

Formal training or OJT received for RBS missions - 441 yes answers--67%.

TABLE 3.3-1.4

BOAT¡CREW

Aids to Navigation

Forty percent of the personnel were involved in AtoN missions.

The effectivity of OJT related to AtoN is as follows:

Ineffective	32%
Slightly effective	28%
Moderately Effective	25%
Highly effective	12%
Completely effective	4%

Crews Readiness/Capability for AtoN (opinion):

0 to 9%	=	190 or 28.8%
10 to 19%	=	55 or 8.3%
20 to 29%	=	65 or 9.8%
30 to 39%	=	29 or 4.4 %
40 to 49%	=	32 or 4.8%
50 to 59%	=	76 or 11.5%
60 to 69%	=	24 or 3.6%
70 to 79%	=	44 or 6.7%
80 to 89%	=	52 or 7.9%
90 to 99%	=	91 or 13.8%

Average percentage = 52%

Formal training or OJT received for AtoN missions - 297 yes answers--45%.

TABLE 3.3-1.5

BOAT CREW

Marine Environmental Protection

Twenty-nine percent of the personnel were involved in MEP missions.

The effectivity of OJT related to MEP is as follows:

Ineffective	39%
Slightly effective	30%
Moderately effective	22%
Highly effective	6%
Completely effective	2%

Crews Readiness/Capability for MEP (opinion):

0 to 9%	=	176 or 26.7%
10 to 19%	=	82 or 12.4%
20 to 29%	=	75 or 11.3%
30 to 39%	=	33 or 5%
40 to 49%	=	29 or 4.4%
50 to 59%	=	82 or 12.4%
60 to 69%	=	38 or 5.7%
70 to 79%	=	58 or 8.8%
80 to 89%	=	35 or 5.3%
90 to 99%	=	50 or 7.5%

Average percentage = 45%

Formal training or OJT received for MEP missions - 216 yes answers--33%.

TABLE 3.3-1.6

BOAT CREW

Port Safety/Security

Twenty-five percent of the personnel were involved in PSS missions.

The effectivity of OJT related to PSS is as follows:

Ineffective	42%
Slightly effective	24%
Moderately effective	21%
Highly effective	11%
Completely effective	2%

Crews Readiness/Capability for PSS (opinion):

0 to 9%	=	222 or 33.7%
10 to 19%	=	73 or 11%
20 to 29%	=	61 or 9.2%
30 to 39%	=	24 or 3.6%
40 to 49%	=	21 or 3.1%
50 to 59%	=	73 or 11%
60 to 69%	=	27 or 4.1%
70 to 79%	=	51 or 7.7%
80 to 89%	=	44 or 6.6%
90 to 99%	=	62 or 9.4%

Average percentage = 48.6%

Formal training or OJT received for PSS missions -176 yes answers--27%.

SURVEY CONTROL NUMBER (3 4 5)

BC [6][5][8]

Do not write in this space

SMALL BOAT TRAINING SURVEY-QUESTIONNAIRE

(SMALL BOAT CREWMEMBERS)

OPFAC NUMBER (6 7) [ ][ ] - (8 9 10 11 12) [ ][ ][ ][ ][ ]

I. BACKGROUND/EXPERIENCE

1. Age (13 14) [ ][ ] avg = 23

2. Current Enlisted Rating or Warrant Specialty (15 16 17 18 19 20) [ ][ ][ ][ ][ ][ ]

3. Pay Grade (21) [ ] - (22) [ ] E3.5 Avg.

4. Most Current Performance Marks (6/30/77):

Conduct (23 24) [ ].[ ] Proficiency (25 26) [ ].[ ] Leadership (27 28) [ ].[ ]

Unknown (29) [ ]

5. List your four most recent PCS assignments beginning with your current assignment (#1).

Assignment	Unit	Location	Tour Duration (Mos)	Rate at Transfer	Assigned Billet(s)
(30) #1			(31 32) [ ][ ] To Date	(33 34 35) [ ][ ][ ]	
(36) #2			(37 38) [ ][ ]	(39 40 41) [ ][ ][ ]	
(42) #3			(43 44) [ ][ ]	(45 46 47) [ ][ ][ ]	
(48) #4			(49 50) [ ][ ]	(51 52 53) [ ][ ][ ]	

(78 79 80) [B][C][A]

3-10GA

6. I am a qualified:

Boat Coxswain [13] 234 Boat Engineer [14] 238 Boat Crewman [15] 373 [16] 66 Other_____

7. List types of boats for which you are a qualified Coxswain:

[17] 137 44-MLB [18] 27 36-MLB [19] 165 41-UTB [20] 136 40-UTB [21] 165 30-UTM [22] 48 32-PWB

[23] 35 25-MCB [24] 68 25-MSB [25] 141 SKB/SKM [26] 86 SKL/UTL [27] 66 Other_____

8. List types of boats for which you are a qualified Boat Engineer:

[28] 129 44-MLB [29] 20 36-MLB [30] 162 41-UTB [31] 169 40-UTB [32] 157 30-UTM [33] 34 32-PWB

[34] 22 25-MCB [35] 29 25-MSB [36] 90 SKB/SKM [37] 47 SKL/UTL [38] 72 Other_____

9. List types of boats for which you are a qualified Boat Crewman:

[39] 261 44-MLB [40] 43 36-MLB [41] 330 41-UTB [42] 342 40-UTB [43] 271 30-UTM [44] 92 32-PWB

[45] 50 25-MCB [46] 25 25-MSB [47] 171 SKB/SKM [48] 121 SKL/UTL [49] 99 Other_____

10. List other tasks for which you are qualified: See listed other tasks:

11. Indicate (✓) your missions experience in your present assignment:

[50] 620 74.2% SAR [51] 358 49.8% Rec. Boating Safety [52] 267 40.5% Aids to Nav [53] 201 30.3% Marine Env. Protection

[54] 413 62.7% Law Enforcement [55] 166 25.2% Port Safety/Security [56] 30 4% Other_____

[78] B [79] C [80] B

3-106B

II. SERVICE TRAINING

1. List formal schools (Coast Guard, Navy or contractor) satisfactorily completed:

   a. _____ b. _____ c. _____ d. _____ 13 [ ] None

2. List formal schools (Coast Guard, Navy or contractor) that you applied for but did not receive approval:

   a. _____ b. _____ c. _____ d. _____ 14 [ ] None

3. List correspondence courses (titles) currently being taken or satisfactorily completed:

   a. _____ b. _____ c. _____ d. _____ 15 [ ] None

4. Describe (✓) how applicable the Practical and Knowledge Factors (CG-311) are to your present day-to-day job/task responsibilities.

   16 [41] 6.5% 1 - Not Applicable
   17 [97] 15.5% 2 - Slightly Applicable
   18 [314] 50% 3 - Moderately Applicable
   19 [123] 19.7% 4 - Highly Applicable
   20 [45] 7.2% 5 - Completely Applicable

5. Have you ever received training from either an Area or District training team?

   21 [ ] Yes Which team(s): 22 [ ] Area 23 [ ] District
   24 [ ] No

6. Indicate your opinion of the contribution of mobile training team instruction relative to your job/task responsibilities:

   25 [26] 4.2% 1 - Ineffective
   26 [87] 13.9% 2 - Slightly Effective
   27 [277] 44% 3 - Moderately Effective
   28 [63] 10% 4 - Highly Effective
   29 [46] 7.3% 5 - Completely Effective
   30 [165] 6 - Unknown

3-1067

7. Rate (✓) the present On-Job-Training system for its effectiveness in preparing you to perform your assigned job/task responsibilities:

31 [41] 1 - Ineffective	33 [244] 3 - Moderately Effective	35 [53] 5 - Completely Effective
32 [70] 2 - Slightly Effective	34 [226] 4 - Highly Effective	36 [24] 6 - Unknown

8. Indicate how much time is allocated to the following types of training at your unit:

• Underway OJT time:	37 [20] 1 - Very Little	39 [216] 3 - Nominal	41 [118] 5 - Very Much
	38 [85] 2 - Little	40 [150] 4 - Much	
• Classroom (Ashore Time):	41 [167] 1 - Very Little	43 [235] 3 - Nominal	45 [47] 5 - Very Much
	42 [153] 2 - Little	44 [68] 4 - Much	

9. Rate the present On-Job-Training system for its mission training effectiveness by placing the most appropriate description number in each mission block.

1 = Ineffective, 2 = Slightly Effective, 3 = Moderately Effective, 4 = Highly Effective, 5 = Completely Effective

SAR 45 [ ]	Rec. Boating Safety 46 [ ]	Aids to Nav 47 [ ]	Marine Env. Protection 48 [ ]
Law Enforcement 49 [ ]	Port Safety/Security 50 [ ]		

10. Please use the same rating scale as in #9 above to indicate your opinion of the effectiveness of a formal boat crewman school as a routine assignment (prerequisite) for qualifying personnel in the following specialties:

Boat Crewman 51 [ ]	Boat Engineer 52 [ ]	Coxswain 53 [ ]

78 79 80
[B] [C] [C]

3-1067

III. CG-313 BOAT CREW TRAINING GUIDE

1. On-Job-Training: Check those CG-313 Sections that you have completed (signed off) and/or are currently working on:

Status	Boat Crewman	Boat Coxswain	Boat Engineer	SPECIAL OPERATIONS: Heavy Weather	SPECIAL OPERATIONS: LARC V AMPHIB	SPECIAL OPERATIONS: Shipboard Boats	Certification	
Sections Completed	13 ☐ A 24	14 ☐ B 233	15 ☐ C 231	16 ☐ D(A) 148	17 ☐ D(B) 16	18 ☐ D(C) 94	19 ☐ E 139	20 ☐ None
Sections Currently Working On	21 ☐ A 64	22 ☐ B 136	23 ☐ C 47	24 ☐ D(A) 55	25 ☐ D(B) 20	26 ☐ D(C) 17	27 ☐ E 32	28 ☐ 135 None

List other OJT completed or in progress: _____

_____

2. How long did it take to finish each of the completed sections that you checked in #1 above?

Section A. 29 30 [0 2] months avg
31 [98] Not Completed/ No Experience

Section B. 32 33 [0 5] months AVG
34 [246] Not Completed/ No Experience

Section C. 35 36 [0 3] months avg.
37 [122] Not Completed/ No Experience

Section D.
Part A 38 39 [0 6] months avg
Part B 40 41 [0 4] months avg
Part C 42 43 [0 5] months avg
44 [256] Not Completed/ No Experience

3-106E

3. Indicate the training effectiveness of each Section of CG-313 that you have completed or are currently working on:

   1 = Ineffective, 2 = Slightly Effective, 3 = Moderately Effective, 4 = Highly Effective, 5 = Completely Effective

   Section A: [45] Section B: [46] Section C: [47] Section D: [48]

4. Based on your experience with CG-313 are there any items which are inappropriate and should be deleted? Page Number(s) _____, Paragraph Number(s) _____

   21 people answered this question

5. Similarly, are there any items which should be added to enhance the training usefulness of CG-313? [61]

   Section [ ] Describe the item _____

   _____

6. Based on your experience with OJT training, using CG-313, estimate the percent of such training conducted during actual mission (i.e., SAR) operations (underway) versus the percent of CG-313 training conducted ashore (in a classroom-type environment) and on scheduled underway exercises conducted solely for the purpose of training.

   [62][63] 61 % avg + [64][65] 33 % avg = 100%

   Percent of Training Done During Mission Operations

   Percent of Training Ashore and on Scheduled Underway Training Exercises

7. Rank (using numbers 1 through 4, where 1 = first choice) the four best ways to enhance boat crew training:

66 [ ] a. Audio/visual training packages covering all essential elements of CG-313.

67 [4] b. Development and distribution of a standardized, illustrated training reference manual covering each CG-313 item.

68 [2] c. More frequent training sessions by Area and District training teams.

69 [1] d. Additional scheduled training exercises (both ashore and afloat) using CG-313.

70 [ ] e. Formal School

71 [ ] f. Other (describe): _____

78 79 80
[B][C][D]

3-1066

IV. ASSIGNMENT AND TRANSFER POLICIES

1. Do personnel transfer and assignment policies have an adverse effect on boat crew mission performance?

13 [657] Yes 19 [ ] No

If yes, indicate how much below.

14 1% [5] 1 - Very Little 15 8% [44] 2 - Little 16 24% [127] 3 - Nominal 17 40% [211] 4 - Much 18 27% [140] 5 - Very Much

2. Estimate the time required for a crew to achieve an optimum level of performance:

20 5% [34] 0-1 month 21 34% [210] 1-3 months 22 36% [222] 3-6 months 23 13% [82] 6-9 months 24 12% [76] 9-12 months

3. Typically, boat crews contain the same individuals who work as a team for the following duty cycle:

25 15% [95] One day 26 5% [33] One week 27 10% [60] One month 28 16% [100] Six months 29 16% [103] More than 6 months

30 38% [237] No established policy

4. Typically, personnel sent to replace qualified crewmembers, who have been transferred, are:

1. 31 10% [61] Experienced personnel from a similar unit/station with similar mission responsibilities.
2. 32 25% [157] Experienced personnel from a different unit/station with different mission responsibilities.
3. 33 10% [61] Inexperienced personnel who have recently completed an A school.
4. 34 55% [333] Inexperienced personnel who have no specific training.

5. If given a choice of replacements from each of the categories listed in 4 above, indicate the order (1, 2, 3, 4) of your choice:

a. [35] [474] 83% Experienced (same type unit/missions)

b. [36] [335] 60% Experienced (different unit/mission)

c. [37] [315] 60% Inexperienced - A school completed

d. [38] [342] 64% Inexperienced - no school (beyond boot camp)

6. In terms of USCG career advancement, is sufficient information readily available so that you can easily identify the necessary experience and training prerequisites for achieving your career goal?

[39] [306] 47% Yes. What is your career goal?_____

[40] [125] 19% No. Why?_____

[41] [220] 34% Have not sought such information.

7. How long should personnel be assigned to a unit in order to get the best balance of on-job usefulness and career training?

[42] [71] 11% 1 year

[43] [72] 11% 1.5 years

[44] [211] 33% 2 years

[45] [137] 21% 3 years

[46] [103] 16% 4 years

[47] [47] 7% Other _____

78 79 80
B C E

1901-3

SMALL BOAT TRAINING SURVEY-QUESTIONNAIRE (BOAT CREW)

V. MISSIONS

1. Indicate your crew's readiness/capability (in percent, where 100% is perfect) to perform each of the following missions:

SAR [13 14] [8 6] % avg Marine Env. Protection [15 16] [4 5] % avg Law Enforcement [17 18] [5 7] % avg

Rec. Boating Safety [19 20] [4 6] % avg Port Safety/Security [21 22] [4 9] % avg Aids to Nav. [23 24] [5 2] % avg

2. Check those missions for which you have received either formal or On-Job-Training:

[25] [601] 43% SAR [26] [216] 33% Marine Env. Protection [27] [435] 66% Law Enforcement [28] [441] 67% Rec. Boating Safety

[29] [176] 27% Port Safety/Security [30] [297] 45% Aids to Nav. [31] [38] 6% Other _____

3. Indicate operational functions where more extensive training or better training materials would help:

A. Boat Crewman

317 1. [32] Seamanship 48%
90 2. [33] Lookout 14%
203 3. [34] Communications 31%
399 4. [35] First Aid 61%
366 5. [36] Damage Control/Fire fighting 55%
201 6. [37] Boat Handling 56%
217 7. [38] Boat Safety 33%
143 8. [39] Man Overboard 22%

B. Boat Coxswain

193 1. [41] Basic Piloting 29%
252 2. [42] Boat Characteristics 38%
152 3. [43] Boat Handling Theory 23%
193 4. [44] Helo Operations 29%
175 5. [45] Handling/Docking Vessels in Tow 27%
216 6. [46] Righting/Towing Small Sail Boats 33%
167 7. [47] Righting/Towing Powered Boats 25%
163 8. [48] Assisting Grounded Vessels 25%
164 9. [49] Open Sea Towing 25%
272 10. [50] Assistance to Downed Aircraft 41%
212 11. [51] Advanced Piloting 32%
163 12. [52] Boat SAR Procedures & Techniques 25%
149 13. [53] Boating Safety & Duties of Boarding Officer 23%
136 14. [54] Docking and Maneuvering 19%
121 15. [55] Piloting Exercises 18%
127 16. [56] Night Operations 19%
243 17. [57] Fog Navigation 37%
179 18. [58] Operational SAR Exercises 27%

C. Boat Engineers

281 1. [58] Preparation for Getting Underway (single screw) 43%
82 2. [59] Preparation for Getting Underway (twin screw) 13%
34 3. [60] Preparation for Getting Underway (trailerable boats) 5%
116 4. [61] Underway Checks 18%
227 5. [62] Casualties and Breakdowns 35%
139 6. [63] Operational Missions 21%
7. [64] Mooring/Securing Boat 9%

78 79 80
B C F

V-1-3

SMALL BOAT CREW MEMBERS SURVEY, SECTION I.

NUMBER OF SURVEYS REDUCED= 658

QUESTION 1, AGE

NO ANS=	014
< 18=	003
18 TO 20 =	164
21 TO 23 =	276
24 TO 26 =	094
27 TO 29 =	055
30 TO 32 =	023
33 TO 35 =	014
36 TO 38 =	009
39 TO 41 =	005
42 TO 44 =	001
45 TO 47 =	000
48 TO 50 =	000
> 50=	000

AVERAGE AGE = 23.07453416149 YEARS

QUESTION 3
PAYGRADE BREAKDOWN

E1=	2
E2=	91
E3=	181
E4=	213
E5=	96
E6=	54
E7=	12
E8=	3
E9=	0
NOT ANSWERED =	6

QUESTION 5

	TOUR 1	TOUR 2	TOUR 3	TOUR 4
NO ANSWER	096	123	336	475
6 MONTHS OR LESS	149	160	134	087
7 TO 12 MONTHS	160	089	073	031
13 TO 18 MONTHS	103	066	041	025
19 TO 24 MONTHS	072	089	039	018
25 TO 30 MONTHS	041	033	020	009
31 TO 36 MONTHS	027	023	008	008
37 TO 42 MONTHS	007	009	003	002
43 TO 48 MONTHS	003	005	002	003
49 TO 54 MONTHS	000	001	001	000
55 TO 60 MONTHS	000	000	000	000
> 60 MONTHS	000	000	000	000

QUESTION 6
QUALIFICATION QUESTION BREAKDOWN

NUMBER OF BOAT COXSWAINS =	234
ENGINEERS =	238
CREWMEN =	373
OTHER =	66
NOT ANSWERED =	23

QUESTION 7,8,9

BOAT	QUALIFIED COXSWAIN	QUALIFIED ENGINEER	QUALIFIED CREWMAN
44-MLB	139	129	261
36-MLB	028	020	043
41-UTB	165	162	330
40-UTB	186	169	342
30-UTM	165	159	297
32-PWB	048	038	092
25-MCB	035	022	050
25-MSB	068	029	085
SKB/SKM	141	090	184
SKL/UTL	086	049	121
OTHER	068	078	099

NUMBER OF ANSWERS TO QUESTION 10= 288

QUESTION 11, MISSION EXP. IN PRESENT ASSIGNMENT

SAR - - - - - - - - - -	620
REC. BOATING SAFETY -	328
AIDS TO NAVIGATION -	267
MARINE ENV. PROT. - -	200
LAW ENFORCEMENT - - -	413
PORT SAFETY/SECURITY-	165
OTHER - -	030

SMALL BOAT CREWMEMBERS SURVEY, SECTION II.

NUMBER OF SURVEYS REDUCED= 650

QUESTION 1,2,3 - SECT. II ANSWERS

FORMAL SCHOOL SATISFACT. COMP. NONE ANS= 270
FORMAL SCHOOLS APP. FOR, NO APPROVAL. NONE ANS= 502
CORRES. COURSES TAKEN OR SAT. COMP. NONE ANS= 149

QUESTION 4 - SECT. II ANSWERS

APPLICABILITY AND KNOWLEDGE FACTORS (CG-311)

NOT APPLICABLE	041
SLIGHTLY APPLICABLE	097
MODERATELY APPLICABLE	314
HIGHLY APPLICABLE	123
COMPLETELY APPLICABLE	049
NOT ANSWERED	034

QUESTION 5 SECT. II ANSWERS.

HAVE YOU EVER RECEIVED TRAINING, 'NO' ANS.= 182

AREA	201
DIST	413
AREA & DIST	145

QUESTION 6 SECT. II ANSWERS

RATING OF MOBILE TRAINING TEAM INSTRUCTION.

INEFFECTIVE	021
SLIGHTLY EFFECTIVE	068
MODERATELY EFFECTIVE	217
HIGHLY EFFECTIVE	151
COMPLETELY EFFECTIVE	03[illegible]
UNKNOWN	165

QUESTION 7 SECT. II ANSWERS

RATING OF O-J-T EFFECTIVENESS

INEFFECTIVE	041
SLIGHTLY EFFECTIVE	070
MODERATELY EFFECTIVE	244
HIGHLY EFFECTIVE	226
COMPLETELY EFFECTIVE	053
UNKNOWN	024

QUESTION 8 SECT. II ANSWERS

TIME ALLOCATED TO TRAINING.

	UNDERWAY-OJT	CLASSROOM(ASHORE)
VERY LITTLE	060	168
LITTLE	085	153
NOMINAL	216	235
MUCH	150	068
VERY MUCH	118	019
NOT ANSWER	060	012

QUESTION 9 SECT II ANSWERS

OJT FOR MISSION TRAINING EFFECTIVENESS

SEARCH AND RESCUE
- INEFFECTIVE= 021
- SLIGHTLY EFFECTIVE= 051
- MODERATELY EFFECTIVE= 185
- HIGHLY EFFECTIVE= 270
- COMPLETELY EFFECTIVE= 109
- NOT ANSWERED= 022

REC. BOATING SAFETY
- INEFFECTIVE= 085
- SLIGHTLY EFFECTIVE= 170
- MODERATELY EFFECTIVE= 217
- HIGHLY EFFECTIVE= 110
- COMPLETELY EFFECTIVE= 023
- NOT ANSWERED= 053

AIDS TO NAVIGATION
- INEFFECTIVE= 189
- SLIGHTLY EFFECTIVE= 161
- MODERATELY EFFECTIVE= 143
- HIGHLY EFFECTIVE= 067
- COMPLETELY EFFECTIVE= 021
- NOT ANSWERED= 077

MARINE ENVIRONMENTAL PROT.
- INEFFECTIVE= 224
- SLIGHTLY EFFECTIVE= 176
- MODERATELY EFFECTIVE= 129
- HIGHLY EFFECTIVE= 067
- COMPLETELY EFFECTIVE= 011
- NOT ANSWERED= 081

LAW ENFORCEMENT
- INEFFECTIVE= 109
- SLIGHTLY EFFECTIVE= 144
- MODERATELY EFFECTIVE= 139
- HIGHLY EFFECTIVE= 120
- COMPLETELY EFFECTIVE= 031
- NOT ANSWERED= 055

PORT SAFETY/SECURITY
- INEFFECTIVE= 233
- SLIGHTLY EFFECTIVE= 132
- MODERATELY EFFECTIVE= 117
- HIGHLY EFFECTIVE= 063
- COMPLETELY EFFECTIVE= 011
- NOT ANSWERED= 102

QUESTION 10 SECT II ANSWERS

EFFECTIVENESS OF FORMAL BOAT CREW SCHOOL OPINION

BOAT CREWMAN

INEFFECTIVE=	045
SLIGHTLY EFFECTIVE=	068
MODERATELY EFFECTIVE=	198
HIGHLY EFFECTIVE=	196
COMPLETELY EFFECTIVE=	074
NOT ANSWERED=	077

BOAT ENGINEER

INEFFECTIVE=	036
SLIGHTLY EFFECTIVE=	052
MODERATELY EFFECTIVE=	184
HIGHLY EFFECTIVE=	197
COMPLETELY EFFECTIVE=	079
NOT ANSWERED=	110

COXSWAIN

INEFFECTIVE=	045
SLIGHTLY EFFECTIVE=	051
MODERATELY EFFECTIVE=	135
HIGHLY EFFECTIVE=	218
COMPLETELY EFFECTIVE=	101
NOT ANSWERED=	108

SMALL BOAT CREWMEMBERS SURVEY, SECTION III.

NUMBER OF SURVEYS REDUCED= 658

STATUS	SECT. COMP	SECT. WORKING ON
CREWMAN	464	064
COXSWAIN	233	136
ENGINEER	231	047
SPEC. OPS.		
HEAVY WEATHER	148	068
LARC V AMPHIB	016	020
SHIPBOARD BOATS	094	017
CERTIFICATION	139	032
NONE	086	135

QUESTION 2
AVG. LENGTH OF TIME FOR SECT. COMP. AS CHECKED ABOVE

	SECT. A	SECT. B	SECT. C
AVG. MONTHS	2	5	3
NO. ANS. QUEST.	462	237	220
NOT COMP/NO EXP.	98	246	222

SECT. D	PART A	PART B	PART C
AVG. MONTHS	6	4	5
NO. ANS. QUEST.	155	41	83

NOT COMP/NO EXP. 286

QUESTION 3
TRAINING EFFECTIVENESS OF CG-313.

	SECT A	SECT B	SECT C	SECT D
INEFFECTIVE	01	021	024	032
SLIGHTLY EFFECTIVE	063	052	049	052
MODERATELY EFFECTIVE	228	158	147	104
HIGHLY EFFECTIVE	162	127	106	055
COMPLETELY EFFECTIVE	190	300	332	415
NOT ANSWERED	000	000	000	000

QUESTION 4
NUMBER OF PEOPLE ANSWERING QUESTION 4= 21

QUESTION 5

NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT A= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT B= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT C= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT D= 0

QUESTION 6

PERCENT OF TRAINING DURING MISSIONS

0 TO 9 = 105
10 TO 19 = 009
20 TO 29 = 031
30 TO 39 = 016
40 TO 49 = 029
50 TO 59 = 066
60 TO 69 = 071
70 TO 79 = 113
80 TO 89 = 109
90 TO 99 = 110

THE AVERAGE % = 67.25899280576
OF INPUTS = 556

PERCENT OF TRAINING ASHORE

0 TO 9 = 139
10 TO 19 = 106
20 TO 29 = 145
30 TO 39 = 059
40 TO 49 = 060
50 TO 59 = 063
60 TO 69 = 028
70 TO 79 = 028
80 TO 89 = 019
90 TO 99 = 011

THE AVERAGE % = 33.03985507246
OF INPUTS = 552

QUESTION 7
CHOICE OF FOUR BEST WAYS TO ENHANCE TRAINING.

	1	2	3	4	NO ANS
A.	140	150	139	112	117
B.	063	112	135	150	198
C.	083	153	153	122	147
D.	217	150	109	088	094
E.	189	117	070	093	189
F.	064	008	007	012	567

SMALL BOAT CREWMEMBERS SURVEY, SECTION IV.

NUMBER OF SURVEYS REDUCED= 658

QUESTION 1 DATA REDUCTION.

NUMBER OF YES ANSWERS= 657
NUMBER OF NO ANSWERS = 0

DEGREE OF EFFECT UPON MISSION PERFORMANCE

VERY LITTLE	005
LITTLE	041
NOMINAL	127
MUCH	218
VERY MUCH	146
NO ANSWER	118

QUESTION 2 DATA REDUCTION.

ESTIMATED TIME REQUIRED TO ACHIEVE OPT. PERFORMANCE.

0-1 MONTH	034
1-3 MONTHS	210
3-6 MONTHS	222
6-9 MONTHS	082
9-12 MONTHS	076
NO ANS.	034

QUESTION 3 DATA REDUCTION.

TEAM DUTY CYCLE.

ONE DAY	095
ONE WEEK	033
ONE MONTH	060
SIX MONTHS	100
MORE THAN SIX MONTHS	103
NO ESTABLISHED POLICY	237
NO ANS.	030

QUESTION 4 DATA REDUCTION.

TYPICAL PERSONNEL REPLACEMENT TYPES.

TYPE 1 = 061
TYPE 2 = 157
TYPE 3 = 061
TYPE 4 = 353
NO ANS = 026

QUESTION 5 DATA REDUCTION.

REPLACEMENT CHOICES.

A 1 476
2 042
3 020
4 035
NO ANS 085

B 1 077
2 335
3 090
4 040
NO ANS 116

C 1 025
2 096
3 315
4 086
NO ANS 136

D 1 057
2 051
3 080
4 342
NO ANS 128

QUESTION 6 DATA REDUCTION.

NUMBER OF YES ANSWERS = 306
NUMBER OF NO ANSWERS = 125
INFO. NOT SOUGHT = 225

QUESTION 7 DATA REDUCTION.

ASSIGNMENT DURATION FOR USEFULNESS & TRAINING.

1.0 YEARS = 071
1.5 YEARS = 072
2.0 YEARS = 211
3.0 YEARS = 137
4.0 YEARS = 100
OTHER = 047
NO ANSWER = 020

SMALL BOAT CREWMEMBERS SURVEY, SECTION V.

NUMBER OF SURVEYS REDUCED= 650

QUESTION 1 DATA REDUCTION.

CREWS READINESS/CAPABILITY IN PERCENT

SEARCH & RESCUE

0	TO	9	= 054
10	TO	19	= 005
20	TO	29	= 001
30	TO	39	= 003
40	TO	49	= 006
50	TO	59	= 020
60	TO	69	= 014
70	TO	79	= 056
80	TO	89	= 123
90	TO	99	= 376

THE AVERAGE % = 86.1173553719
OF INPUTS = 605

MARINE ENV. PROTECTION

0	TO	9	= 176
10	TO	19	= 082
20	TO	29	= 075
30	TO	39	= 033
40	TO	49	= 029
50	TO	59	= 032
60	TO	69	= 038
70	TO	79	= 058
80	TO	89	= 035
90	TO	99	= 050

THE AVERAGE % = 45.00599390963
OF INPUTS = 507

LAW ENFORCEMENT

0	TO	9	= 121
10	TO	19	= 056
20	TO	29	= 045
30	TO	39	= 027
40	TO	49	= 033
50	TO	59	= 076
60	TO	69	= 040
70	TO	79	= 079
80	TO	89	= 072
90	TO	99	= 109

THE AVERAGE % = 56.70973451327
OF INPUTS = 565

REC. BOATING SAFETY

0 TO 9	= 132
10 TO 19	= 036
20 TO 29	= 032
30 TO 39	= 012
40 TO 49	= 019
50 TO 59	= 059
60 TO 69	= 034
70 TO 79	= 092
80 TO 89	= 091
90 TO 99	= 151

THE AVERAGE % = 66.39925373134
OF INPUTS = 536

PORT SAFETY/SECURITY

0 TO 9	= 222
10 TO 19	= 073
20 TO 29	= 061
30 TO 39	= 024
40 TO 49	= 021
50 TO 59	= 073
60 TO 69	= 027
70 TO 79	= 051
80 TO 89	= 044
90 TO 99	= 062

THE AVERAGE % = 48.67770419426
OF INPUTS = 453

AIDS TO NAVIGATION

0 TO 9	= 190
10 TO 19	= 055
20 TO 29	= 065
30 TO 39	= 029
40 TO 49	= 032
50 TO 59	= 076
60 TO 69	= 024
70 TO 79	= 044
80 TO 89	= 052
90 TO 99	= 091

THE AVERAGE % = 51.77777777778
OF INPUTS = 495

QUESTION 2 DATA REDUCTION

FORMAL TRAINING OR OJT FOR MISSION

SEARCH AND RESCUE---------609
MARINE ENV. PROTECTION----216
LAW ENFORCEMENT-----------435
REC. BOATING SAFETY-------441
PORT SAFETY/SECURITY------176
AIDS TO NAVIGATION--------297
OTHER---------038

QUESTION 3A DATA REDUCTION

BOATCREWMAN TRAINING

1 . 317
2 . 090
3 . 203
4 . 399
5 . 366
6 . 371
7 . 217
8 . 143

QUESTION 3B DATA REDUCTION

BOAT COXSWAIN TRAINING

1 . 193
2 . 125
3 . 152
4 . 193
5 . 177
6 . 231
7 . 186
8 . 163
9 . 104
10 . 272
11 . 212
12 . 167
13 . 149
14 . 126
15 . 121
16 . 178
17 . 243
18 . 154

QUESTION 3C DATA REDUCTION

BOAT ENGINEER TRAINING

1 . 068
2 . 085
3 . 089
4 . 106
5 . 287
6 . 139
7 . 094

3.3.2 SUMMARY OF COXSWAIN DATA

There were 234 qualified coxswains completing the boat crew survey. The majority were E-4's between the ages 21 to 26. About half were into their third tour. The data indicated that over 70% of the coxswains transfer to the next succeeding tour (duty assignment) with less than 24 months completed in prior tours. Coxswains were qualified to operate a variety of small boats, the most frequently indicated, in order, were: 40-UTB, 41-UTB, 30-UTM, 44-MLB and SKB/SKM.

Seventy-two percent (72%) of responding coxswains had attended a formal Coast Guard, Navy or contractor school while a larger (77%) number had received District training team exposure. Most (77%) thought the effectiveness of OJT was moderate to highly effective and, in general, gave the same assessment for the effectivity of CG-313.

Sixty-seven percent (67%) of training provided or received occurs, according to 215 coxswains, during actual mission operations. The other 33% is given ashore in a classroom type environment.

These coxswains, asked to rank the four best ways to enhance training gave a preferred first choice as follows: 28%--additional training exercises using CG-313, 26%--formal school, 19%--audio/visual training packages covering CG-313, and at 9%--more frequent training by Area/District teams. Thus, currently qualified boat coxswains given a choice of training approaches indicated a combined first choice (47%) encompassing further application of CG-313 for (1) additional training exercises, and (2) audio/visual training packages.

All of the coxswains surveyed indicated that transfer and assignment policies adversely affected mission performance and 26% of these put the effect at the highest level--very much, and 39% of them stated "much." The coxswains also indicated the time required for a crew to achieve an optimum level of performance which when averaged calculated to be 6.4 months.

When asked about the units' policy for team assignment to boat crews (i.e., the same individuals assigned for a specific duration), 39% of the coxswains surveyed indicated that their unit had no established policy. Of the choices selected, most (18%) chose 6 months and 15% of the coxswains answering this question said one day and the same number (15%) said more than 6 months. Thus, while 61% had some team-boat assignment policy it varied from a duration of one day to in excess of six months.

In response to "how long should personnel be assigned to a unit to get best balance of on-job experience and career training," the coxswains' weighted average response was 2.6 years.

3.3.2.1 Boat Crew-Coxswains

The following table associates key questions about training and readiness to specific missions based on the sample of 234 qualified coxswains. As shown, SAR is a strong mission category for these personnel, 98% of whom have SAR experience, a high involvement in training for SAR and, therefore, an 86% readiness. The following tables provide the detail information for each mission.

TABLE 3.3.2-1

SUMMARY OF TRAINING vs MISSION

Mission	SAR	L.E.	RBS	ATON	MEP	PSS
Mission Experience	98%	76%	67%	47%	38%	32%
OJT Effectivity-- Highly and Completely	64.5%	26%	21.7%	13.2%	5%	11%
Crew Readiness/ Capability	86.1%	55.3%	67.8%	43.8%	40.9%	42.1%
Formal Training/ OJT for Mission	96.1%	79%	85%	55.1%	44%	35.4%

TABLE 3.3.2-1.1

BOAT CREW - COXSWAIN - SEARCH AND RESCUE

Ninety-eight percent of the personnel were involved in SAR missions.

The effectivity of OJT related to SAR is as follows:

Ineffective	1.7%
Slightly Effective	5.5%
Moderately Effective	26.0%
Highly Effective	47.0%
Completely Effective	17.5%

Crews Readiness/Capability for SAR (opinion)

0 to 9%	=	12	or	5.1%
10 to 19%	=	3	or	1.2%
20 to 29%	=	0	or	0.0%
30 to 39%	=	0	or	0.0%
40 to 49%	=	2	or	0.8%
50 to 59%	=	6	or	2.5%
60 to 69%	=	10	or	4.2%
70 to 79%	=	22	or	9.4%
80 to 89%	=	40	or	17.0%
90 to 99%	=	130	or	50.4%

Average Percentage = 86.1%

Formal Training or OJT received for SAR missions -- 225 Yes answers -- 96.1%

TABLE 3.3.2-1.2

BOAT CREW - COXSWAIN - LAW ENFORCEMENT

Seventy-six percent of the personnel were involved in Law Enforcement missions.

The effectivity of OJT related to Law Enforcement is as follows:

Ineffective	11.9%
Slightly Effective	26.4%
Moderately Effective	29.9%
Highly Effective	20.5%
Completely Effective	5.5%

Crews Readiness/Capability for L. E. (opinion)

0 to 9%	=	31	or	13.2%
10 to 19%	=	21	or	8.9%
20 to 29%	=	15	or	6.4%
30 to 39%	=	11	or	4.7%
40 to 49%	=	16	or	6.8%
50 to 59%	=	31	or	13.2%
60 to 69%	=	18	or	7.6%
70 to 79%	=	31	or	13.2%
80 to 89%	=	26	or	11.1%
90 to 99%	=	34	or	14.5%

Average Percentage = 55.37%

Formal Training or OJT received for L. E. missions -- 185 Yes answers -- 79.0%

TABLE 3.3.2-1.3
BOAT CREW - COXSWAIN - REC. BOATING SAFETY

Sixty-seven percent of the personnel were involved in RBS missions.

The effectivity of OJT related to RBS is as follows:

Ineffective	8.5%
Slightly Effective	23.5%
Moderately Effective	39.7%
Highly Effective	16.6%
Completely Effective	5.1%

Crews Readiness/Capability for RBS (opinion)

0 to 9%	=	34	or	14.5%
10 to 19%	=	13	or	5.5%
20 to 29%	=	7	or	2.9%
30 to 39%	=	4	or	1.7%
40 to 49%	=	6	or	2.5%
50 to 59%	=	22	or	9.4%
60 to 69%	=	13	or	5.5%
70 to 79%	=	36	or	15.3%
80 to 89%	=	38	or	16.2%
90 to 99%	=	61	or	26.0%

Average Percentage = 67.8%

Formal Training or OJT received for RBS missions -- 199 Yes answers -- 85.0%

TABLE 3.3.2-1.4
BOAT CREW - COXSWAIN - AIDS TO NAVIGATION

Forty-seven percent of the personnel were involved in AtoN missions.

The effectivity of OJT related to AtoN is as follows:

Ineffective	29.0%
Slightly Effective	26.9%
Moderately Effective	20.0%
Highly Effective	9.8%
Completely Effective	3.4%

Crews Readiness/Capability for AtoN (opinion)

0 to 9%	=	57	or	24.3%
10 to 19%	=	26	or	11.1%
20 to 29%	=	36	or	15.3%
30 to 39%	=	12	or	5.1%
40 to 49%	=	13	or	5.5%
50 to 59%	=	32	or	13.6%
60 to 69%	=	9	or	3.8%
70 to 79%	=	14	or	5.9%
80 to 89%	=	14	or	5.9%
90 to 99%	=	21	or	8.9%

Average Percentage = 43.88%

Formal Training or OJT received for AtoN missions -- 129 Yes answers -- 55.1%

TABLE 3.3.2-1.5

BOAT CREW - COXSWAIN - MARINE ENVIRONMENTAL PROTECTION

Thirty-eight percent of the personnel were involved in MEP missions.

The effectivity of OJT related to MEP is as follows:

Ineffective	34.1%
Slightly Effective	30.7%
Moderately Effective	17.0%
Highly Effective	2.9%
Completely Effective	2.1%

Crews Readiness/Capability for MEP (opinion)

0 to 9%	=	49	or	20.9%
10 to 19%	=	33	or	14.1%
20 to 29%	=	32	or	13.6%
30 to 39%	=	19	or	8.1%
40 to 49%	=	14	or	5.9%
50 to 59%	=	32	or	13.6%
60 to 69%	=	13	or	5.5%
70 to 79%	=	22	or	9.4%
80 to 89%	=	7	or	2.9%
90 to 99%	=	13	or	5.5%

Average Percentage = 40.94%

Formal Training or OJT received for MEP missions -- 103 Yes answers -- 44.0%

TABLE 3.3.2-1.6

BOAT CREW - COXSWAIN - PORT SAFETY/SECURITY

Thirty-two percent of the personnel were involved in PSS missions.

The effectivity of OJT related to PSS is as follows:

Ineffective	34.1%
Slightly Effective	24.3%
Moderately Effective	16.2%
Highly Effective	7.6%
Completely Effective	3.4%

Crews Readiness/Capability for PSS (opinion)

0 to 9%	=	72	or	30.7%
10 to 19%	=	34	or	14.5%
20 to 29%	=	27	or	11.5%
30 to 39%	=	11	or	4.7%
40 to 49%	=	12	or	5.1%
50 to 59%	=	26	or	11.1%
60 to 69%	=	10	or	4.2%
70 to 79%	=	13	or	5.5%
80 to 89%	=	13	or	5.5%
90 to 99%	=	16	or	6.8%

Average Percentage = 42.19%

Formal Training or OJT received for PSS missions -- 83 Yes answers -- 35.4 %

SMALL BOAT CREW MEMBERS SURVEY, SECTION I.

NUMBER OF SURVEYS REDUCED= 234

QUESTION 1, AGE

NO ANS=	004
< 18=	000
18 TO 20 =	018
21 TO 23 =	092
24 TO 26 =	048
27 TO 29 =	033
30 TO 32 =	016
33 TO 35 =	011
36 TO 38 =	007
39 TO 41 =	004
42 TO 44 =	001
45 TO 47 =	000
48 TO 50 =	000
> 50=	000

AVERAGE AGE = 25.2 YEARS

QUESTION 3
PAYGRADE BREAKDOWN

E1=	0
E2=	1
E3=	21
E4=	87
E5=	65
E6=	44
E7=	11
E8=	3
E9=	0
NOT ANSWERED =	2

QUESTION 5

	TOUR 1	TOUR 2	TOUR 3	TOUR 4
NO ANSWER	030	044	091	137
6 MONTHS OR LESS	039	038	042	032
7 TO 12 MONTHS	045	038	029	019
13 TO 18 MONTHS	042	031	021	017
19 TO 24 MONTHS	032	040	023	011
25 TO 30 MONTHS	027	017	014	008
31 TO 36 MONTHS	013	017	007	007
37 TO 42 MONTHS	004	007	003	001
43 TO 48 MONTHS	002	002	002	002
49 TO 54 MONTHS	000	000	001	000
55 TO 60 MONTHS	000	000	000	000
> 60 MONTHS	000	000	000	000

QUESTION 6
QUALIFICATION QUESTION BREAKDOWN

NUMBER OF BOAT COXSWAINS =	23
ENGINEERS =	27
CREWMEN =	11
OTHER =	21
NOT ANSWERED =	0

QUESTION 7,8,9

BOAT	QUALIFIED COXSWAIN	QUALIFIED ENGINEER	QUALIFIED CREWMAN
44-MLB	129	019	110
36-MLB	027	007	024
41-UTB	158	024	127
40-UTB	176	026	141
30-UTM	157	024	125
32-PWB	044	004	036
25-MCB	033	009	033
25-MSB	057	010	052
SKB/SKM	121	021	095
SKL/UTL	080	012	069
OTHER	052	007	037

NUMBER OF ANSWERS TO QUESTION 10= 107

QUESTION 11, MISSION EXP. IN PRESENT ASSIGNMENT

SAR - - - - - - - - - -	230
REC. BOATING SAFETY -	156
AIDS TO NAVIGATION -	109
MARINE ENV. PROT. - -	090
LAW ENFORCEMENT - - -	179
PORT SAFETY/SECURITY-	076
OTHER - -	014

SMALL BOAT CREWMEMBERS SURVEY, SECTION II.

NUMBER OF SURVEYS REDUCED= 234

QUESTION 1,2,3 - SECT. II ANSWERS

FORMAL SCHOOL SATISFACT. COMP. NONE ANS= 66
FORMAL SCHOOLS APP. FOR, NO APPROVAL. NONE ANS= 179
CORRES. COURSES TAKEN OR SAT. COMP. NONE ANS= 36

QUESTION 4 - SECT. II ANSWERS

APPLICABILITY AND KNOWLEDGE FACTORS (CG-311)

NOT APPLICABLE=	009
SLIGHTLY APPLICABLE=	031
MODERATELY APPLICABLE=	116
HIGHLY APPLICABLE=	047
COMPLETELY APPLICABLE=	021
NOT ANSWERED=	010

QUESTION 5 SECT. II ANSWERS

HAVE YOU EVER RECEIVED TRAINING, 'NO' ANS.= 29

AREA =	96
DIST =	180
AREA & DIST =	73

QUESTION 6 SECT. II ANSWERS

RATING OF MOBILE TRAINING TEAM INSTRUCTION.

INEFFECTIVE=	006
SLIGHTLY EFFECTIVE=	026
MODERATELY EFFECTIVE=	092
HIGHLY EFFECTIVE=	073
COMPLETELY EFFECTIVE=	013
UNKNOWN =	024

QUESTION 7 SECT. II ANSWERS

RATING OF O-J-T EFFECTIVENESS

INEFFECTIVE=	010
SLIGHTLY EFFECTIVE=	022
MODERATELY EFFECTIVE=	085
HIGHLY EFFECTIVE=	096
COMPLETELY EFFECTIVE=	016
UNKNOWN =	005

QUESTION 8 SECT. II ANSWERS

TIME ALLOCATED TO TRAINING.

	UNDERWAY-OJT	CLASSROOM(ASHORE)
VERY LITTLE	022	050
LITTLE	025	040
NOMINAL	075	105
MUCH	058	026
VERY MUCH	052	009
NON ANSWER	002	004

QUESTION 9 SECT II ANSWERS

OJT FOR MISSION TRAINING EFFECTIVENESS

SEARCH AND RESCUE
- INEFFECTIVE= 004
- SLIGHTLY EFFECTIVE= 013
- MODERATELY EFFECTIVE= 062
- HIGHLY EFFECTIVE= 110
- COMPLETELY EFFECTIVE= 041
- NOT ANSWERED= 004

REC. BOATING SAFETY
- INEFFECTIVE= 020
- SLIGHTLY EFFECTIVE= 055
- MODERATELY EFFECTIVE= 093
- HIGHLY EFFECTIVE= 039
- COMPLETELY EFFECTIVE= 012
- NOT ANSWERED= 015

AIDS TO NAVIGATION
- INEFFECTIVE= 068
- SLIGHTLY EFFECTIVE= 063
- MODERATELY EFFECTIVE= 047
- HIGHLY EFFECTIVE= 023
- COMPLETELY EFFECTIVE= 008
- NOT ANSWERED= 025

MARINE ENVIRONMENTAL PROT.
- INEFFECTIVE= 090
- SLIGHTLY EFFECTIVE= 072
- MODERATELY EFFECTIVE= 040
- HIGHLY EFFECTIVE= 007
- COMPLETELY EFFECTIVE= 005
- NOT ANSWERED= 030

LAW ENFORCEMENT
- INEFFECTIVE= 028
- SLIGHTLY EFFECTIVE= 062
- MODERATELY EFFECTIVE= 070
- HIGHLY EFFECTIVE= 048
- COMPLETELY EFFECTIVE= 013
- NOT ANSWERED= 013

PORT SAFETY/SECURITY
- INEFFECTIVE= 080
- SLIGHTLY EFFECTIVE= 057
- MODERATELY EFFECTIVE= 038
- HIGHLY EFFECTIVE= 018
- COMPLETELY EFFECTIVE= 008
- NOT ANSWERED= 033

QUESTION 10 SECT II ANSWERS

EFFECTIVENESS OF FORMAL BOAT CREW SCHOOL OPINION

BOAT CREWMAN

INEFFECTIVE=	019
SLIGHTLY EFFECTIVE=	028
MODERATELY EFFECTIVE=	058
HIGHLY EFFECTIVE=	076
COMPLETELY EFFECTIVE=	033
NOT ANSWERED=	020

BOAT ENGINEER

INEFFECTIVE=	010
SLIGHTLY EFFECTIVE=	025
MODERATELY EFFECTIVE=	065
HIGHLY EFFECTIVE=	071
COMPLETELY EFFECTIVE=	032
NOT ANSWERED=	031

COXSWAIN

INEFFECTIVE=	010
SLIGHTLY EFFECTIVE=	025
MODERATELY EFFECTIVE=	061
HIGHLY EFFECTIVE=	085
COMPLETELY EFFECTIVE=	040
NOT ANSWERED=	013

SMALL BOAT CREWMEMBERS SURVEY, SECTION III.

NUMBER OF SURVEYS REDUCED= 234

STATUS	SECT. COMP	SECT. WORKING ON
CREWMAN	208	007
COXSWAIN	215	014
ENGINEER	060	022
SPEC. OPS.		
HEAVY WEATHER	103	035
LARC V AMPHIB	011	007
SHIPBOARD BOATS	061	008
CERTIFICATION	103	010
NONE	006	031

QUESTION 2
AVG. LENGTH OF TIME FOR SECT. COMP. AS CHECKED ABOVE

	SECT. A	SECT. B	SECT. C
AVG. MONTHS	2	5	4
NO. ANS. QUEST.	209	205	73
NOT COMP/NO EXP.	7	11	85

SECT. D	PART A	PART B	PART C
AVG. MONTHS	7	4	5
NO. ANS. QUEST.	96	31	48

NOT COMP/NO EXP. 87

QUESTION 3
TRAINING EFFECTIVENESS OF CG-313.

	SECT.A	SECT B	SECT C	SECT D
INEFFECTIVE	003	002	005	006
SLIGHTLY EFFECTIVE	020	023	022	022
MODERATELY EFFECTIVE	094	080	061	061
HIGHLY EFFECTIVE	074	082	036	035
COMPLETELY EFFECTIVE	043	047	110	110
NOT ANSWERED	000	000	000	000

QUESTION 4
NUMBER OF PEOPLE ANSWERING QUESTION 4= 11

QUESTION 6

PERCENT OF TRAINING DURING MISSIONS

0	TO	9	= 019
10	TO	19	= 009
20	TO	29	= 010
30	TO	39	= 004
40	TO	49	= 013
50	TO	59	= 032
60	TO	69	= 030
70	TO	79	= 052
80	TO	89	= 036
90	TO	99	= 033

THE AVERAGE % = 67.3906976442
OF INPUTS = 215

PERCENT OF TRAINING ASHORE

0	TO	9	= 031
10	TO	19	= 036
20	TO	29	= 051
30	TO	39	= 037
40	TO	49	= 024
50	TO	59	= 028
60	TO	69	= 013
70	TO	79	= 008
80	TO	89	= 005
90	TO	99	= 001

THE AVERAGE % = 32.62910798122
OF INPUTS = 213

QUESTION 7
CHOICE OF FOUR BEST WAYS TO ENHANCE TRAINING.

	1	2	3	4	NO ANS
A.	052	057	060	037	034
B.	026	044	056	051	057
C.	026	051	050	047	069
D.	077	064	034	031	028
E.	072	043	030	030	059
F.	025	003	002	004	200

SMALL BOAT CREWMEMBER SURVEY, SECTION IV.

NUMBER OF SURVEYS REDUCED= 234

QUESTION 1 DATA REDUCTION.

NUMBER OF YES ANSWERS= 233
NUMBER OF NO ANSWERS = 0

DEGREE OF EFFECT UPON MISSION PERFORMANCE

VERY LITTLE	003
LITTLE	009
NOMINAL	046
MUCH	092
VERY MUCH	060
NO ANSWER	024

QUESTION 2 DATA REDUCTION.

ESTIMATED TIME REQUIRED TO ACHIEVE OPT. PERFORMANCE.

0-1 MONTH	003
1-3 MONTHS	064
3-6 MONTHS	089
6-9 MONTHS	040
9-12 MONTHS	030
NO ANS.	008

QUESTION 3 DATA REDUCTION.

TEAM DUTY CYCLE.

ONE DAY	034
ONE WEEK	008
ONE MONTH	020
SIX MONTHS	041
MORE THAN SIX MONTHS	034
NO ESTABLISHED POLICY	087
NO ANS.	010

QUESTION 4 DATA REDUCTION.

TYPICAL PERSONNEL REPLACEMENT TYPES.

TYPE 1 = 019
TYPE 2 = 049
TYPE 3 = 017
TYPE 4 = 141
NO ANS = 008

QUESTION 5 DATA REDUCTION.

REPLACEMENT CHOICES.

A 1 182
2 018
3 004
4 009
NO ANS 021

B 1 022
2 126
3 038
4 019
NO ANS 029

C 1 005
2 037
3 117
4 038
NO ANS 037

D 1 018
2 024
3 033
4 125
NO ANS 034

QUESTION 6 DATA REDUCTION.

NUMBER OF YES ANSWERS= 136
NUMBER OF NO ANSWERS = 39
INFO. NOT SOUGHT = 59

QUESTION 7 DATA REDUCTION.

ASSIGNMENT DURATION FOR USEFULNESS & TRAINING.

1.0 YEARS = 014
1.5 YEARS = 016
2.0 YEARS = 078
3.0 YEARS = 065
4.0 YEARS = 040
OTHER = 016
NO ANSWER = 005

SMALL BOAT CREWMEMBERS SURVEY, SECTION V.

NUMBER OF SURVEYS REDUCED= 234

QUESTION 1 DATA REDUCTION.

CREWS READINESS/CAPABILITY IN PERCENT

SEARCH & RESCUE

0	TO	9	= 012
10	TO	19	= 003
20	TO	29	= 000
30	TO	39	= 000
40	TO	49	= 002
50	TO	59	= 006
60	TO	69	= 010
70	TO	79	= 022
80	TO	89	= 040
90	TO	99	= 139

THE AVERAGE % = 86.12162162162
OF INPUTS = 222

MARINE ENV. PROTECTION

0	TO	9	= 049
10	TO	19	= 033
20	TO	29	= 032
30	TO	39	= 019
40	TO	49	= 014
50	TO	59	= 032
60	TO	69	= 013
70	TO	79	= 022
80	TO	89	= 007
90	TO	99	= 013

THE AVERAGE % = 40.94358974359
OF INPUTS = 195

LAW ENFORCEMENT

0	TO	9	= 031
10	TO	19	= 021
20	TO	29	= 015
30	TO	39	= 011
40	TO	49	= 016
50	TO	59	= 031
60	TO	69	= 018
70	TO	79	= 031
80	TO	89	= 026
90	TO	99	= 034

THE AVERAGE % = 55.37089201878
OF INPUTS = 213

REC. BOATING SAFETY

0 TO 9	= 034
10 TO 19	= 013
20 TO 29	= 007
30 TO 39	= 004
40 TO 49	= 006
50 TO 59	= 022
60 TO 69	= 013
70 TO 79	= 036
80 TO 89	= 038
90 TO 99	= 061

THE AVERAGE % = 67.80582524272
OF INPUTS = 206

PORT SAFETY/SECURITY

0 TO 9	= 072
10 TO 19	= 034
20 TO 29	= 027
30 TO 39	= 011
40 TO 49	= 012
50 TO 59	= 026
60 TO 69	= 010
70 TO 79	= 013
80 TO 89	= 013
90 TO 99	= 016

THE AVERAGE % = 42.19411764706
OF INPUTS = 170

AIDS TO NAVIGATION

0 TO 9	= 057
10 TO 19	= 026
20 TO 29	= 036
30 TO 39	= 012
40 TO 49	= 013
50 TO 59	= 032
60 TO 69	= 009
70 TO 79	= 014
80 TO 89	= 014
90 TO 99	= 021

THE AVERAGE % = 43.88888888889
OF INPUTS = 189

QUESTION 2 DATA REDUCTION

FORMAL TRAINING OR OJT FOR MISSION

SEARCH AND RESCUE---------225
MARINE ENV. PROTECTION----103
LAW ENFORCEMENT-----------185
REC. BOATING SAFETY-------199
PORT SAFETY/SECURITY------083
AIDS TO NAVIGATION--------129
OTHER---------013

QUESTION 3A DATA REDUCTION

BOATCREWMAN TRAINING

1 . 133
2 . 046
3 . 076
4 . 155
5 . 139
6 . 125
7 . 085
8 . 048

QUESTION 3B DATA REDUCTION

BOAT COXSWAIN TRAINING

1 . 110
2 . 062
3 . 074
4 . 092
5 . 087
6 . 117
7 . 095
8 . 086
9 . 058
10 . 150
11 . 122
12 . 080
13 . 070
14 . 051
15 . 066
16 . 084
17 . 118
18 . 070

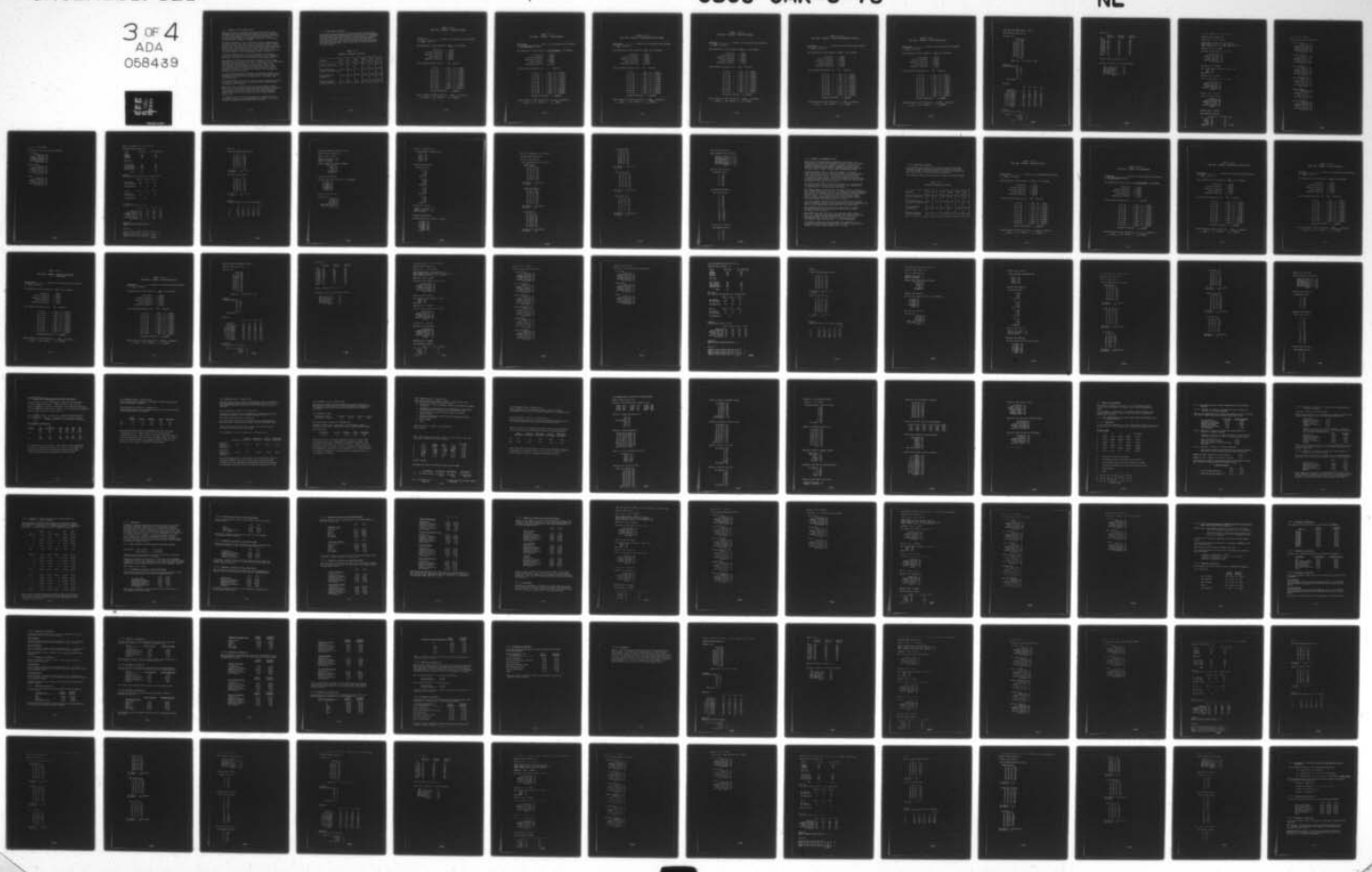
QUESTION 3C DATA REDUCTION

BOAT ENGINEER TRAINING

1 . 023
2 . 031
3 . 025
4 . 036
5 . 086
6 . 046
7 . 042

AD-A058 439 APPLIED DIGITAL COMMUNICATIONS MOORESTOWN NJ F/G 5/9
A STUDY SURVEY TO ASSESS THE CURRENT U. S. COAST GUARD SMALL BO--ETC(U)
FEB 78 DOT-CG-61814-A
UNCLASSIFIED USCG-OMR-6-78 NL

3 OF 4
ADA
058439



3.3.3 SUMMARY OF BOAT ENGINEER DATA

There were 238 boat engineers completing the boat crew survey. The majority were E-4's between the ages of 18 to 26. About 55% were into their third tour and very few spent more than 24 months on any prior assignment. Boat engineers were qualified on a variety of boats, the most frequently indicated, in order, were: 40-UTB, SKB/SKM, 30-UTM, and 44-MLB.

Seventy-seven percent (77%) of the boat engineers responding had attended a formal Coast Guard, Navy or contractor school. Sixty-five percent (65%) had received District team training, thirty-two percent (32%) indicated Area training team exposure while twenty-six percent (26%) had no team training. Most (74%) thought that the effectiveness of OJT was moderate to highly effective and gave a similar rating to the training effectiveness of CG-313.

Sixth-seven percent (67%) of training provided occurs during, according to 209 boat engineers, during actual mission operations. The other 33% is given in a classroom type environment ashore.

When asked to rank the four best ways to enhance training, boat engineers gave a preferred first choice as follows: 30% -- additional training exercises using CG-313, 25% -- formal school, 19% -- audio/visual training packages covering CG-313, and, at 11%, more frequent training sessions by Area/District teams. Thus, currently qualified boat engineers, given a choice of training approaches, indicated a combined first choice (49%) encompassing further application of CG-313.

All of the boat engineers responding indicated that transfer and assignment policies adversely affected mission performance and 24% of these put the effect at the highest level--"very much," and 31% stated "much."

The boat engineers also indicated that the time required for a crew to achieve an optimum level of performance which, when averaged, calculated to be 5.5 months.

When asked about the units' policy for team assignment to boat crews (i.e., the same individuals assigned for a specific duration), 37% of the boat engineers surveyed said that their unit had no established policy. Of the remaining 65% the boat assignment policy ranged in duration from one day (12%) to more than six months (17%).

In response to "how long should personnel be assigned to a unit to get best balance of on-job experience and career training, the coxswains' weighted average response was 2.4 years.

3.3.3.1 Boat Crew - Engineer

The following table associates key questions about training and readiness to specific missions based on the sample of 238 qualified boat engineers. This distribution is similar to that for coxswains except for a somewhat lower rating for OJT effectivity. However, it should be pointed out that the boat engineer's job tasks, while underway, may not be directly related to the type of mission evolution. The following tables provide the detailed information for each mission.

TABLE 3.3.3-1

SUMMARY OF TRAINING vs MISSION

Mission	SAR	L.E.	RBS	ATON	MEP	PSS
Mission Experience	95%	63%	48%	42%	31%	29%
OJT Effectivity-Highly and Completely	59.6%	20.9%	21.7%	13.3%	7.9%	10.9%
Crew Readiness/ Capability	86.2%	58.5%	65.5%	54.1%	49.3%	52.4%
Formal Training/ OJT for Mission	94.1%	68%	68%	43.6%	33.1%	29%

TABLE 3.3.3-1.1

BOAT CREW - ENGINEER - SEARCH AND RESCUE

Ninety-five percent of the personnel were involved in SAR missions.

The effectivity of OJT related to SAR is as follows:

Ineffective	3.3%
Slightly Effective	6.3%
Moderately Effective	28.0%
Highly Effective	44.1%
Completely Effective	15.5%

Crews Readiness/Capability for SAR (opinion)

0 to 9%	=	13	or	5.4%
10 to 19%	=	3	or	1.2%
20 to 29%	=	1	or	0.4%
30 to 39%	=	1	or	0.4%
40 to 49%	=	3	or	1.2%
50 to 59%	=	9	or	3.7%
60 to 69%	=	1	or	0.4%
70 to 79%	=	18	or	7.5%
80 to 89%	=	38	or	15.9%
90 to 99%	=	151	or	63.4%

Average Percentage = 86.21%

Formal Training or OJT received for SAR missions -- 224 Yes answers -- 94.1%

TABLE 3.3.3-1.2

BOAT CREW - ENGINEER - LAW ENFORCEMENT

Sixty-three percent of the personnel were involved in Law Enforcement missions.

The effectivity of OJT related to Law Enforcement is as follows:

Ineffective	18.4%
Slightly Effective	21.4%
Moderately Effective	31.9%
Highly Effective	18.0%
Completely Effective	2.9%

Crews Readiness/Capability for L. E. (opinion)

0 to 9%	=	34	or	14.2%
10 to 19%	=	16	or	6.7%
20 to 29%	=	19	or	7.9%
30 to 39%	=	11	or	4.6%
40 to 49%	=	14	or	5.8%
50 to 59%	=	29	or	12.1%
60 to 69%	=	13	or	5.4%
70 to 79%	=	28	or	11.7%
80 to 89%	=	31	or	13.0%
90 to 99%	=	43	or	18.0%

Average Percentage = 58.46%

Formal Training or OJT received for L. E. missions -- 162 Yes answers -- 68.0%

TABLE 3.3.3-1.3

BOAT CREW - ENGINEER - RECREATIONAL BOATING SAFETY

Forty-eight percent of the personnel were involved in RBS missions.

The effectivity of OJT related to RBS is as follows:

Ineffective	15.1%
Slightly Effective	27.3%
Moderately Effective	29.4%
Highly Effective	20.1%
Completely Effective	1.6%

Crews Readiness/Capability for RBS (opinion)

0 to 9%	=	44	or	18.4%
10 to 19%	=	17	or	7.1%
20 to 29%	=	12	or	5.0%
30 to 39%	=	2	or	0.8%
40 to 49%	=	11	or	4.6%
50 to 59%	=	17	or	7.1%
60 to 69%	=	12	or	5.0%
70 to 79%	=	36	or	15.1%
80 to 89%	=	36	or	15.1%
90 to 99%	=	51	or	21.4%

Average Percentage = 65.53%

Formal Training or OJT received for RBS missions -- 162 Yes answers -- 68.0%

TABLE 3.3.3-1.4

BOAT CREW - ENGINEER - AIDS TO NAVIGATION

Forty-two percent of the personnel were involved in AtoN missions.

The effectivity of OJT related to AtoN is as follows:

Ineffective	24.3%
Slightly Effective	26.0%
Moderately Effective	23.9%
Highly Effective	10.0%
Completely Effective	3.3%

Crews Readiness/Capability for AtoN (opinion)

0 to 9%	=	63	or	26.4%
10 to 19%	=	21	or	8.8%
20 to 29%	=	24	or	10.0%
30 to 39%	=	12	or	5.0%
40 to 49%	=	11	or	4.6%
50 to 59%	=	22	or	9.2%
60 to 69%	=	9	or	3.7%
70 to 79%	=	17	or	7.1%
80 to 89%	=	23	or	9.6%
90 to 99%	=	36	or	15.1%

Average Percentage = 54.11%

Formal Training or OJT received for AtoN missions -- 104 Yes answers -- 43.6%

TABLE 3.3.3-1.5

BOAT CREW - ENGINEER - MARINE ENVIRONMENTAL PROTECTION

Thirty-one percent of the personnel were involved in MEP missions.

The effectivity of OJT related to MEP is as follows:

Ineffective	32.3%
Slightly Effective	30.2%
Moderately Effective	19.7%
Highly Effective	7.5%
Completely Effective	0.4%

Crews Readiness/Capability for MEP (opinion)

0 to 9%	=	58	or	24.3%
10 to 19%	=	29	or	12.1%
20 to 29%	=	31	or	13.0%
30 to 39%	=	6	or	2.5%
40 to 49%	=	8	or	3.3%
50 to 59%	=	25	or	10.5%
60 to 69%	=	14	or	5.8%
70 to 79%	=	27	or	11.3%
80 to 89%	=	19	or	7.9%
90 to 99%	=	21	or	8.8%

Average Percentage = 49.30%

Formal Training or OJT received for MEP missions -- 79 Yes answers -- 33.1%

TABLE 3.3.3-1.6

BOAT CREW - ENGINEER - PORT SAFETY/SECURITY

Twenty-nine percent of the personnel were involved in PSS missions.

The effectivity of OJT related to PSS is as follows:

Ineffective	37.3%
Slightly Effective	18.0%
Moderately Effective	19.3%
Highly Effective	10.5%
Completely Effective	0.4%

Crews Readiness/Capability for PSS (opinion)

0 to 9%	=	77	or	32.3%
10 to 19%	=	22	or	9.2%
20 to 29%	=	19	or	7.9%
30 to 39%	=	7	or	2.9%
40 to 49%	=	5	or	2.1%
50 to 59%	=	34	or	14.2%
60 to 69%	=	11	or	4.6%
70 to 79%	=	21	or	8.8%
80 to 89%	=	18	or	7.5%
90 to 99%	=	24	or	10.0%

Average Percentage = 52.38%

Formal Training or OJT received for PSS missions -- 69 Yes answers -- 28.99%

SMALL BOAT CREW MEMBERS SURVEY, SECTION I.

NUMBER OF SURVEYS REDUCED= 238

QUESTION 1, AGE

NO ANS=	005
< 18=	000
18 TO 20 =	064
21 TO 23 =	107
24 TO 26 =	029
27 TO 29 =	017
30 TO 32 =	009
33 TO 35 =	004
36 TO 38 =	000
39 TO 41 =	002
42 TO 44 =	001
45 TO 47 =	000
48 TO 50 =	000
> 50=	000

AVERAGE AGE = 22.69957081545 YEARS

QUESTION 3
PAYGRADE BREAKDOWN

E1=	0
E2=	22
E3=	49
E4=	109
E5=	36
E6=	17
E7=	4
E8=	0
E9=	0
NOT ANSWERED =	1

QUESTION 5

	TOUR 1	TOUR 2	TOUR 3	TOUR 4
NO ANSWER	032	062	105	162
6 MONTHS OR LESS	037	077	062	043
7 TO 12 MONTHS	067	031	037	010
13 TO 18 MONTHS	037	019	012	010
19 TO 24 MONTHS	032	028	017	010
25 TO 30 MONTHS	016	011	003	000
31 TO 36 MONTHS	010	005	001	003
37 TO 42 MONTHS	005	002	001	000
43 TO 48 MONTHS	002	002	000	000
49 TO 54 MONTHS	000	001	000	000
55 TO 60 MONTHS	000	000	000	000
> 60 MONTHS	000	000	000	000

QUESTION 6
QUALIFICATION QUESTION BREAKDOWN

NUMBER OF BOAT [illegible] =	27
ENGINEER =	230
CREWMEN =	118
OTHER =	15
NOT ANSWERED =	0

QUESTION 7,8,9

BOAT	QUALIFIED COXSWAIN	QUALIFIED ENGINEER	QUALIFIED CREWMAN
44-MLB	023	125	088
36-MLB	004	020	010
41-UTB	022	154	109
40-UTB	030	164	123
30-UTM	024	153	106
32-PWB	004	035	022
25-MCB	007	021	015
25-MSB	008	027	020
SKB/SKM	027	087	064
SKL/UTL	012	047	039
OTHER	008	071	036

NUMBER OF ANSWERS TO QUESTION 10= 113

QUESTION 11, MISSION EXP. IN PRESENT ASSIGNMENT

SAR - - - - - - - - - -	227
REC. BOATING SAFETY -	115
AIDS TO NAVIGATION -	100
MARINE ENV. PROT. - -	074
LAW ENFORCEMENT - - -	150
PORT SAFETY/SECURITY-	068
OTHER - -	010

SMALL BOAT CREWMEMBERS SURVEY, SECTION II.

NUMBER OF SURVEYS REDUCED= 238

QUESTION 1,2,3 - SECT. II ANSWERS

FORMAL SCHOOL SATISFACT. COMP. NONE ANS= 53
FORMAL SCHOOLS APP. FOR, NO APPROVAL. NONE ANS= 173
CORRES. COURSES TAKEN OR SAT. COMP. NONE ANS= 49

QUESTION 4 - SECT. II ANSWERS

APPLICABILITY AND KNOWLEDGE FACTORS (CG-311)

NOT APPLICABLE=	015
SLIGHTLY APPLICABLE=	041
MODERATELY APPLICABLE=	113
HIGHLY APPLICABLE=	043
COMPLETELY APPLICABLE=	014
NOT ANSWERED=	012

QUESTION 5 SECT. II ANSWERS

HAVE YOU EVER RECEIVED TRAINING, 'NO' ANS.= 53

AREA =	76
DIST =	154
AREA & DIST =	57

QUESTION 6 SECT. II ANSWERS

RATING OF MOBILE TRAINING TEAM INSTRUCTION.

INEFFECTIVE=	010
SLIGHTLY EFFECTIVE=	024
MODERATELY EFFECTIVE=	072
HIGHLY EFFECTIVE=	058
COMPLETELY EFFECTIVE=	015
UNKNOWN =	059

QUESTION 7 SECT. II ANSWERS

RATING OF O-J-T EFFECTIVENESS

INEFFECTIVE=	011
SLIGHTLY EFFECTIVE=	031
MODERATELY EFFECTIVE=	089
HIGHLY EFFECTIVE=	031
COMPLETELY EFFECTIVE=	019
UNKNOWN =	007

QUESTION 8 SECT. II ANSWERS

TIME ALLOCATED TO TRAINING.

	UNDERWAY-OJT	CLASSROOM(ASHORE)
VERY LITTLE	024	060
LITTLE	031	065
NOMINAL	082	079
MUCH	053	022
VERY MUCH	046	006
NON ANSWER	002	006

QUESTION 9 SECT II ANSWERS

OJT FOR MISSION TRAINING EFFECTIVENESS

SEARCH AND RESCUE
- INEFFECTIVE= 008
- SLIGHTLY EFFECTIVE= 015
- MODERATELY EFFECTIVE= 067
- HIGHLY EFFECTIVE= 105
- COMPLETELY EFFECTIVE= 037
- NOT ANSWERED= 006

REC. BOATING SAFETY
- INEFFECTIVE= 036
- SLIGHTLY EFFECTIVE= 065
- MODERATELY EFFECTIVE= 070
- HIGHLY EFFECTIVE= 049
- COMPLETELY EFFECTIVE= 004
- NOT ANSWERED= 015

AIDS TO NAVIGATION
- INEFFECTIVE= 058
- SLIGHTLY EFFECTIVE= 062
- MODERATELY EFFECTIVE= 057
- HIGHLY EFFECTIVE= 024
- COMPLETELY EFFECTIVE= 008
- NOT ANSWERED= 029

MARINE ENVIRONMENTAL PROT.
- INEFFECTIVE= 077
- SLIGHTLY EFFECTIVE= 072
- MODERATELY EFFECTIVE= 047
- HIGHLY EFFECTIVE= 018
- COMPLETELY EFFECTIVE= 001
- NOT ANSWERED= 023

LAW ENFORCEMENT
- INEFFECTIVE= 044
- SLIGHTLY EFFECTIVE= 051
- MODERATELY EFFECTIVE= 076
- HIGHLY EFFECTIVE= 043
- COMPLETELY EFFECTIVE= 007
- NOT ANSWERED= 017

PORT SAFETY/SECURITY
- INEFFECTIVE= 089
- SLIGHTLY EFFECTIVE= 043
- MODERATELY EFFECTIVE= 046
- HIGHLY EFFECTIVE= 025
- COMPLETELY EFFECTIVE= 001
- NOT ANSWERED= 034

QUESTION TO SELECT IT ANSWERS

EFFECTIVENESS OF FORMAL BOAT CREW SCHOOL OPINION

BOAT CREWMAN

INEFFECTIVE=	020
SLIGHTLY EFFECTIVE=	022
MODERATELY EFFECTIVE=	085
HIGHLY EFFECTIVE=	066
COMPLETELY EFFECTIVE=	022
NOT ANSWERED=	023

BOAT ENGINEER

INEFFECTIVE=	015
SLIGHTLY EFFECTIVE=	018
MODERATELY EFFECTIVE=	083
HIGHLY EFFECTIVE=	078
COMPLETELY EFFECTIVE=	028
NOT ANSWERED=	011

COXSWAIN

INEFFECTIVE=	024
SLIGHTLY EFFECTIVE=	015
MODERATELY EFFECTIVE=	050
HIGHLY EFFECTIVE=	084
COMPLETELY EFFECTIVE=	028
NOT ANSWERED=	037

SMALL BOAT CREWMEMBERS SURVEY, SECTION III.

NUMBER OF SURVEYS REDUCED= 238

STATUS	SECT. COMP	SECT. WORKING ON
CREWMAN	162	011
COXSWAIN	031	051
ENGINEER	193	019
SPEC. OPS.		
HEAVY WEATHER	039	015
LARC V AMPHIB	003	006
SHIPBOARD BOATS	027	007
CERTIFICATION	037	008
NONE	024	051

QUESTION 2
AVG. LENGTH OF TIME FOR SECT. COMP. AS CHECKED ABOVE

	SECT. A	SECT. B	SECT. C
AVG. MONTHS	2	4	2
NO. ANS. QUEST.	158	42	165
NOT COMP/NO EXP.	30	114	33

SECT. D	PART A	PART B	PART C
AVG. MONTHS	6	3	4
NO. ANS. QUEST.	42	9	31

NOT COMP/NO EXP. 104

QUESTION 3
TRAINING EFFECTIVENESS OF CG-313.

	SECT A	SECT B	SECT C	SECT D
INEFFECTIVE	002	009	004	015
SLIGHTLY EFFECTIVE	026	014	021	016
MODERATELY EFFECTIVE	076	041	078	029
HIGHLY EFFECTIVE	055	032	070	016
COMPLETELY EFFECTIVE	079	142	065	162
NOT ANSWERED	000	000	000	000

QUESTION 4
NUMBER OF PEOPLE ANSWERING QUESTION 4= 5

QUESTION 5

NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT A= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT B= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT C= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT D= 0

QUESTION 6

PERCENT OF TRAINING DURING MISSIONS

0	TO	9	=	031
10	TO	19	=	005
20	TO	29	=	011
30	TO	39	=	005
40	TO	49	=	011
50	TO	59	=	022
60	TO	69	=	027
70	TO	79	=	041
80	TO	89	=	051
90	TO	99	=	034

THE AVERAGE % = 66.85167464115
OF INPUTS = 209

PERCENT OF TRAINING ASHORE

0	TO	9	=	040
10	TO	19	=	039
20	TO	29	=	069
30	TO	39	=	011
40	TO	49	=	024
50	TO	59	=	025
60	TO	69	=	008
70	TO	79	=	008
80	TO	89	=	009
90	TO	99	=	006

THE AVERAGE % = 32.84688995215
OF INPUTS = 209

QUESTION 7
CHOICE OF FOUR BEST WAYS TO ENHANCE TRAINING.

	1	2	3	4	NO ANS
A.	051	055	057	039	038
B.	020	045	044	034	065
C.	029	061	051	052	042
D.	079	049	042	030	038
E.	067	042	023	030	076
F.	028	003	003	005	199

SMALL BOAT CREWMEMBERS SURVEY, SECTION IV.

NUMBER OF SURVEYS REDUCED= 238

QUESTION 1 DATA REDUCTION.

NUMBER OF YES ANSWERS= 238
NUMBER OF NO ANSWERS = 0

DEGREE OF EFFECT UPON MISSION PERFORMANCE

VERY LITTLE	002
LITTLE	012
NOMINAL	050
MUCH	074
VERY MUCH	058
NO ANSWER	042

QUESTION 2 DATA REDUCTION.

ESTIMATED TIME REQUIRED TO ACHIEVE OPT. PERFORMANCE.

0-1 MONTH	022
1-3 MONTHS	085
3-6 MONTHS	072
6-9 MONTHS	023
9-12 MONTHS	029
NO ANS.	007

QUESTION 3 DATA REDUCTION.

TEAM DUTY CYCLE.

ONE DAY	029
ONE WEEK	017
ONE MONTH	025
SIX MONTHS	036
MORE THAN SIX MONTHS	040
NO ESTABLISHED POLICY	087
NO ANS.	004

QUESTION 4 DATA REDUCTION.

TYPICAL PERSONNEL REPLACEMENT TYPES.

TYPE 1 = 023
TYPE 2 = 055
TYPE 3 = 039
TYPE 4 = 117
NO ANS = 004

QUESTION 5 DATA REDUCTION.

REPLACEMENT CHOICES.

A 1 176
2 014
3 010
4 017
NO ANS 021

B 1 029
2 130
3 030
4 010
NO ANS 039

C 1 015
2 035
3 121
4 025
NO ANS 042

D 1 014
2 013
3 028
4 136
NO ANS 047

QUESTION 6 DATA REDUCTION.

NUMBER OF YES ANSWERS= 104
NUMBER OF NO ANSWERS = 45
INFO. NOT SOUGHT = 87

QUESTION 7 DATA REDUCTION.

ASSIGNMENT DURATION FOR USEFULNESS & TRAINING.

1.0 YEARS = 019
1.5 YEARS = 031
2.0 YEARS = 079
3.0 YEARS = 050
4.0 YEARS = 034
OTHER = 023
NO ANSWER = 002

SMALL BOAT CREWMEMBERS SURVEY, SECTION V.

NUMBER OF SURVEYS REDUCED= 238

QUESTION 1 DATA REDUCTION.

CREWS READINESS/CAPABILITY IN PERCENT

SEARCH & RESCUE

0	TO	9	= 013
10	TO	19	= 003
20	TO	29	= 001
30	TO	39	= 001
40	TO	49	= 003
50	TO	59	= 009
60	TO	69	= 001
70	TO	79	= 018
80	TO	89	= 038
90	TO	99	= 151

THE AVERAGE % = 86.21777777778
OF INPUTS = 225

MARINE ENV. PROTECTION

0	TO	9	= 058
10	TO	19	= 029
20	TO	29	= 031
30	TO	39	= 006
40	TO	49	= 008
50	TO	59	= 025
60	TO	69	= 014
70	TO	79	= 027
80	TO	89	= 019
90	TO	99	= 021

THE AVERAGE % = 49.3027027027
OF INPUTS = 185

LAW ENFORCEMENT

0	TO	9	= 034
10	TO	19	= 016
20	TO	29	= 019
30	TO	39	= 011
40	TO	49	= 014
50	TO	59	= 029
60	TO	69	= 013
70	TO	79	= 028
80	TO	89	= 031
90	TO	99	= 043

THE AVERAGE % = 58.46226415094
OF INPUTS = 212

REC. BOATING SAFETY

0 TO 9	= 044
10 TO 19	= 017
20 TO 29	= 012
30 TO 39	= 002
40 TO 49	= 011
50 TO 59	= 017
60 TO 69	= 012
70 TO 79	= 036
80 TO 89	= 036
90 TO 99	= 051

THE AVERAGE % = 65.53807106599
OF INPUTS = 197

PORT SAFETY/SECURITY

0 TO 9	= 077
10 TO 19	= 022
20 TO 29	= 019
30 TO 39	= 007
40 TO 49	= 005
50 TO 59	= 034
60 TO 69	= 011
70 TO 79	= 021
80 TO 89	= 018
90 TO 99	= 024

THE AVERAGE % = 52.38181818182
OF INPUTS = 165

AIDS TO NAVIGATION

0 TO 9	= 063
10 TO 19	= 021
20 TO 29	= 024
30 TO 39	= 012
40 TO 49	= 011
50 TO 59	= 022
60 TO 69	= 009
70 TO 79	= 017
80 TO 89	= 023
90 TO 99	= 036.

THE AVERAGE % = 54.11111111111
OF INPUTS = 180

QUESTION 2 DATA REDUCTION

FORMAL TRAINING OR OJT FOR MISSION

SEARCH AND RESCUE---------224
MARINE ENV. PROTECTION----079
LAW ENFORCEMENT----------162
REC. BOATING SAFETY-------162
PORT SAFETY/SECURITY------069
AIDS TO NAVIGATION--------104
OTHER---------017

QUESTION 3A DATA REDUCTION

BOATCREWMAN TRAINING

1 . 095
2 . 018
3 . 059
4 . 129
5 . 119
6 . 120
7 . 062
8 . 040

QUESTION 3B DATA REDUCTION

BOAT COXSWAIN TRAINING

1 . 050
2 . 033
3 . 049
4 . 053
5 . 052
6 . 064
7 . 053
8 . 039
9 . 027
10 . 072
11 . 051
12 . 046
13 . 042
14 . 040
15 . 026
16 . 055
17 . 072
18 . 049

QUESTION 3C DATA REDUCTION

BOAT ENGINEER TRAINING

1 . 029
2 . 033
3 . 052
4 . 057
5 . 172
6 . 072
7 . 039

3.3.4 SUMMARY OF CREWMEMBERS SURVEY

There were 373 crewmen completing the boat crew survey. The majority were E-3's and E-4's between the ages of 18 to 23. About 40% were on the third tour assignment and their previous tours seldom lasted more than 30 months. Crewmen were qualified to serve on a variety of small boats, the most frequently indicated, in order, were: 40-UTB, 41-UTB, 30-UTM, SKB/SKM and 44-MLB.

Fifty-two percent (52%) of responding crewmen had attended a formal Coast Guard, Navy or contractor school. Sixty-five percent (65%) had received District team training, thirty-four percent (34%) had Area team training and twenty-six percent (26%) had no exposure to team training. Most (73%) thought the effectiveness of OJT was moderate to highly effective and generally gave the same assessment for the effectivity of CG-313.

Sixty-nine percent (69%) of training provided occurs, according to 322 crewmen, during actual mission operations. The remaining 31% is given ashore in a classroom type environment.

The crewmen, asked to rank the four best ways to enhance training, gave a preferred choice as follows: 32%--additional training exercises using CG-313, 23%--formal school, 16%--audio/visual training packages covering CG-313, 12%--more frequent training sessions by Area/ District teams. Thus, currently qualified boat crewmen, given a choice of training approaches, indicated a combined first choice (48%) encompassing further application of CG-313.

All of the crewmen surveyed indicated that transfer and assignment policies adversely affected mission performance and 25% of these put the effect at the highest level-"very much" and 33% stated "much."

The crewmembers also indicated the time required for a crew to achieve an optimum level of performance which, when averaged, calculated to be 5.9 months.

When asked about the units' policy for team assignment to boat crews (i.e., the same individuals assigned for a specific duration), 41% of the crewmen surveyed indicated that their unit had no established policy. Of the 59% who did have a policy, the time duration varied from one day to more than six months.

In response to "how long should personnel be assigned to a unit to get best balance of on-job experience and career training," the crewmen's weighted average response was 2.4 years.

3.3.4.1 Boat Crew - Crewman

The following table associates key questions about training and readiness to specific missions based on the sample of 373 qualified boat crewmen. This distribution is generally consistent with the previous ones for coxswains and boat engineers.

The following tables provide detailed information for each mission.

TABLE 3.3.4-1

SUMMARY OF TRAINING vs MISSION

Mission	SAR	L.E.	RBS	ATON	MEP	PSS
Mission Experience	97%	65%	49%	46%	33%	25%
OJT Effectivity-- Highly and Completely	60%	22.9%	21.9%	14.9%	6.1%	10.3%
Crew Readiness/ Capability	86.8%	55.4%	66.4%	51%	44.3%	47.4%
Formal Training/ OJT for Mission	92.7%	67.2%	68.6%	46.1%	32.9%	25.2%

TABLE 3.3.4-1.1

BOAT CREW - CREWMAN - SEARCH AND RESCUE

Ninety-seven percent of the personnel were involved in SAR missions.

The effectivity of OJT related to SAR is as follows:

Ineffective	3.2%
Slightly Effective	8.5%
Moderately Effective	25.7%
Highly Effective	42.6%
Completely Effective	17.4%

Crews Readiness/Capability for SAR (opinion)

0 to 9%	=	28	or	7.5%
10 to 19%	=	2	or	0.5%
20 to 29%	=	0	or	0.0%
30 to 39%	=	2	or	0.5%
40 to 49%	=	4	or	1.0%
50 to 59%	=	6	or	1.6%
60 to 69%	=	8	or	2.1%
70 to 79%	=	36	or	9.6%
80 to 89%	=	74	or	19.8%
90 to 99%	=	213	or	57.1%

Average Percentage = 86.76%

Formal Training or OJT received for SAR missions -- 346 Yes answers -- 92.7%

TABLE 3.3.4-1.6

BOAT CREW - CREWMAN - LAW ENFORCEMENT

Sixty-five percent of the personnel were involved in Law Enforcement missions.

The effectivity of OJT related to Law Enforcement is as follows:

Ineffective	16.3%
Slightly Effective	23.5%
Moderately Effective	30.8%
Highly Effective	17.9%
Completely Effective	5.0%

Crews Readiness/Capability for L. E. (opinion)

0 to 9%	=	63	or	16.8%
10 to 19%	=	35	or	9.3%
20 to 29%	=	28	or	7.5%
30 to 39%	=	16	or	4.2%
40 to 49%	=	20	or	5.3%
50 to 59%	=	44	or	11.7%
60 to 69%	=	24	or	6.4%
70 to 79%	=	46	or	12.3%
80 to 89%	=	41	or	10.9%
90 to 99%	=	56	or	15.0%

Average Percentage = 55.38%

Formal Training or OJT received for L. E. missions -- 251 Yes answers -- 67.2%

TABLE 3.3.4-1.3

BOAT CREW - CREWMAN - RECREATIONAL BOATING SAFETY

Forty-nine percent of the personnel were involved in RBS missions.

The effectivity of OJT related to RBS is as follows:

Ineffective	13.9%
Slightly Effective	26.0%
Moderately Effective	33.2%
Highly Effective	17.4%
Completely Effective	4.5%

Crews Readiness/Capability for RBS (opinion)

0 to 9%	=	65	or	17.4%
10 to 19%	=	24	or	6.4%
20 to 29%	=	18	or	4.8%
30 to 39%	=	6	or	1.6%
40 to 49%	=	12	or	3.2%
50 to 59%	=	35	or	9.3%
60 to 69%	=	19	or	5.0%
70 to 79%	=	53	or	14.2%
80 to 89%	=	49	or	13.1%
90 to 99%	=	92	or	24.6%

Average Percentage = 66.38%

Formal Training or OJT received for RBS missions -- 256 Yes answers -- 68.6%

TABLE 3.3.4-1.4
BOAT CREW - CREWMAN - AIDS TO NAVIGATION

Forty-six percent of the personnel were involved in AtoN missions.

The effectivity of OJT related to AtoN is as follows:

Ineffective	29.7%
Slightly Effective	25.7%
Moderately Effective	20.3%
Highly Effective	11.2%
Completely Effective	3.7%

Crews Readiness/Capability for AtoN (opinion)

0 to 9%	=	96	or	25.7%
10 to 19%	=	30	or	8.0%
20 to 29%	=	41	or	10.9%
30 to 39%	=	19	or	5.0%
40 to 49%	=	19	or	5.0%
50 to 59%	=	46	or	12.3%
60 to 69%	=	16	or	4.2%
70 to 79%	=	26	or	6.9%
80 to 89%	=	30	or	8.0%
90 to 99%	=	50	or	13.4%

Average Percentage = 50.96%

Formal Training or OJT received for AtoN missions -- 172 Yes answers -- 46.1%

TABLE 3.3.4-1.5

BOAT CREW - CREWMAN - MARINE ENVIRONMENTAL PROTECTION

Thirty-three percent of the personnel were involved in MEP missions.

The effectivity of OJT related to MEP is as follows:

Ineffective	34.3%
Slightly Effective	28.1%
Moderately Effective	21.1%
Highly Effective	4.0%
Completely Effective	2.1%

Crews Readiness/Capability for MEP (opinion)

0 to 9%	=	94	or	25.2%
10 to 19%	=	47	or	12.6%
20 to 29%	=	43	or	11.5%
30 to 39%	=	18	or	4.8%
40 to 49%	=	19	or	5.0%
50 to 59%	=	49	or	13.1%
60 to 69%	=	23	or	6.1%
70 to 79%	=	32	or	8.5%
80 to 89%	=	22	or	5.8%
90 to 99%	=	26	or	6.9%

Average Percentage = 44.27%

Formal Training or OJT received for MEP missions -- 123 Yes answers -- 32.9%

TABLE 3.3.4-1.6

BOAT CREW - CREWMAN - PORT SAFETY/SECURITY

Twenty-five percent of the personnel were involved in PSS missions.

The effectivity of OJT related to PSS is as follows:

Ineffective	38.3%
Slightly Effective	20.9%
Moderately Effective	16.3%
Highly Effective	8.5%
Completely Effective	1.8%

Crews Readiness/Capability for PSS (opinion)

0 to 9%	=	119	or	31.9%
10 to 19%	=	42	or	11.2%
20 to 29%	=	39	or	10.4%
30 to 39%	=	14	or	3.7%
40 to 49%	=	13	or	3.4%
50 to 59%	=	44	or	11.7%
60 to 69%	=	13	or	3.4%
70 to 79%	=	31	or	8.3%
80 to 89%	=	26	or	6.9%
90 to 99%	=	32	or	8.5%

Average Percentage = 47.39%

Formal Training or OJT received for PSS missions -- 94 Yes answers -- 25.2%

SMALL BOAT CREW MEMBERS SURVEY, SECTION I.

NUMBER OF SURVEYS REDUCED= 373

QUESTION 1, AGE

NO ANS=	008
< 18=	002
18 TO 20 =	103
21 TO 23 =	158
24 TO 26 =	049
27 TO 29 =	031
30 TO 32 =	011
33 TO 35 =	007
36 TO 38 =	001
39 TO 41 =	002
42 TO 44 =	001
45 TO 47 =	000
48 TO 50 =	000
> 50=	000

AVERAGE AGE = 22.68767123288 YEARS

QUESTION 3
PAYGRADE BREAKDOWN

E1=	2
E2=	58
E3=	132
E4=	107
E5=	38
E6=	30
E7=	4
E8=	0
E9=	0
NOT ANSWERED =	2

QUESTION 5

	TOUR 1	TOUR 2	TOUR 3	TOUR 4
NO ANSWER	046	121	213	298
6 MONTHS OR LESS	077	088	071	045
7 TO 12 MONTHS	105	048	037	015
13 TO 18 MONTHS	063	038	017	012
19 TO 24 MONTHS	041	044	019	007
25 TO 30 MONTHS	021	014	009	001
31 TO 36 MONTHS	013	013	003	004
37 TO 42 MONTHS	006	004	002	001
43 TO 48 MONTHS	001	002	000	000
49 TO 54 MONTHS	000	001	001	000
55 TO 60 MONTHS	000	000	000	000
> 60 MONTHS	000	000	000	000

QUESTION 6
QUALIFICATION QUESTION BREAKDOWN

NUMBER OF BOAT COXSWAINS =	112
ENGINEERS =	113
CREWMEN =	372
OTHER =	36
NOT ANSWERED =	0

QUESTION 7,8,9

BOAT	QUALIFIED COXSWAIN	QUALIFIED ENGINEER	QUALIFIED CREWMAN
44-MLB	072	063	188
36-MLB	010	010	028
41-UTB	083	080	251
40-UTB	097	089	255
30-UTM	080	079	211
32-PWB	020	014	065
25-MCB	016	013	031
25-MSB	037	020	059
SKB/SEM	031	056	138
SKL/UTL	050	029	084
OTHER	030	033	064

NUMBER OF ANSWERS TO QUESTION 10= 177

QUESTION 11, MISSION EXP. IN PRESENT ASSIGNMENT

SAR - - - - - - - - - -	362
REC. BOATING SAFETY -	183
AIDS TO NAVIGATION -	172
MARINE ENV. PROT. - -	122
LAW ENFORCEMENT - - -	241
PORT SAFETY/SECURITY-	092
OTHER - -	016

SMALL BOAT CREWMEMBERS SURVEY, SECTION II.

NUMBER OF SURVEYS REDUCED= 373

QUESTION 1,2,3 - SECT. II ANSWERS

FORMAL SCHOOL SATISFACT. COMP. NONE ANS= 178
FORMAL SCHOOLS APP. FOR, NO APPROVAL. NONE ANS= 279
CORRES. COURSES TAKEN OR SAT. COMP. NONE ANS= 74

QUESTION 4 - SECT. II ANSWERS

APPLICABILITY AND KNOWLEDGE FACTORS (CG-311)

NOT APPLICABLE=	015
SLIGHTLY APPLICABLE=	062
MODERATELY APPLICABLE=	181
HIGHLY APPLICABLE=	070
COMPLETELY APPLICABLE=	028
NOT ANSWERED=	017

QUESTION 5 SECT. II ANSWERS

HAVE YOU EVER RECEIVED TRAINING, 'NO' ANS.= 96

AREA =	127
DIST =	242
AREA & DIST =	97

QUESTION 6 SECT. II ANSWERS

RATING OF MOBILE TRAINING TEAM INSTRUCTION.

INEFFECTIVE=	009
SLIGHTLY EFFECTIVE=	041
MODERATELY EFFECTIVE=	134
HIGHLY EFFECTIVE=	083
COMPLETELY EFFECTIVE=	028
UNKNOWN =	078

QUESTION 7 SECT. II ANSWERS

RATING OF O-J-T EFFECTIVENESS

INEFFECTIVE=	024
SLIGHTLY EFFECTIVE=	041
MODERATELY EFFECTIVE=	139
HIGHLY EFFECTIVE=	123
COMPLETELY EFFECTIVE=	033
UNKNOWN =	013

QUESTION 8 SECT. II ANSWERS

TIME ALLOCATED TO TRAINING.

	UNDERWAY-OJT	CLASSROOM(ASHORE)
VERY LITTLE	050	100
LITTLE	042	081
NOMINAL	122	137
MUCH	035	040
VERY MUCH	012	011
NOT ANSWERED=		004

QUESTION 9 SECT II ANSWERS

OJT FOR MISSION TRAINING EFFECTIVENESS

SEARCH AND RESCUE
- INEFFECTIVE= 012
- SLIGHTLY EFFECTIVE= 032
- MODERATELY EFFECTIVE= 096
- HIGHLY EFFECTIVE= 159
- COMPLETELY EFFECTIVE= 065
- NOT ANSWERED= 009

REC. BOATING SAFETY
- INEFFECTIVE= 052
- SLIGHTLY EFFECTIVE= 097
- MODERATELY EFFECTIVE= 124
- HIGHLY EFFECTIVE= 065
- COMPLETELY EFFECTIVE= 017
- NOT ANSWERED= 018

AIDS TO NAVIGATION
- INEFFECTIVE= 111
- SLIGHTLY EFFECTIVE= 096
- MODERATELY EFFECTIVE= 076
- HIGHLY EFFECTIVE= 042
- COMPLETELY EFFECTIVE= 014
- NOT ANSWERED= 034

MARINE ENVIRONMENTAL PROT.
- INEFFECTIVE= 128
- SLIGHTLY EFFECTIVE= 105
- MODERATELY EFFECTIVE= 079
- HIGHLY EFFECTIVE= 015
- COMPLETELY EFFECTIVE= 008
- NOT ANSWERED= 038

LAW ENFORCEMENT
- INEFFECTIVE= 061
- SLIGHTLY EFFECTIVE= 098
- MODERATELY EFFECTIVE= 115
- HIGHLY EFFECTIVE= 067
- COMPLETELY EFFECTIVE= 019
- NOT ANSWERED= 023

PORT SAFETY/SECURITY
- INEFFECTIVE= 143
- SLIGHTLY EFFECTIVE= 078
- MODERATELY EFFECTIVE= 041
- HIGHLY EFFECTIVE= 032
- COMPLETELY EFFECTIVE= 007
- NOT ANSWERED= 052

QUESTION 10 SECT II ANSWERS

EFFECTIVENESS OF FORMAL BOAT CREW SCHOOL OPINION

BOAT CREWMAN

INEFFECTIVE=	031
SLIGHTLY EFFECTIVE=	044
MODERATELY EFFECTIVE=	116
HIGHLY EFFECTIVE=	117
COMPLETELY EFFECTIVE=	042
NOT ANSWERED=	023

BOAT ENGINEER

INEFFECTIVE=	022
SLIGHTLY EFFECTIVE=	033
MODERATELY EFFECTIVE=	102
HIGHLY EFFECTIVE=	112
COMPLETELY EFFECTIVE=	042
NOT ANSWERED=	062

COXSWAIN

INEFFECTIVE=	024
SLIGHTLY EFFECTIVE=	035
MODERATELY EFFECTIVE=	074
HIGHLY EFFECTIVE=	127
COMPLETELY EFFECTIVE=	055
NOT ANSWERED=	058

SMALL BOAT CREWMEMBERS SURVEY, SECTION III.

NUMBER OF SURVEYS REDUCED= 373

STATUS	SECT. COMP	SECT. WORKING ON
CREWMAN	299	032
COXSWAIN	118	101
ENGINEER	123	019
SPEC. OPS.		
HEAVY WEATHER	088	042
LARC V AMPHIB	009	015
SHIPBOARD BOATS	052	011
CERTIFICATION	078	018
NONE	039	068

QUESTION 2
AVG. LENGTH OF TIME FOR SECT. COMP. AS CHECKED ABOVE

	SECT. A	SECT. B	SECT. C
AVG. MONTHS	3	6	3
NO. ANS. QUEST.	295	127	120
NOT COMP/NO EXP.	39	158	126

SECT. D	PART A	PART B	PART C
AVG. MONTHS	6	3	4
NO. ANS. QUEST.	90	20	44
NOT COMP/NO EXP.	172		

QUESTION 3
TRAINING EFFECTIVENESS OF CG-313.

	SECT A	SECT B	SECT C	SECT D
INEFFECTIVE	011	011	015	019
SLIGHTLY EFFECTIVE	044	030	030	032
MODERATELY EFFECTIVE	135	099	077	061
HIGHLY EFFECTIVE	099	076	051	029
COMPLETELY EFFECTIVE	084	157	200	232
NOT ANSWERED	000	000	000	000

QUESTION 4
NUMBER OF PEOPLE ANSWERING QUESTION 4= 9

QUESTION 5

NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT A= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT B= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT C= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT D= 0

QUESTION 6

PERCENT OF TRAINING DURING MISSIONS

0 TO 9 = 054
10 TO 19 = 005
20 TO 29 = 013
30 TO 39 = 006
40 TO 49 = 011
50 TO 59 = 041
60 TO 69 = 040
70 TO 79 = 085
80 TO 89 = 059
90 TO 99 = 079

THE AVERAGE % = 69.46894409938
OF INPUTS = 322

PERCENT OF TRAINING ASHORE

0 TO 9 = 078
10 TO 19 = 069
20 TO 29 = 084
30 TO 39 = 032
40 TO 49 = 034
50 TO 59 = 038
60 TO 69 = 012
70 TO 79 = 012
80 TO 89 = 007
90 TO 99 = 007

THE AVERAGE % = 30.85893416928
OF INPUTS = 319

QUESTION 7
CHOICE OF FOUR BEST WAYS TO ENHANCE TRAINING.

	1	2	3	4	NO ANS
A.	073	092	079	068	061
B.	042	058	072	094	107
C.	052	086	092	070	073
D.	141	087	057	053	035
E.	102	070	043	052	106
F.	034	007	005	008	319

SMALL BOAT CREWMEMBERS SURVEY, SECTION IV.

NUMBER OF SURVEYS REDUCED= 373

QUESTION 1 DATA REDUCTION.

NUMBER OF YES ANSWERS= 373
NUMBER OF NO ANSWERS = 0

DEGREE OF EFFECT UPON MISSION PERFORMANCE

VERY LITTLE	004
LITTLE	028
NOMINAL	067
MUCH	122
VERY MUCH	087
NO ANSWER	065

QUESTION 2 DATA REDUCTION.

ESTIMATED TIME REQUIRED TO ACHIEVE OPT. PERFORMANCE.

0-1 MONTH	021
1-3 MONTHS	120
3-6 MONTHS	121
6-9 MONTHS	051
9-12 MONTHS	044
NO ANS.	016

QUESTION 3 DATA REDUCTION.

TEAM DUTY CYCLE.

ONE DAY	052
ONE WEEK	019
ONE MONTH	029
SIX MONTHS	051
MORE THAN SIX MONTHS	062
NO ESTABLISHED POLICY	149
NO ANS.	011

QUESTION 4 DATA REDUCTION.

TYPICAL PERSONNEL REPLACEMENT TYPES.

TYPE 1 = 032
TYPE 2 = 099
TYPE 3 = 030
TYPE 4 = 201
NO ANS = 011

QUESTION 5 DATA REDUCTION.

REPLACEMENT CHOICES.

A	1	282
	2	020
	3	011
	4	021
NO ANS		039
B	1	037
	2	194
	3	052
	4	025
NO ANS		065
C	1	013
	2	046
	3	188
	4	052
NO ANS		074
D	1	034
	2	037
	3	042
	4	192
NO ANS		068

QUESTION 6 DATA REDUCTION.

NUMBER OF YES ANSWERS= 164
NUMBER OF NO ANSWERS = 76
INFO. NOT SOUGHT = 132

QUESTION 7 DATA REDUCTION.

ASSIGNMENT DURATION FOR USEFULNESS & TRAINING.

1.0 YEARS = 045
1.5 YEARS = 039
2.0 YEARS = 119
3.0 YEARS = 074
4.0 YEARS = 059
OTHER = 028
NO ANSWER = 009

SMALL BOAT CREWMEMBERS SURVEY, SECTION V.

NUMBER OF SURVEYS REDUCED= 373

QUESTION 1 DATA REDUCTION.

CREWS READINESS/CAPABILITY IN PERCENT

SEARCH & RESCUE

0	TO	9	= 028
10	TO	19	= 002
20	TO	29	= 000
30	TO	39	= 002
40	TO	49	= 004
50	TO	59	= 006
60	TO	69	= 008
70	TO	79	= 036
80	TO	89	= 074
90	TO	99	= 213

THE AVERAGE % = 86.76589595376
OF INPUTS = 346

MARINE ENV. PROTECTION

0	TO	9	= 094
10	TO	19	= 047
20	TO	29	= 043
30	TO	39	= 018
40	TO	49	= 019
50	TO	59	= 049
60	TO	69	= 023
70	TO	79	= 032
80	TO	89	= 022
90	TO	99	= 026

THE AVERAGE % = 44.27516778523
OF INPUTS = 298

LAW ENFORCEMENT

0	TO	9	= 063
10	TO	19	= 030
20	TO	29	= 028
30	TO	39	= 016
40	TO	49	= 020
50	TO	59	= 044
60	TO	69	= 024
70	TO	79	= 046
80	TO	89	= 041
90	TO	99	= 056

THE AVERAGE % = 55.38461538462
OF INPUTS = 325

REC. BOATING SAFETY

0 TO 9	= 065
10 TO 19	= 024
20 TO 29	= 018
30 TO 39	= 006
40 TO 49	= 012
50 TO 59	= 035
60 TO 69	= 019
70 TO 79	= 053
80 TO 89	= 049
90 TO 99	= 092

THE AVERAGE % = 66.3865814596S
OF INPUTS = 313

PORT SAFETY/SECURITY

0 TO 9	= 119
10 TO 19	= 042
20 TO 29	= 039
30 TO 39	= 014
40 TO 49	= 013
50 TO 59	= 044
60 TO 69	= 013
70 TO 79	= 031
80 TO 89	= 026
90 TO 99	= 032

THE AVERAGE % = 47.39473684211
OF INPUTS = 266

AIDS TO NAVIGATION

0 TO 9	= 096
10 TO 19	= 030
20 TO 29	= 041
30 TO 39	= 019
40 TO 49	= 019
50 TO 59	= 046
60 TO 69	= 016
70 TO 79	= 026
80 TO 89	= 030
90 TO 99	= 050

THE AVERAGE % = 50.96598639456
OF INPUTS = 294

QUESTION 2 DATA REDUCTION

FORMAL TRAINING OR OJT FOR MISSION

SEARCH AND RESCUE---------346
MARINE ENV. PROTECTION----123
LAW ENFORCEMENT-----------251
REC. BOATING SAFETY-------256
PORT SAFETY/SECURITY------094
AIDS TO NAVIGATION--------172
OTHER---------023

QUESTION 3A DATA REDUCTION

BOATCREWMAN TRAINING

1 . 188
2 . 052
3 . 115
4 . 244
5 . 225
6 . 230
7 . 123
8 . 090

QUESTION 3B DATA REDUCTION

BOAT FOXSWAIN TRAINING

1 . 114
2 . 079
3 . 096
4 . 117
5 . 112
6 . 136
7 . 110
8 . 096
9 . 058
10 . 160
11 . 133
12 . 101
13 . 091
14 . 079
15 . 074
16 . 108
17 . 142
18 . 097

QUESTION 3C DATA REDUCTION

BOAT ENGINEER TRAINING

1 . 037
2 . 044
3 . 047
4 . 053
5 . 131
6 . 080
7 . 056

3.4 CORRELATION OF UNIT COMMANDER AND BOAT CREW SURVEYS

Certain survey questions were common to both the Unit Commander and Boat Crew questionnaires. This was done to determine the level of unanimity on specific questions. The questions correlated and the results are given below. Note: U.C. identifies Unit Commander data and B.C. identifies Boat Crew data.

Unit Commander Survey - Question #3: Assigned Missions/Programs.
Boat Crew Survey - Section I, Question #11: Indicate (✓) your missions experience in your present assignment:

Assigned Missions/Programs

Mission	SAR	Law Enforcement	AtoN	MEP	RBS	PSS
	(1)	(2)	(3)	(4)	(5)	(6)
U.C.	98%	88%	61%	43%	31%	26%
	(1)	(2)	(4)	(5)	(3)	(6)
B.C.	94%	63%	61%	30%	50%	25%

As indicated by the rank shown in ◯, there is some disagreement in the third through fifth slots, i.e., half of the crewmen feel that they are assigned to Recreational Boating Safety (RBS) ahead of AtoN and Marine Environmental Protection (MEP).

Unit Commander Survey - Question #13:

Indicate the level of impact that personnel transfers have on your unit's operational readiness

Boat Crew Survey - Section IV, Question #1:

Do personnel transfer and assignment policies have an adverse effect on boat crew mission performance?

	Very Little	Little	Nominal	Much	Very Much
U.S.	2%	7%	36%	24%	31%
B.C.	1%	8%	24%	40%	27%

Ninety-one percent of the unit commanders feel that the impact of transfers is at or above nominal and 55% of these place it above this level. Similarly, 91% of Crewmen place the impact at or above standard and fully 67% place the impact above this level. Thus, CO's and their boat crew personnel generally agree to the severity of the impact of transfers and assignments.

Unit Commander Survey - Question #15:

Does the field training 'system' (Area/District teams, CG-313-OJT) provide pertinent training for your operations (i.e., are your boat crew personnel properly trained for the programs/missions they must perform)?

Boat Crew Survey - Section II, Question #6:

Indicate your opinion of the contribution of mobile training team instruction relative to your job/task responsibilities.

Boat Crew Survey Section II, Question #7:

Rate the present On-Job-Training system for its effectiveness in preparing you to perform your assigned job/task responsibilities.

Does field training (Area/District teams, CG-313-OJT) provide pertinent training for your operations?

Unit Commander's reply to Question is: *80% yes, 20% no.*

	Ineffective	Slightly Effective	Moderately Effective	Highly Effective	Completely Effective
Boat Crew Survey Question #6 Section II	4.2%	13.7%	44%	30%	7.3%
Boat Crew Survey Question #7 Section II	6.4%	4%	38.4%	35.6%	8.3%

While the answers were not structured in the same manner, there is unanimous agreement that field training does provide pertinent training; 81.3% of crewmembers scored Mobile Training at Moderate to Completely Effective, and 82.3% affirm the application of OJT.

Unit Commander Survey - Question #16:

Excluding OJT conducted while underway during actual operations, what percent of duty (day work) time is allocated to training that is conducted ashore and/or specifically scheduled for underway exercises?

Unit Commanders reply:

Percentage of Time Allocated to Training	62% said 10%	29% said 20%	5% said 30%	5% said 40%

Boat Crew Survey - Section II, Question #8:

Indicate how much time is allocated to the following types of training at your unit: Underway OJT time, Classroom (ashore time).

Boat Crew reply:

Very Little	Little	Nominal	Much	Very Much
12.3%	13%	33.3%	23%	18%

While 91% of Unit CO's placed scheduled training at 20% or less of available work time, crewmembers in substantial numbers (74%) placed the time allocated at nominal and above. There is no explanation for this difference, but it is generally agreed that the Unit Commanders' allocation is more accurate, i.e., little training is actually scheduled for conduct ashore or underway solely for the purpose of training.

Unit Commander Survey - Question #17:

Rank (using numbers 1 through 4, where 1 = first choice) the four best ways to enhance boat crew training:

a. Audio/visual training packages covering all essential elements of CG-313.

b. Development and distribution of a standardized, illustrated training reference manual covering each CG-313 item.

c. More frequent training sessions by Area and District training teams.

d. Additional scheduled training exercises (both ashore and afloat) using CG-313.

e. Formal School

f. Other

Boat Crew Survey - Section III, Question #7:

Same as above.

Rank (using numbers 1 through 4, where 1 = first choice) the four best ways to enhance boat crew training:

	1	2	3	4	No Answer
A	19/21	(33)/(23)	(24)/21	14/17	10/18
B	21/10	19/17	19/21	29/(23)	12/30
C	12/13	14/(23)	14/(23)	(45)/19	14/22
D	31/(33)	21/(23)	21/17	12/13	14/14
E	(36)/29	7/18	10/10	17/14	31/29
F	21/10	0/1.2	0/1	0/1.8	79/86

Legend - UC%/BC%

Examining the data, the following ranking can be made:

	1st Choice	2nd Choice	3rd Choice	4th Choice
U.C.	(E) Formal School	(A) Audio/ Visual	(A) Audio/ Visual	(C) More Area/ District
B.C.	(D) Add CG-313 Training	--	(C) More Area/ District	(b) Std Ref. Manual

Unit Commander Survey - Question #20:

Grade the Practical and Knowledge Factors (CG-311) for their applicability to your unit's day-to-day operational responsibilities.

Boat Crew Survey - Section II, Question #4:

Describe how applicable the Practical and Knowledge Factors (CG-311) are to your present day-to-day job/task responsibilities.

Grade the Practical and Knowledge Factors (CG-311) for their applicability to your unit's day-to-day operational responsibilities:

	Not Applicable	Slightly Applicable	Moderately Applicable	Highly Applicable	Completely Applicable
U.C.	0%	7.1%	62%	29%	2.3%
B.C.	6.5%	15.5%	50%	19.7%	7.8%

CG-311 received fairly high marks. Even if the "Moderate" category is ignored as the "safest" choice, 31.3% of Unit CO's and 27.5% of boat crewmen placed its applicability above this level.

UNIT COMMANDER SURVEYS ASSOCIATED WITH BOAT CREW SURVEY

NUMBER OF SURVEYS REDUCED= 042

QUESTION 2, TOTAL NUMBER OF BOATS ASSIGNED BY TYPE.

44-MLB	0023	36-MLB	0002	41-UTB	0031
40-UTB	0032	32-PWB	0007	30-UTM	0030
25-MCB	0001	25-MSB	0001	SKB/SKM	0039
SKL/UTL	0014	OTHER	0016	OTHER	0008

QUESTION 3, ASSIGNED MISSIONS/PROGRAMS.

SAR= 041
MEP= 018
LAW ENFORCEMENT= 037
A TO N= 026
RBS= 013
PSS= 011
OTHER= 011

QUESTION 4, ASSIGNED COVERAGE AREA.

QUESTION NOT ANSWERED= 006
1 TO 100 SQ. MILES= 004
101 TO 300 SQ. MILES= 008
301 TO 500 SQ. MILES= 003
501 TO 1000 SQ. MILES= 009
1001 TO 1500 SQ. MILES= 003
1501 TO 2000 SQ. MILES= 003
2001 TO 2500 SQ. MILES= 000
OVER 2500 SQ. MILES= 007
TOTAL SQ. MILES = 048101

QUESTION 5, LEVEL OF OPERATIONAL CRITICALITY.

NOT ANSWERED= 003
LEVEL 1= 001
LEVEL 2= 002
LEVEL 3= 024
LEVEL 4= 006
LEVEL 5= 006

QUESTION 6, SAR CASE LOAD PER ANNUM.

ZERO OR NOT ANSWERED= 000
1 TO 50 = 004
51 TO 100 = 004
101 TO 150 = 003
151 TO 200 = 002
201 TO 300 = 009
301 TO 400 = 007
401 TO 500 = 002
501 TO 600 = 004
601 TO 700 = 001
701 TO 800 = 001
801 TO 900 = 001
MORE THAN 900 = 004
TOTAL SAR CASES = 1739

QUESTION 7, NUMBER OF PERSONNEL ASSIGNED.

NOT ANSWERED	000
1 TO 10	004
11 TO 15	005
16 TO 20	005
21 TO 25	009
26 TO 30	000
31 TO 35	002
36 TO 40	004
41 TO 45	003
MORE THAN 45	010
TOTAL PERSONNEL	1526

QUESTION 8, PERCENTAGE OF BILLETS FILLED.

NOT ANSWERED	001
1 TO 70 %	001
71 TO 75 %	000
76 TO 80 %	001
81 TO 85 %	000
86 TO 90 %	005
91 TO 95 %	004
96 TO 100 %	025
101 TO 105 %	000
106 TO 110 %	002
111 TO 115 %	002
116 TO 120 %	000
MORE THAN 120 %	001

QUESTION 9, NUMBER OF READY BOATS.

NOT ANSWERED	001
1	019
2	012
3	007
4	001
5	002
6	000
7	000
8	000
9	000
TEN OR MORE	000

QUESTION 10, NUMBER OF BOAT CREWS.

NOT ANSWERED	000
1	004
2	009
3	005
4	014
5	002
6	006
7	000
8	001
9	001
TEN OR MORE	000

QUESTION 11, IS UNIT RESERVE AUGMENTED?

THERE ARE 29 YES ANSWERS.

EQUIVALENT NUMBER OF RESERVE BOAT CREWS.

0= 017
1= 008
2= 006
3= 003
4= 006
5= 000
6= 000
7= 000
8= 002
9= 000
TEN OR MORE = 000

QUESTION 12, PERSONNEL TURNOVER RATE.

NOT ANSWERED= 004
1 TO 10 % = 001
11 TO 20 % = 006
21 TO 30 % = 005
31 TO 40 % = 008
41 TO 50 % = 011
51 TO 60 % = 005
61 TO 70 % = 002
71 TO 80 % = 000
81 TO 90 % = 000
91 TO 100 % = 000
> 100% = 000

QUESTION 13, IMPACT OF PERSONNEL TRANSFER

NOT ANSWERED = 000
VERY LITTLE = 001
LITTLE = 003
NOMINAL = 015
MUCH = 010
VERY MUCH = 013

QUESTION 14, BOAT CREW DUTY ROTATION STRUCTURE.

NOT ANSWERED = 000
1 / 2 = 022
1 / 3 = 013
1 / 4 = 004
1 / 5 = 002
OTHER = 001

QUESTION 15, AREA/DISTRICT TEAM TRAINING.

NUMBER OF YES ANSWERS= 34
NUMBER OF NO ANSWERS = 8

QUESTION 16, DUTY TIME DEVOTED TO TRAINING.

NOT ANSWERED	000
1% TO 10%	026
11% TO 20%	012
21% TO 30%	002
31% TO 40%	002
41% TO 50%	000
51% TO 60%	000
61% TO 70%	000
71% TO 80%	000
81% TO 90%	000
91% TO 100%	000

QUESTION 17, FOUR BEST WAYS TO ENHANCE TRAINING.

A.0=004	B.0=005	C.0=006	D.0=006	E.0=013	F.0=033
1=008	1=009	1=005	1=013	1=015	1=009
2=014	2=008	2=006	2=009	2=003	2=000
3=010	3=008	3=006	3=009	3=004	3=000
4=006	4=012	4=019	4=005	4=007	4=000

QUESTION 18-A, APPRENTICE TO CREWMAN PROGRESS.

NOT ANSWERED	000
1 MONTH	012
2 MONTHS	012
3 MONTHS	010
4 MONTHS	002
5 MONTHS	001
6 MONTHS	004
MORE THAN 6 MONTHS	001

QUESTION 18-B, CREWMAN TO COXSWAIN PROGRESS.

0 MONTHS	001
1 TO 2 MONTHS	003
2 TO 4 MONTHS	007
4 TO 6 MONTHS	015
6 TO 8 MONTHS	002
8 TO 10 MONTHS	001
10 TO 12 MONTHS	010
12 TO 14 MONTHS	000
14 TO 16 MONTHS	000
16 TO 18 MONTHS	002
18 TO 20 MONTHS	000
20 TO 22 MONTHS	000
22 TO 24 MONTHS	001
> 24 MONTHS	000

QUESTION 19, CREW FATIGUE VS SAFETY

```
        NOT ANSWERED= 000
  STRONGLY DISAGREE = 001
MODERATELY DISAGREE = 001
  SLIGHTLY DISAGREE = 000
     SLIGHTLY AGREE = 003
   MODERATELY AGREE = 010
     STRONGLY AGREE = 027
```

QUESTION 20, GRADE PRACTICAL & KNOWLEDGE FACTORS.

```
            NOT ANSWERED=000
          NOT APPLICABLE=000
      SLIGHTLY APPLICABLE=003
    MODERATELY APPLICABLE=026
        HIGHLY APPLICABLE=012
    COMPLETELY APPLICABLE=001
```

QUESTION 21, BOOT CAMP TRAINING EFFECTIVENESS.

```
            NOT ANSWERED = 000
             INEFFECTIVE = 011
      SLIGHTLY EFFECTIVE = 019
    MODERATELY EFFECTIVE = 009
        HIGHLY EFFECTIVE = 002
    COMPLETELY EFFECTIVE = 001
```

END OF DATA REDUCTION

3.5 ANALYSIS OF HYPOTHESES

This section provides an analysis of six key hypotheses posed in the form of statements relating to one or more of the survey types.

Each statement is followed by a compilation of data from pertinent survey questions which, together, tend to support or refute the hypothetical statement.

3.5.1 UNIT COMMANDERS AND BOAT CREWS AGREE ABOUT MOST EFFECTIVE WAY TO IMPROVE TRAINING.

3.5.1.1 Conclusion

As indicated Unit Commanders and their Boat Crewmen do not agree on the primary choice (E and D respectively) of methods to enhance training.

Legend UC%/BC%

	1	2	3	4	No Answer
A.	19/21	33/23	24/21	14/17	10/18
B.	21/10	19/17	19/21	29/23	12/30
C.	12/13	14/23	14/23	45/19	14/22
D.	31/33	21/23	21/17	12/13	14/14
E.	36/29	7/18	10/10	17/14	31/29
F.	21/10	0/1.2	0/1	0/1.8	79/86

A. Audio/visual training packages.

B. Illustrated training reference manual (CG-313).

C. More frequent training by Area and District teams.

D. Additional scheduled training exercises using CG-313.

E. Formal school.

F. Other

	1	2	3	4
UC	E	A	A/D	C
BC	D	a/c/d	C	B

SUMMARY TABLE

3.5.2 BOAT CREWS AND SMALL VESSEL COMMANDERS AGREE ON TRAINING PROBLEMS

3.5.2.1 Question 4, Section II of Boat Crew versus Question 6, Section II of Vessel Commander.

Describe how applicable the Practical and Knowledge Factors (CG-311) are to your present day-to-day Job/Task Responsibilities.

	Boat Crew	Vessel Commander
Not applicable	6.2%	10.0%
Slightly applicable	14.7%	17.2%
Moderately applicable	47.7%	49.6%
Highly applicable	18.6%	13.6%
Completely applicable	7.4%	5.7%
Not answered	5.1%	3.5%

3.5.2.2 Question 5, Section II, Boat Crew versus Question 7, Section II, Vessel Commander.

Question 5, Section II, Boat Crew--Have you ever received training from either an Area or District training team.

Area training received	30.5%
District training received	62.7%
Area and District training received	22.0%
No answer	27.6%

3.5.2.3 Question 7, Section II, Vessel Commander

Indicate the occasions (month/year) that you have received Area and/or District Mobile Training Team instruction.

Number of 'none' answers for Area training: 34.5%

Number of 'none' answers for District training: 53.9%

At this point it must be assumed that 65.5% of the people have had Area training and 46.1% have had District training.

Comparison Table

	BC	VC
Area Training Received	30.5%	65.5%
District Training Received	62.7%	46.1%

3.5.2.4 Question 6, Section II, of Boat Crew versus Question 8 of Vessel Commander

Question 6, Section II, of Boat Crew:

Indicate your opinion of the contribution of mobile training team instruction relative to your job/task responsibilities.

Ineffective	3.1%
Slightly effective	10.3%
Moderately effective	32.9%
Highly effective	22.9%
Completely effective	5.4%
Unknown	25.0%

Question 8 Section II of Vessel Commander - Show your opinion of the contribution of team training relative to your job/task responsibilities.

	Area	District
Ineffective	3.5%	0.7%
Slightly effective	5.7%	3.5%
Moderately effective	22.3%	13.6%
Highly effective	32.3%	29.4%
Completely effective	10.0%	3.5%
Unknown	25.8%	48.9%

Based on the percentages shown, it can be concluded that the Boat Crew and Small Vessel Commander are in agreement concerning this question comparison.

3.5.2.5 Question 7, Section II of Boat Crew versus Question 9, Section II of Vessel Commander

Rate the present on-job-training system for its effectiveness in preparing you to perform your assigned job/task responsibilities.

	BC	VC
Ineffective	6.2%	0.0%
Slightly effective	10.6%	3.5%
Moderately effective	37.0%	35.2%
Highly effective	34.3%	50.3%
Completely effective	8.0%	9.3%
Unknown	3.6%	1.4%

There appears to be general agreement between the Boat Crew and Vessel Commander surveys with the exception of the highly effective category. The Vessel Commanders show a greater percentage feel that OJT is more highly effective than the Boat Crews feel.

3.5.2.6 Question 9, Section II Boat Crew versus Question 11, Section II, Vessel Commander

Rate the present On-Job-Training system for its mission training effectiveness by placing the most appropriate description number in each block. 1 = ineffective, 2= slightly effective, 3 = moderately effective, 4 = highly effective and 5 = completely effective.

		BC	VC			BC	VC
SAR	1	3.1%	5.0%	RBS	1	12.9%	12.2%
	2	7.7%	15.1%		2	25.8%	24.4%
	3	28.1%	33.0%		3	32.9%	28.0%
	4	41.0%	31.6%		4	16.7%	20.8%
	5	16.5%	7.1%		5	3.4%	7.1%
N/A		3.3%	7.9%	N/A		7.4%	7.1%
ATON	1	26.5%	11.5%	MEP	1	31.5%	22.3%
	2	22.6%	15.1%		2	24.7%	35.9%
	3	20.1%	17.9%		3	18.1%	17.9%
	4	9.4%	33.0%		4	5.2%	7.1%
	5	2.9%	7.9%		5	1.5%	0.0%
N/A		10.8%	14.3%	N/A		11.3%	16.5%
LE	1	15.3%	20.1%	PSS	1	32.7%	32.3%
	2	20.2%	21.5%		2	18.5%	23.0%
	3	27.9%	25.8%		3	16.4%	19.4%
	4	16.8%	17.2%		4	8.8%	5.7%
	5	4.3%	3.5%		5	1.5%	0.7%
N/A		7.7%	11.5%	N/A		14.3%	18.7%

While there is slight variation between the choice allocations for Boat Crewmen and Vessel Commanders, they are consistent in rating the OJT mission training for A to N, LE, RBS, MEP and PSS at the low end of the scale 1-3.

3.5.2.7 Conclusion

Although the foregoing questions used do not specifically allude to training problems, they were the most promising to provide a concensus. Where the effectiveness of a particular method was questioned and the results (frequency of choice) were similar and generally positive, such as moderately to highly applicable, then we conclude that the Boat Crew and Vessel Commander do not experience a training "problem" in that area. This is indicated in 3.5.2.1, 3.5.2.4 and 3.5.2.6. However, a surprising result is shown in 3.5.2.3 wherein 54% of Vessel Commanders have never received District training. Also, in 3.5.2.4, 49% of Vessel Commanders had no opinion as to the contribution of team training to their particular job/task responsibilities.

3.5.3 LARGE STATIONS ARE BETTER TRAINED THAN SMALL STATIONS

Definitions: Large station = > 35 personnel
Small station = < 35 personnel

Twenty-five (25) stations were less than 35 personnel; seventeen (17) stations were more than 35 personnel.

Questions 4 through 9 of Section II of the Small Boat Crewmember survey were used for this comparison. The station size was determined by Question 7 of the Unit Commander survey, correlated with the OPFAC numbers of the Unit Commander and the Small Boat Crewmember survey.

The results are as follow:

3.5.3.1 Question 4, Section II, Boat Crew Survey

Describe how applicable the Practical and Knowledge Factors (CG-311) are to your present day-to-day job/task responsibilities.

	< 35	> 35
Not applicable	2.3%	10.8%
Slightly applicable	15.0%	13.8%
Moderately applicable	48.0%	47.3%
Highly applicable	21.5%	15.2%
Completely applicable	7.6%	7.8%
Not answered	5.3%	4.3%

Conclusion: Personnel at smaller stations feel that CG-311 is more applicable to their needs.

3.5.3.2 Question 5, Section II, Boat Crew Survey

Have you ever received training from either an Area or District training team?

	< 35	> 35
Area =	33.89%	25.0%
District =	72.3%	58.2%
Area and District =	25.7%	17.9%
'No' Answers	19.2%	33.5%

Conclusion: Smaller stations receive more area and district training than larger stations.

3.5.3.3 Question 6, Section II, Boat Crew Survey

Indicate your opinion of the contribution of mobile training team instruction relative to your job/task responsibilities.

	< 35	> 35
Ineffective =	2.3%	3.3%
Slightly effective =	8.4%	13.4%
Moderately effective =	39.6%	25.0%
Highly effective =	24.2%	23.5%
Completely effective =	6.9%	4.1%

Conclusion: Smaller stations feel that mobile training teams contribute more to their training. Larger stations do not share the smaller stations opinion.

3.5.3.4 Question 7, Section II, Boat Crew Survey

Rate the present On-Job-Training system for its effectiveness in preparing you to perform your assigned job/task responsibilities.

	< 35	> 35
Ineffective =	4.2%	8.5%
Slightly effective =	11.5%	11.9%
Moderately effective =	36.5%	37.3%
Highly effective =	35.3%	29.4%
Completely effective =	8.4%	8.2%
Unknown =	3.8%	4.4%

Conclusion: Generally speaking, large and small stations agree on the present OJT system.

3.5.3.5 Question 8, Section II, Boat Crew Survey

Indicate how much time is allocated to the following types of training at your unit:

	< 35	> 35
Underway - OJT		
Very little	11.5%	14.5%
Little	12.3%	13.0%
Nominal	31.5%	30.9%
Much	26.5%	18.6%
Very Much	17.3%	20.1%
Non Answer	0.76%	2.6%

	< 35	> 35
Classroom (Ashore)		
Very little	21.9%	28.7%
Little	23.4%	20.5%
Nominal	38.0%	34.3%
Much	12.6%	7.4%
Very Much	2.3%	4.1%
Non Answer	1.5%	4.8%

Conclusion: There is little difference of opinion between large and small stations concerning training time.

3.5.3.6 Question 9, Section II, Boat Crew Survey

Rate the present On-Job-Training system for its mission training effectiveness by placing the most appropriate description number in each mission block.

	< 35	> 35
Search and Rescue		
Ineffective	3.8%	3.3%
Slightly effective	9.2%	7.8%
Moderately effective	27.3%	28.7%
Highly effective	39.6%	39.9%
Completely effective	16.5%	16.4%
Not Answered	3.4%	3.7%

Rec. Boating Safety		
Ineffective	13.4%	12.6%
Slightly effective	23.8%	28.7%
Moderately effective	35.0%	31.7%
Highly effective	16.5%	15.6%
Completely effective	1.9%	5.2%
Not Answered	9.2%	5.9%

	< 35	> 35
Aids to Navigation		
Ineffective	23.8%	32.4%
Slightly effective	27.6%	22.0%
Moderately effective	20.7%	22.7%
Highly effective	11.1%	9.3%
Completely effective	3.0%	2.9%
Not answered	13.4%	10.4%
Marine Environmental Prot.		
Ineffective	30.7%	39.9%
Slightly effective	30.3%	24.6%
Moderately effective	18.4%	17.9%
Highly effective	4.2%	5.9%
Completely effective	0.76%	1.8%
Not answered	15.0%	9.7%
Law Enforcement		
Ineffective	16.5%	18.6%
Slightly Effective	19.6%	25.0%
Moderately effective	29.2%	29.4%
Highly effective	20.7%	15.6%
Completely effective	4.6%	2.9%
Not answered	9.2%	8.2%
Port Safety/Security		
Ineffective	36.5%	38.8%
Slightly effective	18.0%	20.1%
Moderately effective	18.0%	16.0%
Highly effective	6.1%	11.9%
Completely effective	0.76%	1.8%
Not Answered	20.3%	11.1%

Small and large stations place high marks on the effectiveness of OJT for SAR mission application and generally agree that the present OJT system is lower (moderately down to ineffective) in effectiveness for RBS, AtoN, MEP, LE, and PSS.

3.5.3.7 Question 10, Section II, Boat Crew Survey

Please use the same rating scale as in #9 above to indicate your opinion of the effectiveness of a formal boat crewman school as a routine assignment (prerequisite) for qualifying personnel in the following specialties.

	< 35	> 35
Boat Crewman		
Ineffective	5.7%	7.8%
Slightly effective	11.5%	9.7%
Moderately effective	31.9%	29.8%
Highly effective	30.0%	27.6%
Completely effective	9.6%	11.9%
Not answered	11.1%	13.0%
Boat Engineer		
Ineffective	4.2%	7.4%
Slightly Effective	6.9%	8.2%
Moderately Effective	30.3%	26.4%
Highly effective	34.2%	27.2%
Completely effective	9.2%	10.4%
Not answered	15.0%	20.1%
Coxswain		
Ineffective	4.6%	10.0%
Slightly effective	7.6%	7.8%
Moderately effective	22.6%	19.7%
Highly effective	36.1%	29.4%
Completely effective	14.2%	12.3%
Not answered	14.6%	20.5%

In general the personnel at smaller units think a formal crew school is effective. Also, fewer (11.1%, 13.0%) boat crewmen failed to answer this question than personnel in the other billet categories. This may be because they would be directly involved in such training.

3.5.3.8 Conclusion

Stations with fewer than 35 personnel feel that they are better trained (or more positively endorse the present OJT system) than larger stations. This may be due to the availability of time for training at smaller, and presumably less busy, stations.

SMALL BOAT CREWMEMBERS SURVEY, SECTION II. ,STATIONS MORE THAN 35 PEOPLE.

NUMBER OF SURVEYS REDUCED= 268

QUESTION 1,2,3 - SECT. II ANSWERS

FORMAL SCHOOL SATISFACT. COMP. NONE ANS= 106
FORMAL SCHOOLS APP. FOR, NO APPROVAL. NONE ANS= 202
CORRES. COURSES TAKEN OR SAT. COMP. NONE ANS= 83

QUESTION 4 - SECT. II ANSWERS

APPLICABILITY AND KNOWLEDGE FACTORS (CG-311)

NOT APPLICABLE=	029
SLIGHTLY APPLICABLE=	037
MODERATELY APPLICABLE=	127
HIGHLY APPLICABLE=	041
COMPLETELY APPLICABLE=	021
NOT ANSWERED=	013

QUESTION 5 SECT. II ANSWERS

HAVE YOU EVER RECEIVED TRAINING, 'NO' ANS.= 90

AREA =	67
DIST =	156
AREA & DIST =	48

QUESTION 6 SECT. II ANSWERS

RATING OF MOBILE TRAINING TEAM INSTRUCTION.

INEFFECTIVE=	009
SLIGHTLY EFFECTIVE=	036
MODERATELY EFFECTIVE=	067
HIGHLY EFFECTIVE=	063
COMPLETELY EFFECTIVE=	011
UNKNOWN =	082

QUESTION 7 SECT. II ANSWERS

RATING OF O-J-T EFFECTIVENESS

INEFFECTIVE=	023
SLIGHTLY EFFECTIVE=	032
MODERATELY EFFECTIVE=	100
HIGHLY EFFECTIVE=	079
COMPLETELY EFFECTIVE=	022
UNKNOWN =	012

QUESTION 8 SECT. II ANSWERS

TIME ALLOCATED TO TRAINING.

	UNDERWAY-OJT	CLASSROOM-(ASHORE)
VERY LITTLE	039	027
LITTLE	035	055
NOMINAL	083	092
MUCH	050	026
VERY MUCH	056	011
[illegible]	[illegible]	01

QUESTION 9 SELF II ANSWERS

OJT FOR MISSION TRAINING EFFECTIVENESS

SEARCH AND RESCUE
- INEFFECTIVE= 009
- SLIGHTLY EFFECTIVE= 021
- MODERATELY EFFECTIVE= 077
- HIGHLY EFFECTIVE= 107
- COMPLETELY EFFECTIVE= 044
- NOT ANSWERED= 010

REC. BOATING SAFETY
- INEFFECTIVE= 039
- SLIGHTLY EFFECTIVE= 077
- MODERATELY EFFECTIVE= 085
- HIGHLY EFFECTIVE= 042
- COMPLETELY EFFECTIVE= 014
- NOT ANSWERED= 016

AIDS TO NAVIGATION
- INEFFECTIVE= 087
- SLIGHTLY EFFECTIVE= 059
- MODERATELY EFFECTIVE= 061
- HIGHLY EFFECTIVE= 025
- COMPLETELY EFFECTIVE= 008
- NOT ANSWERED= 028

MARINE ENVIRONMENTAL PROT.
- INEFFECTIVE= 107
- SLIGHTLY EFFECTIVE= 066
- MODERATELY EFFECTIVE= 048
- HIGHLY EFFECTIVE= 016
- COMPLETELY EFFECTIVE= 005
- NOT ANSWERED= 028

LAW ENFORCEMENT
- INEFFECTIVE= 050
- SLIGHTLY EFFECTIVE= 067
- MODERATELY EFFECTIVE= 079
- HIGHLY EFFECTIVE= 042
- COMPLETELY EFFECTIVE= 009
- NOT ANSWERED= 022

PORT SAFETY/SECURITY
- INEFFECTIVE= 104
- SLIGHTLY EFFECTIVE= 054
- MODERATELY EFFECTIVE= 043
- HIGHLY EFFECTIVE= 032
- COMPLETELY EFFECTIVE= 005
- NOT ANSWERED= 030

QUESTION 19 SECT II ANSWERS

EFFECTIVENESS OF FORMAL BOAT CREW SCHOOL OPINION

BOAT CREWMAN

INEFFECTIVE=	021
SLIGHTLY EFFECTIVE=	026
MODERATELY EFFECTIVE=	080
HIGHLY EFFECTIVE=	074
COMPLETELY EFFECTIVE=	032
NOT ANSWERED=	035

BOAT ENGINEER

INEFFECTIVE=	020
SLIGHTLY EFFECTIVE=	022
MODERATELY EFFECTIVE=	071
HIGHLY EFFECTIVE=	073
COMPLETELY EFFECTIVE=	028
NOT ANSWERED=	054

COXSWAIN

INEFFECTIVE=	027
SLIGHTLY EFFECTIVE=	021
MODERATELY EFFECTIVE=	053
HIGHLY EFFECTIVE=	079
COMPLETELY EFFECTIVE=	033
NOT ANSWERED=	055

SMALL BOAT CREWMEMBERS SURVEY, SECTION II. ,STATIONS LESS THAN 35 PEOPLE.

NUMBER OF SURVEYS REDUCED= 260

QUESTION 1,2,3 - SECT. II ANSWERS

FORMAL SCHOOL SATISFACT. COMP. NONE ANS= 112
FORMAL SCHOOLS APP. FOR, NO APPROVAL. NONE ANS= 204
CORRES. COURSES TAKEN OR SAT. COMP. NONE ANS= 41

QUESTION 4 - SECT. II ANSWERS

APPLICABILITY AND KNOWLEDGE FACTORS (CG-311)

NOT APPLICABLE	006
SLIGHTLY APPLICABLE	039
MODERATELY APPLICABLE	125
HIGHLY APPLICABLE	056
COMPLETELY APPLICABLE	020
NOT ANSWERED	014

QUESTION 5 SECT. II ANSWERS

HAVE YOU EVER RECEIVED TRAINING, 'NO' ANS.= 50

AREA	88
DIST	188
AREA & DIST	67

QUESTION 6 SECT. II ANSWERS

RATING OF MOBILE TRAINING TEAM INSTRUCTION.

INEFFECTIVE	006
SLIGHTLY EFFECTIVE	022
MODERATELY EFFECTIVE	103
HIGHLY EFFECTIVE	063
COMPLETELY EFFECTIVE	018
UNKNOWN	048

QUESTION 7 SECT. II ANSWERS

RATING OF O-J-T EFFECTIVENESS

INEFFECTIVE	011
SLIGHTLY EFFECTIVE	030
MODERATELY EFFECTIVE	095
HIGHLY EFFECTIVE	092
COMPLETELY EFFECTIVE	022
UNKNOWN	010

QUESTION 8 SECT. II ANSWERS

TIME ALLOCATED TO TRAINING.

	UNDERWAY-O.J.T.	CLASSROOM(S-MORE)
VERY LITTLE	030	057
LITTLE	032	061
NOMINAL	082	099
MUCH	069	033
VERY MUCH	045	006

QUESTION 9 SECT II ANSWERS

OJT FOR MISSION TRAINING EFFECTIVENESS

SEARCH AND RESCUE
- INEFFECTIVE= 010
- SLIGHTLY EFFECTIVE= 024
- MODERATELY EFFECTIVE= 071
- HIGHLY EFFECTIVE= 103
- COMPLETELY EFFECTIVE= 043
- NOT ANSWERED= 009

REC. BOATING SAFETY
- INEFFECTIVE= 045
- SLIGHTLY EFFECTIVE= 062
- MODERATELY EFFECTIVE= 091
- HIGHLY EFFECTIVE= 043
- COMPLETELY EFFECTIVE= 005
- NOT ANSWERED= 024

AIDS TO NAVIGATION
- INEFFECTIVE= 062
- SLIGHTLY EFFECTIVE= 072
- MODERATELY EFFECTIVE= 054
- HIGHLY EFFECTIVE= 029
- COMPLETELY EFFECTIVE= 008
- NOT ANSWERED= 035

MARINE ENVIRONMENTAL PROT.
- INEFFECTIVE= 080
- SLIGHTLY EFFECTIVE= 079
- MODERATELY EFFECTIVE= 039
- HIGHLY EFFECTIVE= 011
- COMPLETELY EFFECTIVE= 002
- NOT ANSWERED= 039

LAW ENFORCEMENT
- INEFFECTIVE= 043
- SLIGHTLY EFFECTIVE= 051
- MODERATELY EFFECTIVE= 076
- HIGHLY EFFECTIVE= 054
- COMPLETELY EFFECTIVE= 012
- NOT ANSWERED= 024

PORT SAFETY/SECURITY
- INEFFECTIVE= 095
- SLIGHTLY EFFECTIVE= 047
- MODERATELY EFFECTIVE= 047
- HIGHLY EFFECTIVE= 016
- COMPLETELY EFFECTIVE= 002
- NOT ANSWERED= 053

QUESTION 10 SECT II ANSWERS

EFFECTIVENESS OF FORMAL BOAT CREW SCHOOL OPINION

BOAT CREWMAN

INEFFECTIVE=	015
SLIGHTLY EFFECTIVE=	030
MODERATELY EFFECTIVE=	083
HIGHLY EFFECTIVE=	078
COMPLETELY EFFECTIVE=	025
NOT ANSWERED=	029

BOAT ENGINEER

INEFFECTIVE=	011
SLIGHTLY EFFECTIVE=	018
MODERATELY EFFECTIVE=	079
HIGHLY EFFECTIVE=	089
COMPLETELY EFFECTIVE=	024
NOT ANSWERED=	039

COXSWAIN

INEFFECTIVE=	012
SLIGHTLY EFFECTIVE=	020
MODERATELY EFFECTIVE=	059
HIGHLY EFFECTIVE=	094
COMPLETELY EFFECTIVE=	037
NOT ANSWERED=	038

3.5.4 HEAVY WEATHER COXSWAINS ARE BETTER TRAINED AND MORE MISSION-READY THAN NORMAL WEATHER COXSWAINS.

Definitions: Heavy weather coxswains are assigned to stations within the following districts: 1, 3, 9, 13 and 17.

Standard weather or non-heavy weather coxswains are assigned to stations within the following districts: 7, 8, 11, 12 and 14.

A total of 149 qualified coxswains are considered heavy weather types.

A total of 60 qualified coxswains are considered standard or non-heavy weather types.

Districts were separated by geographic locations.

The following questions from the Boat Crew survey were used for this comparison:

Section I, questions 6, 7 and 11
Section II, questions 1, 2, 3, 5, 6, 7, 8 and 9
Section III, questions 1 and 6
Section V, questions 1 and 2

3.5.4.1 Question 6, Section I

This question was used to define surveys of qualified coxswains:

I am a qualified:

	Heavy Weather	Standard Weather
Boat Coxswain	149 = 100%	60 = 100%
Boat Engineer	19 = 12.7%	6 = 10%
Boat Crewman	71 = 48.6%	30 = 50%
Other	18 = 11.4%	2 = 3.3%
Not Answered	0 = 0.0%	0 = 0.0%

3.5.4.2 Question 7, Section I

List types of boats for which you are a qualified coxswain.

Boat	Heavy Weather	Standard Weather
44-MLB	65.7%	40.0%
36-MLB	14.0%	10.0%
41-UTB	67.7%	86.6%
40-UTB	77.8%	78.3%
30-UTM	57.7%	76.6%
32-PWB	18.1%	23.3%
25-MCB	14.7%	11.6%
25-MSB	20.8%	36.6%
SKB/SKM	47.6%	56.6%
SKL/UTL	38.7%	25.0%
Other	24.8%	18.3%

3.5.4.3 Question 11, Section I

Indicate your missions experience in your present assignment.

Assignment	Heavy Weather	Standard Weather
SAR	99.3%	95.0%
Rec. Boating Safety	70.4%	68.3%
Aids to Navigation	50.3%	41.6%
Marine Env. Prot.	44.2%	35.0%
Law Enforcement	74.4%	81.6%
Port Safety/Security	32.8%	35.0%
Other	4.6%	8.3%

3.5.4.4 Question 1, Section II

List formal schools (Coast Guard, Navy or Contractor) satisfactorily completed.

Heavy Weather

The percentage of people answering NONE was 28.8%. It, therefore, must be assumed that 71.2% of the personnel had attended a formal school.

Standard Weather

The percentage of people answering NONE was 30.0%. It, therefore, must be assumed that 70.0% of the personnel had attended a formal school.

Both types of stations have similar experience with formal schools.

3.5.4.5 Question 2, Section II

List formal schools (Coast Guard, Navy or Contractor) that you applied for but did not receive approval.

Heavy Weather

The percentage of people answering NONE was 79.8%. It, therefore, must be assumed that 79.8% of the personnel had not applied.

Standard Weather

The percentage of people answering NONE was 68.3%. It, therefore, must be assumed that 68.3% of the personnel had not applied.

Standard weather station personnel have possibly had more formal schooling.

3.5.4.6 Question 3, Section II

List correspondence courses (titles) currently being taken or satisfactorily completed.

Heavy Weather

The percentage of people answering NONE was 16.7%. Therefore, it must be assumed that 83.3% of the personnel have taken or are taking correspondence courses.

Standard Weather

The percentage of people answering NONE was 10.0%. Therefore,it must be assumed that 90.0% of the personnel have taken or are taking correspondence courses.

Standard weather station personnel have possibly had more correspondence courses.

3.5.4.7 Question 5, Section II

Have you ever received training from either an Area or District training team?

Training Team	Heavy Weather	Standard Weather
'No'	11.4%	18.3%
Area	40.2%	41.6%
District	77.1%	70.0%
Area and District	30.2%	30.0%

Basically the heavy weather stations appear to have received more training than the standard weather stations.

3.5.4.8 Question 6, Section II

Indicate your opinion of the contribution of mobile training team instruction relative to your job/task responsibilities:

Rating	Heavy Weather	Standard Weather
Ineffective	2.0%	3.3%
Slightly effective	8.0%	15.0%
Moderately effective	38.9%	40.0%
Highly effective	34.8%	25.0%
Completely effective	6.0%	3.3%
Unknown	10.0%	13.3%

Heavy weather stations feel that mobile training team instruction is more effective to their job/task responsibilities.

3.5.4.9 Question 7, Section II

Rate (✓) the present on-job-training system for its effectiveness in preparing you to perform your assigned job/task responsibilities:

Rating	Heavy Weather	Standard Weather
Ineffective	4.6%	3.3%
Slightly effective	9.3%	10.0%
Moderately effective	33.5%	41.6%
Highly effective	42.9%	38.3%
Completely effective	7.3%	3.3%
Unknown	2.0%	3.3%

Both heavy and standard weather stations generally agree on OJT.

3.5.4.10 Question 8, Section II

Indicate how much time is allocated to the following types of training at your unit:

Underway OJT Time	Heavy Weather	Standard Weather
Very little	5.3%	18.3%
Little	12.0%	10.0%
Nominal	26.8%	38.3%
Much	33.5%	10.0%
Very much	20.8%	23.3%
Non Answer	1.3%	0.0%

Heavy weather station personnel spend more time training both afloat and ashore.

Classroom (Ashore Time)	Heavy Weather	Standard Weather
Very little	21.4%	23.3%
Little	12.0%	21.6%
Nominal	46.3%	45.0%
Much	13.4%	5.0%
Very much	4.0%	5.0%
Non Answer	2.6%	0.0%

3.5.4.11 Question 9, Section II

Rate the present on-job-training system for its mission training effectiveness by placing the most appropriate description number in each mission block.

Search and Rescue	Heavy Weather	Standard Weather
Ineffective	0.6%	5.0%
Slightly effective	2.6%	10.0%
Moderately effective	29.5%	18.3%
Highly effective	50.3%	40.0%
Completely effective	14.7%	26.6%
Not answered	2.0%	0.0%

Rec. Boating Safety	Heavy Weather	Standard Weather
Ineffective	8.7%	10.0%
Slightly effective	24.1%	26.6%
Moderately effective	38.9%	40.0%
Highly effective	18.7%	11.6%
Completely effective	4.0%	8.3%
Not answered	5.3%	3.3%

Aids to Navigation	Heavy Weather	Standard Weather
Ineffective	25.5%	40.0%
Slightly effective	30.8%	16.6%
Moderately effective	20.8%	23.3%
Highly effective	10.7%	5.0%
Completely effective	2.0%	6.6%
Not answered	10.0%	8.3%

	Heavy Weather	Standard Weather
Marine Env. Prot.		
Ineffective	34.2%	35.0%
Slightly effective	30.2%	35.0%
Moderately effective	18.7%	13.3%
Highly effective	2.6%	5.0%
Completely effective	2.6%	1.6%
Not answered	11.4%	10.0%
Law Enforcement		
Ineffective	16.7%	1.6%
Slightly effective	27.5%	28.3%
Moderately effective	26.8%	36.6%
Highly Effective	18.7%	23.3%
Completely effective	4.6%	5.0%
Not answered	5.3%	5.0%
Port Safety/Security		
Ineffective	41.6%	20.0%
Slightly effective	22.8%	28.3%
Moderately effective	12.7%	26.6%
Highly effective	7.3%	40.0%
Completely effective	3.3%	5.0%
Not answered	12.0%	13.3%

There is very little difference of opinion between heavy weather and standard weather stations concerning SAR, RBS, AtoN and MEP. However, LE and PSS have been given a higher rating by standard weather stations.

3.5.4.12 Question 1, Section III

On-Job-Training: Check those CG-313 sections that you have completed (signed off) and/or are currently working on:

Sections Completed	Heavy Weather	Standard Weather
A	89.2%	91.6%
B	89.9%	95.0%
C	25.5%	21.6%
D(A)	42.2%	43.3%
D(B)	5.3%	3.3%
D(C)	25.5%	25.0%
E	42.2%	46.6%
None	2.0%	3.3%

Sections Currently Working On	Heavy Weather	Standard Weather
A	1.3%	6.6%
B	6.0%	6.6%
C	9.3%	8.3%
D(A)	17.4%	8.3%
D(B)	3.3%	1.6%
D(C)	3.3%	3.3%
E	6.7%	0.0%
None	12.7%	13.3%

There is no basic difference between heavy weather stations and standard weather stations.

3.5.4.13 Question 6, Section III

Based on your experience with OJT training, using CG-313, estimate the percent of such training conducted during actual mission (i.e., SAR) operations (underway) versus the percent of CG-313 training conducted ashore (in a classroom-type environment) and on scheduled underway exercises conducted solely for the purpose of training.

The average percentage of training during mission:

Heavy Weather - 66.48%
Standard Weather - 68.40%

The average percentage of training ashore:

Heavy Weather - 32.95%
Standard Weather - 30.87%

There is no basic difference between heavy weather stations and standard weather stations.

3.5.4.14 Question 1, Section V

Indicate your crew's readiness/capability (in percent, where 100% is perfect) to perform each of the following missions:

Crews Readiness/Capability (in percent)	Heavy Weather	Standard Weather
Search and Rescue	86.53%	83.00%
Marine Environmental Protection	42.70%	37.44%
Law Enforcement	54.33%	56.25%
Recreation Boating Safety	67.85%	63.56%
Port Safety/Security	41.49%	42.31%
Aids to Navigation	43.50%	42.24%

There is no basic difference between heavy weather stations and standard weather stations.

3.5.4.15 Question 2, Section V

Check those missions for which you have received either formal or on-job-training:

Formal Training or OJT for Mission	Hea y Weather	Standard Weather
Search and Rescue	95.9%	95.0%
Marine Environmental Protection	46.9%	41.6%
Law Enforcement	75.8%	88.3%
Recreation Boating Safety	85.9%	83.3%
Port Safety/Security	32.8%	43.3%
Aids to Navigation	54.3%	60.0%
Other	6.7%	5.0%

There is no basic difference between heavy weather stations and standard weather stations.

3.5.4.16 Conclusion

Based on all the foregoing question sets, no clear-cut conclusion can be drawn. In terms of training received, it appears that the Heavy Weather group has slightly more exposure - 3.5.4.5 Formal Schools, 80% for Heavy Weather vs 68% for Standard Weather personnel. In 3.5.4.7 it appears that the Heavy Weather group gets more District training exposure than the others plus there was a higher percentage of non-exposure to training teams by the Standard group. Similarly, there appears to be a stronger emphasis both in Underway OJT and classroom time (3.5.4.10) for the Heavy Weather group.

SMALL BOAT COXSWAIN SURVEY SECT 1., STATIONS CONSIDERED HEAVY WEATHER.

NUMBER OF SURVEYS REDUCED= 149

QUESTION 1, AGE

NO ANS	= 002
< 18	= 000
18 TO 20	= 010
21 TO 23	= 050
24 TO 26	= 033
27 TO 29	= 024
30 TO 32	= 013
33 TO 35	= 009
36 TO 38	= 005
39 TO 41	= 002
42 TO 44	= 001
45 TO 47	= 000
48 TO 50	= 000
> 50	= 000

AVERAGE AGE = 25.75510204082 YEARS

QUESTION 3
PAYGRADE BREAKDOWN

E1	= 0
E2	= 1
E3	= 11
E4	= 51
E5	= 39
E6	= 34
E7	= 9
E8	= 3
E9	= 0
NOT ANSWERED	= 1

QUESTION 5

	TOUR 1	TOUR 2	TOUR 3	TOUR 4
NO ANSWER	015	026	057	083
6 MONTHS OR LESS	020	019	026	026
7 TO 12 MONTHS	029	024	019	009
13 TO 18 MONTHS	027	019	014	011
19 TO 24 MONTHS	020	027	014	006
25 TO 30 MONTHS	020	013	010	005
31 TO 36 MONTHS	012	012	005	006
37 TO 42 MONTHS	004	007	002	001
43 TO 48 MONTHS	002	002	001	002
49 TO 54 MONTHS	000	000	000	000
55 TO 60 MONTHS	000	000	000	000
> 60 MONTHS	000	000	000	000

QUESTION 6
QUALIFICATION QUESTION BREAKDOWN

NUMBER OF BOAT COXSWAINS	= 149
ENGINEERS	= 14
CREWMEN	= 71
OTHER	= 19
NOT ANSWERED	= 0

QUESTION 7,8,9

BOAT	QUALIFIED COXSWAIN	QUALIFIED ENGINEER	QUALIFIED CREWMAN
44-MLB	098	016	084
36-MLB	021	006	017
41-UTB	101	014	082
40-UTB	116	019	095
30-UTM	086	016	073
32-PWB	027	003	023
25-MCB	022	008	024
25-MSB	031	009	031
SKB/SKM	071	018	057
SKL/UTL	058	010	050
OTHER	037	006	028

NUMBER OF ANSWERS TO QUESTION 10= 73

QUESTION 11, MISSION EXP. IN PRESENT ASSIGNMENT

SAR - - - - - - - - - -	148
REC. BOATING SAFETY -	109
AIDS TO NAVIGATION -	075
MARINE ENV. PROT. - -	066
LAW ENFORCEMENT - - -	111
PORT SAFETY/SECURITY-	049
OTHER - -	007

SMALL BOAT COASTING SURVEY, SECTION II., STATUS CONSIDERED TO BE HEAVY WEATHER

NUMBER OF SURVEYS REDUCED= 149

QUESTION 1,2,3 - SECT. II ANSWERS

FORMAL SCHOOL SATISFACT. COMP. NONE ANS= 43
FORMAL SCHOOLS APP. FOR, NO APPROVAL. NONE ANS= 119
CORRES. COURSES TAKEN OR SAT. COMP. NONE ANS= 25

QUESTION 4 - SECT. II ANSWERS

APPLICABILITY AND KNOWLEDGE FACTORS (CG-311)

NOT APPLICABLE	006
SLIGHTLY APPLICABLE	014
MODERATELY APPLICABLE	073
HIGHLY APPLICABLE	037
COMPLETELY APPLICABLE	014
NOT ANSWERED	005

QUESTION 5 SECT. II ANSWERS

HAVE YOU EVER RECEIVED TRAINING, 'NO' ANS.= 17
AREA = 60
DIST = 115
AREA & DIST = 45

QUESTION 6 SECT. II ANSWERS

RATING OF MOBILE TRAINING TEAM INSTRUCTION.

INEFFECTIVE	003
SLIGHTLY EFFECTIVE	012
MODERATELY EFFECTIVE	058
HIGHLY EFFECTIVE	052
COMPLETELY EFFECTIVE	009
UNKNOWN	015

QUESTION 7 SECT. II ANSWERS

RATING OF O-J-T EFFECTIVENESS

INEFFECTIVE	007
SLIGHTLY EFFECTIVE	014
MODERATELY EFFECTIVE	050
HIGHLY EFFECTIVE	034
COMPLETELY EFFECTIVE	011
UNKNOWN	003

QUESTION 8 SECT. II ANSWERS

TIME ALLOCATED TO TRAINING.

	UNDERWAY-OJT	CLASSROOM (ASHORE)
VERY LITTLE	008	032
LITTLE	018	018
NOMINAL	040	067
MUCH	050	023
VERY MUCH	031	006
NON ANSWER	002	004

QUESTION 7 SELECT ANSWERS

OJT FOR MISSION TRAINING EFFECTIVENESS

SEARCH AND RESCUE
- INEFFECTIVE= 001
- SLIGHTLY EFFECTIVE= 004
- MODERATELY EFFECTIVE= 044
- HIGHLY EFFECTIVE= 075
- COMPLETELY EFFECTIVE= 022
- NOT ANSWERED= 003

REC. BOATING SAFETY
- INEFFECTIVE= 013
- SLIGHTLY EFFECTIVE= 036
- MODERATELY EFFECTIVE= 058
- HIGHLY EFFECTIVE= 028
- COMPLETELY EFFECTIVE= 006
- NOT ANSWERED= 000

AIDS TO NAVIGATION
- INEFFECTIVE= 038
- SLIGHTLY EFFECTIVE= 046
- MODERATELY EFFECTIVE= 031
- HIGHLY EFFECTIVE= 016
- COMPLETELY EFFECTIVE= 003
- NOT ANSWERED= 015

MARINE ENVIRONMENTAL PROT.
- INEFFECTIVE= 051
- SLIGHTLY EFFECTIVE= 045
- MODERATELY EFFECTIVE= 029
- HIGHLY EFFECTIVE= 004
- COMPLETELY EFFECTIVE= 004
- NOT ANSWERED= 017

LAW ENFORCEMENT
- INEFFECTIVE= 025
- SLIGHTLY EFFECTIVE= 041
- MODERATELY EFFECTIVE= 040
- HIGHLY EFFECTIVE= 023
- COMPLETELY EFFECTIVE= 007
- NOT ANSWERED= 009

PORT SAFETY/SECURITY
- INEFFECTIVE= 062
- SLIGHTLY EFFECTIVE= 034
- MODERATELY EFFECTIVE= 019
- HIGHLY EFFECTIVE= 011
- COMPLETELY EFFECTIVE= 005
- NOT ANSWERED= 010

QUESTION 72 SELECT IF ANSWERED

EFFECTIVENESS OF FORMAL BOAT CREW SCHOOL OPINION

BOAT CREWMAN

INEFFECTIVE=	010
SLIGHTLY EFFECTIVE=	021
MODERATELY EFFECTIVE=	038
HIGHLY EFFECTIVE=	048
COMPLETELY EFFECTIVE=	018
NOT ANSWERED=	014

BOAT ENGINEER

INEFFECTIVE=	003
SLIGHTLY EFFECTIVE=	014
MODERATELY EFFECTIVE=	042
HIGHLY EFFECTIVE=	046
COMPLETELY EFFECTIVE=	022
NOT ANSWERED=	022

COXSWAIN

INEFFECTIVE=	005
SLIGHTLY EFFECTIVE=	014
MODERATELY EFFECTIVE=	044
HIGHLY EFFECTIVE=	049
COMPLETELY EFFECTIVE=	028
NOT ANSWERED=	009

SMALL BOAT COMMAND SURVEY, SECTION III., STATUS CONSIDERED HEAVY WEATHER.

NUMBER OF SURVEYS REDUCED= 149

STATUS	SECT. COMP	SECT. WORKING ON
CREWMAN	133	002
COXSWAIN	134	009
ENGINEER	038	014
SPEC. OPS.		
HEAVY WEATHER	053	026
LARC V AMPHIB	008	005
SHIPBOARD BOATS	038	005
CERTIFICATION	063	010
NONE	003	019

QUESTION 2
AVG. LENGTH OF TIME FOR SECT. COMP. AS CHECKED ABOVE

	SECT. A	SECT. B	SECT. C
AVG. MONTHS	2	6	4
NO. ANS. QUEST.	134	128	48
NOT COMP/NO EXP.	3	8	54

SECT. D	PART A.	PART B	PART C
AVG. MONTHS	8	4	6
NO. ANS. QUEST.	61	21	30

NOT COMP/NO EXP. 57

QUESTION 3
TRAINING EFFECTIVENESS OF CC-313.

	SECT.A	SECT B	SECT C	SECT D
INEFFECTIVE	001	002	003	005
SLIGHTLY EFFECTIVE	013	016	012	016
MODERATELY EFFECTIVE	061	052	032	036
HIGHLY EFFECTIVE	046	051	027	027
COMPLETELY EFFECTIVE	028	028	075	065
NOT ANSWERED	000	000	000	000

QUESTION 4
NUMBER OF PEOPLE ANSWERING QUESTION 4= 8

QUESTION 5

NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT A= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT B= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT C= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT D= 0

QUESTION 6.

PERCENT OF TRAINING DURING MISSIONS

0	TO	9	= 011
10	TO	19	= 000
20	TO	29	= 007
30	TO	39	= 003
40	TO	49	= 008
50	TO	59	= 019
60	TO	69	= 023
70	TO	79	= 037
80	TO	89	= 019
90	TO	99	= 022

THE AVERAGE % = 66.48550724638
OF INPUTS = 138

PERCENT OF TRAINING ASHORE

0	TO	9	= 016
10	TO	19	= 022
20	TO	29	= 033
30	TO	39	= 027
40	TO	49	= 017
50	TO	59	= 018
60	TO	69	= 008
70	TO	79	= 005
80	TO	89	= 003
90	TO	99	= 000

THE AVERAGE % = 32.95620437956
OF INPUTS = 137

QUESTION 7
CHOICE OF FOUR BEST WAYS TO ENHANCE TRAINING.

	1	2	3	4	NO ANS
A.	035	038	035	031	020
B.	014	026	027	033	039
C.	013	029	038	020	040
D.	049	045	016	023	016
E.	044	028	026	017	034
F.	018	002	001	003	125

[illegible] BOAT OPERATIONS SURVEY, SECTION V., STATISTICS GENERATED FOR 7 MEMBERS.

NUMBER OF SURVEYS REDUCED= 149

QUESTION 1 DATA REDUCTION.

CREWS READINESS/CAPABILITY IN PERCENT

SEARCH & RESCUE
0 TO 9 = 007
10 TO 19 = 000
20 TO 29 = 000
30 TO 39 = 000
40 TO 49 = 002
50 TO 59 = 005
60 TO 69 = 003
70 TO 79 = 013
80 TO 89 = 029
90 TO 99 = 085

THE AVERAGE % = 86.5352112676
OF INPUTS = 142

MARINE ENV. PROTECTION
0 TO 9 = 025
10 TO 19 = 022
20 TO 29 = 023
30 TO 39 = 010
40 TO 49 = 009
50 TO 59 = 020
60 TO 69 = 009
70 TO 79 = 015
80 TO 89 = 005
90 TO 99 = 011

THE AVERAGE % = 42.703125
OF INPUTS = 128

LAW ENFORCEMENT
0 TO 9 = 020
10 TO 19 = 015
20 TO 29 = 009
30 TO 39 = 007
40 TO 49 = 010
50 TO 59 = 018
60 TO 69 = 012
70 TO 79 = 024
80 TO 89 = 016
90 TO 99 = 016

THE AVERAGE % = 54.3382352941
OF INPUTS = 136

MSO. BUILDING SAFETY

0 TO 9	= 016
10 TO 19	= 007
20 TO 29	= 005
30 TO 39	= 003
40 TO 49	= 005
50 TO 59	= 018
60 TO 69	= 009
70 TO 79	= 026
80 TO 89	= 023
90 TO 99	= 037

THE AVERAGE % = 67.85925925926
OF INPUTS = 135

PORT SAFETY/SECURITY

0 TO 9	= 042
10 TO 19	= 024
20 TO 29	= 018
30 TO 39	= 008
40 TO 49	= 009
50 TO 59	= 020
60 TO 69	= 004
70 TO 79	= 007
80 TO 89	= 006
90 TO 99	= 011

THE AVERAGE % = 41.49541284404
OF INPUTS = 109

AIDS TO NAVIGATION

0 TO 9	= 031
10 TO 19	= 017
20 TO 29	= 027
30 TO 39	= 008
40 TO 49	= 012
50 TO 59	= 018
60 TO 69	= 004
70 TO 79	= 008
80 TO 89	= 011
90 TO 99	= 013

THE AVERAGE % = 43.50406504065
OF INPUTS = 123

QUESTION 2 DATA REDUCTION

FORMAL TRAINING OR OJT FOR MISSION

SEARCH AND RESCUE----------143
MARINE ENV. PROTECTION-----070
LAW ENFORCEMENT------------113
REC. BOATING SAFETY--------138
PORT SAFETY/SECURITY-------049
AIDS TO NAVIGATION---------081
OTHER----------010

QUESTION 3A DATA REDUCTION

BOATCREWMAN TRAINING

1 . 082
2 . 032
3 . 055
4 . 103
5 . 084
6 . 090
7 . 057
8 . 032

QUESTION 3B DATA REDUCTION

BOAT COXSWAIN TRAINING

1 . 071
2 . 048
3 . 051
4 . 064
5 . 055
6 . 076
7 . 056
8 . 056
9 . 037
10 . 100
11 . 073
12 . 050
13 . 047
14 . 033
15 . 040
16 . 055
17 . 068
18 . 044

QUESTION 3C DATA REDUCTION

BOAT ENGINEER TRAINING

1 . 017
2 . 023
3 . 018
4 . 030
5 . 061
6 . 033
7 . 029

SMALL BOAT COXSWAIN SURVEY SECT 1., STATIONS CONSIDERED STANDARD WEATHER.

NUMBER OF SURVEYS REDUCED= 060

QUESTION 1, AGE

NO ANS=	001
< 18=	000
18 TO 20 =	007
21 TO 23 =	023
24 TO 26 =	013
27 TO 29 =	009
30 TO 32 =	003
33 TO 35 =	001
36 TO 38 =	001
39 TO 41 =	002
42 TO 44 =	000
45 TO 47 =	000
48 TO 50 =	000
> 50=	000

AVERAGE AGE = 24.677966101694 YEARS

QUESTION 3
PAYGRADE BREAKDOWN

E1=	0
E2=	0
E3=	5
E4=	25
E5=	19
E6=	8
E7=	2
E8=	0
E9=	0
NOT ANSWERED =	1

QUESTION 5

	TOUR 1	TOUR 2	TOUR 3	TOUR 4
NO ANSWER	013	013	023	039
6 MONTHS OR LESS	012	012	011	004
7 TO 12 MONTHS	011	010	009	009
13 TO 18 MONTHS	015	006	003	004
19 TO 24 MONTHS	006	012	007	003
25 TO 30 MONTHS	003	004	003	001
31 TO 36 MONTHS	000	003	002	000
37 TO 42 MONTHS	000	000	001	000
43 TO 48 MONTHS	000	000	000	000
49 TO 54 MONTHS	000	000	001	000
55 TO 60 MONTHS	000	000	000	000
> 60 MONTHS	000	000	000	000

QUESTION 6
QUALIFICATION QUESTION BREAKDOWN

NUMBER OF BOAT COXSWAINS =	60
ENGINEERS =	6
CREWMEN =	30
OTHER =	2
NOT ANSWERED =	0

QUESTION 9,8,9

BOAT	QUALIFIED COXSWAIN	QUALIFIED ENGINEER	QUALIFIED CREWMAN
44-MLB	024	003	020
36-MLB	006	001	007
41-UTB	052	007	039
40-UTB	047	005	035
30-UTM	046	006	033
32-PWB	014	000	010
25-MCB	007	001	005
25-MSB	022	001	016
SKB/SKM	034	003	025
SKL/UTL	015	001	012
OTHER	011	001	006

NUMBER OF ANSWERS TO QUESTION 10= 24

QUESTION 11, MISSION EXP. IN PRESENT ASSIGNMENT

SAR - - - - - - - - - -	057
REC. BOATING SAFETY -	041
AIDS TO NAVIGATION -	025
MARINE ENV. PROT. - -	021
LAW ENFORCEMENT - - -	049
PORT SAFETY/SECURITY-	021
OTHER - -	005

SMALL BOAT CONSULTING SURVEY, SECTION II., STATIONS CONSIDERED STANDARD WEATHER

NUMBER OF SURVEYS REDUCED= 060

QUESTION 1,2,3 - SECT. II ANSWERS

FORMAL SCHOOL SATISFACT. COMP. NONE ANS= 18
FORMAL SCHOOLS APP. FOR, NO APPROVAL. NONE ANS= 41
CORRES. COURSES TAKEN OR SAT. COMP. NONE ANS= 6

QUESTION 4 - SECT. II ANSWERS

APPLICABILITY AND KNOWLEDGE FACTORS (CC-311)

NOT APPLICABLE=	003
SLIGHTLY APPLICABLE=	010
MODERATELY APPLICABLE=	032
HIGHLY APPLICABLE=	008
COMPLETELY APPLICABLE=	004
NOT ANSWERED=	003

QUESTION 5 SECT. II ANSWERS

HAVE YOU EVER RECEIVED TRAINING, 'NO' ANS.= 11
AREA = 25
DIST = 42
AREA & DIST = 18

QUESTION 6 SECT. II ANSWERS

RATING OF MOBILE TRAINING TEAM INSTRUCTION.

INEFFECTIVE=	002
SLIGHTLY EFFECTIVE=	009
MODERATELY EFFECTIVE=	024
HIGHLY EFFECTIVE=	015
COMPLETELY EFFECTIVE=	002
UNKNOWN =	009

QUESTION 7 SECT. II ANSWERS

RATING OF O-J-T EFFECTIVENESS

INEFFECTIVE=	002
SLIGHTLY EFFECTIVE=	006
MODERATELY EFFECTIVE=	025
HIGHLY EFFECTIVE=	023
COMPLETELY EFFECTIVE=	002
UNKNOWN =	002

QUESTION 8 SECT. II ANSWERS

TIME ALLOCATED TO TRAINING.

	UNDERWAY-OJT	CLASSROOM(ASHORE)
VERY LITTLE	011	014
LITTLE	006	013
NOMINAL	023	027
MUCH	004	003
VERY MUCH	014	003
NO ANSWER	002	000

QUESTION 7 SECT II ANSWERS

OJT FOR MISSION TRAINING EFFECTIVENESS

SEARCH AND RESCUE
- INEFFECTIVE= 003
- SLIGHTLY EFFECTIVE= 006
- MODERATELY EFFECTIVE= 011
- HIGHLY EFFECTIVE= 024
- COMPLETELY EFFECTIVE= 016
- NOT ANSWERED= 000

REC. BOATING SAFETY
- INEFFECTIVE= 004
- SLIGHTLY EFFECTIVE= 016
- MODERATELY EFFECTIVE= 024
- HIGHLY EFFECTIVE= 007
- COMPLETELY EFFECTIVE= 005
- NOT ANSWERED= 002

AIDS TO NAVIGATION
- INEFFECTIVE= 024
- SLIGHTLY EFFECTIVE= 010
- MODERATELY EFFECTIVE= 014
- HIGHLY EFFECTIVE= 003
- COMPLETELY EFFECTIVE= 004
- NOT ANSWERED= 005

MARINE ENVIRONMENTAL PROT.
- INEFFECTIVE= 021
- SLIGHTLY EFFECTIVE= 021
- MODERATELY EFFECTIVE= 008
- HIGHLY EFFECTIVE= 003
- COMPLETELY EFFECTIVE= 001
- NOT ANSWERED= 005

LAW ENFORCEMENT
- INEFFECTIVE= 001
- SLIGHTLY EFFECTIVE= 017
- MODERATELY EFFECTIVE= 022
- HIGHLY EFFECTIVE= 011
- COMPLETELY EFFECTIVE= 002
- NOT ANSWERED= 007

PORT SAFETY/SECURITY
- INEFFECTIVE= 012
- SLIGHTLY EFFECTIVE= 017
- MODERATELY EFFECTIVE= 016
- HIGHLY EFFECTIVE= 004
- COMPLETELY EFFECTIVE= 003
- NOT ANSWERED= 008

QUESTION 10 SECT II ANSWERS

EFFECTIVENESS OF FORMAL BOAT CREW SCHOOL OPINION

BOAT CREWMAN
- INEFFECTIVE= 007
- SLIGHTLY EFFECTIVE= 004
- MODERATELY EFFECTIVE= 014
- HIGHLY EFFECTIVE= 018
- COMPLETELY EFFECTIVE= 013
- NOT ANSWERED= 004

BOAT ENGINEER
- INEFFECTIVE= 006
- SLIGHTLY EFFECTIVE= 008
- MODERATELY EFFECTIVE= 013
- HIGHLY EFFECTIVE= 017
- COMPLETELY EFFECTIVE= 009
- NOT ANSWERED= 007

COXSWAIN
- INEFFECTIVE= 004
- SLIGHTLY EFFECTIVE= 008
- MODERATELY EFFECTIVE= 010
- HIGHLY EFFECTIVE= 026
- COMPLETELY EFFECTIVE= 009
- NOT ANSWERED= 003

SMALL BOAT COXSWAIN SURVEY, SECTION III., STATIONS CONSIDERED STANDARD WEATHER

NUMBER OF SURVEYS REDUCED= 060

STATUS	SECT. COMP	SECT. WORKING ON
CREWMAN	055	004
COXSWAIN	057	004
ENGINEER	013	005
SPEC. OPS.		
HEAVY WEATHER	026	005
LARC V AMPHIB	002	001
SHIPBOARD BOATS	015	002
CERTIFICATION	028	000
NONE	002	008

QUESTION 2
AVG. LENGTH OF TIME FOR SECT. COMP. AS CHECKED ABOVE

	SECT. A	SECT. B	SECT. C
AVG. MONTHS	2	4	2
NO. ANS. QUEST.	53	55	16
NOT COMP/NO EXP.	3	2	21

SECT. D	PART A	PART B	PART C
AVG. MONTHS	3	2	2
NO. ANS. QUEST.	25	7	12

NOT COMP/NO EXP. 24

QUESTION 3
TRAINING EFFECTIVENESS OF CG-313.

	SECT-A	SECT B	SECT C	SECT D
INEFFECTIVE	001	000	002	001
SLIGHTLY EFFECTIVE	006	006	010	006
MODERATELY EFFECTIVE	020	017	014	012
HIGHLY EFFECTIVE	022	024	006	006
COMPLETELY EFFECTIVE	011	013	028	035
NOT ANSWERED	000	000	000	000

QUESTION 4
NUMBER OF PEOPLE ANSWERING QUESTION 4= 3

QUESTION 5

NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT A= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT B= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT C= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT D= 0

QUESTION 6

PERCENT OF TRAINING DURING MISSIONS

0	TO	9	= 005
10	TO	19	= 000
20	TO	29	= 002
30	TO	39	= 001
40	TO	49	= 004
50	TO	59	= 010
60	TO	69	= 009
70	TO	79	= 008
80	TO	89	= 013
90	TO	99	= 011

THE AVERAGE % = 68.4
OF INPUTS = 55

PERCENT OF TRAINING ASHORE

0	TO	9	= 010
10	TO	19	= 010
20	TO	29	= 015
30	TO	39	= 004
40	TO	49	= 005
50	TO	59	= 009
60	TO	69	= 004
70	TO	79	= 001
80	TO	89	= 002
90	TO	99	= 000

THE AVERAGE % = 31.8727272727
OF INPUTS = 55

QUESTION 7
CHOICE OF FOUR BEST WAYS TO ENHANCE TRAINING.

	1	2	3	4	NO ANS
A.	012	014	011	012	011
B.	011	013	012	013	011
C.	008	016	009	012	015
D.	019	014	013	006	008
E.	020	008	004	012	016
F.	004	001	001	001	053

SMALL BOAT CONSUMERS SURVEY, SECTION V., STATIONS CONSIDERED STANDARD WEATHER.

NUMBER OF SURVEYS REDUCED= 060

QUESTION 1 DATA REDUCTION.

CREWS READINESS/CAPABILITY IN PERCENT

SEARCH & RESCUE
0 TO 9 = 005
10 TO 19 = 003
20 TO 29 = 000
30 TO 39 = 000
40 TO 49 = 000
50 TO 59 = 001
60 TO 69 = 006
70 TO 79 = 003
80 TO 89 = 007
90 TO 99 = 035

THE AVERAGE % = 83
OF INPUTS = 55

MARINE ENV. PROTECTION
0 TO 9 = 015
10 TO 19 = 009
20 TO 29 = 007
30 TO 39 = 005
40 TO 49 = 003
50 TO 59 = 008
60 TO 69 = 004
70 TO 79 = 006
80 TO 89 = 002
90 TO 99 = 001

THE AVERAGE % = 37.44
OF INPUTS = 50

LAW ENFORCEMENT
0 TO 9 = 008
10 TO 19 = 004
20 TO 29 = 004
30 TO 39 = 003
40 TO 49 = 005
50 TO 59 = 007
60 TO 69 = 006
70 TO 79 = 006
80 TO 89 = 007
90 TO 99 = 010

THE AVERAGE % = 56.25454545455
OF INPUTS = 55

REC. BOATING SAFETY
0 TO 9 = 014
10 TO 19 = 005
20 TO 29 = 002
30 TO 39 = 001
40 TO 49 = 001
50 TO 59 = 003
60 TO 69 = 003
70 TO 79 = 004
80 TO 89 = 010
90 TO 99 = 017

THE AVERAGE % = 63.56
OF INPUTS = 50

PORT SAFETY/SECURITY
0 TO 9 = 019
10 TO 19 = 007
20 TO 29 = 006
30 TO 39 = 003
40 TO 49 = 002
50 TO 59 = 005
60 TO 69 = 005
70 TO 79 = 004
80 TO 89 = 006
90 TO 99 = 003

THE AVERAGE % = 42.31914893617
OF INPUTS = 47

AIDS TO NAVIGATION
0 TO 9 = 016
10 TO 19 = 009
20 TO 29 = 007
30 TO 39 = 002
40 TO 49 = 000
50 TO 59 = 010
60 TO 69 = 004
70 TO 79 = 002
80 TO 89 = 003
90 TO 99 = 004

THE AVERAGE % = 42.24489795918
OF INPUTS = 49

QUESTION . DATA REDUCTION '

FORMAL TRAINING OR OJT FOR MISSION

SEARCH AND RESCUE---------057
MARINE ENV. PROTECTION-----025
LAW ENFORCEMENT------------053
REC. BOATING SAFETY--------050
PORT SAFETY/SECURITY-------026
AIDS TO NAVIGATION---------036
OTHER----------003

QUESTION 3A DATA REDUCTION

BOATCREWMAN TRAINING

1 . 038
2 . 010
3 . 016
4 . 035
5 . 037
6 . 031
7 . 024
8 . 013

QUESTION 3B DATA REDUCTION

BOAT COXSWAIN TRAINING

1 . 030
2 . 012
3 . 016
4 . 017
5 . 024
6 . 036
7 . 032
8 . 026
9 . 015
10 . 033
11 . 033
12 . 025
13 . 020
14 . 018
15 . 022
16 . 024
17 . 035
18 . 025

QUESTION 3C DATA REDUCTION

BOAT ENGINEER TRAINING

1 . 003
2 . 004
3 . 006
4 . 004
5 . 010
6 . 011
7 . 010

3.5.5 WEATHER HAS A SIGNIFICANT EFFECT ON TRAINING AND MISSION READINESS

This statement relates to three categories defined by:

(1) District 09 - 105 surveys

(2) Districts 01, 03, 13 and 17 - 297 surveys

(3) Districts 07, 08, 11, 12 and 14 - 186 surveys (see pp.3-277 thru 3-286)

The following Boat Crew survey questions were reduced to determine the validity of this hypothesis:

Section I, question 11

Section II, questions 1, 2, 3, 5, 6, 7, 8, 9

Section III, questions 1, 6

Section V, questions 1, 2

3.5.5.1 Question 11, Section I

Indicate your mission experience in your present assignment.

	1	2	3
Search and Rescue	92.3%	94.9%	93.0%
Rec. Boating Safety	57.1%	49.8%	51.0%
Aids to Navigation	47.6%	39.0%	39.7%
Marine Env. Protection	18.0%	37.3%	30.6%
Law Enforcement	53.3%	59.2%	70.9%
Port Safety/Security	15.2%	26.5%	29.5%
Other	4.7%	30.9%	5.3%

3.5.5.2 Question 1, Section II

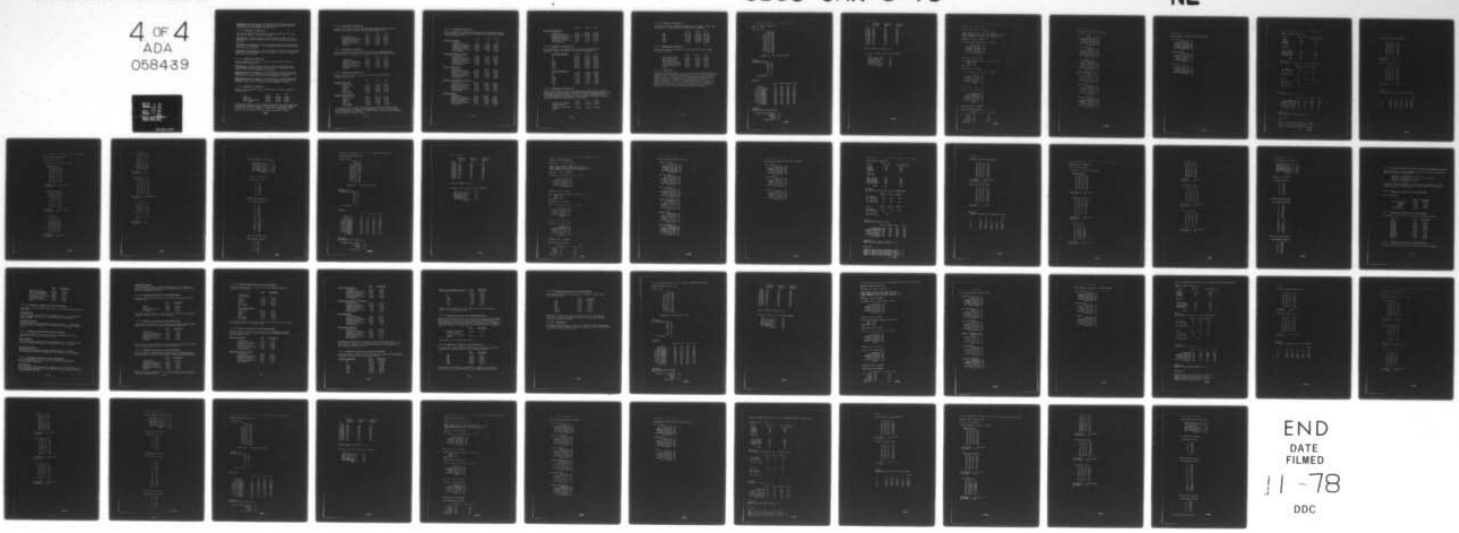
List formal schools (Coast Guard, Navy or contractor) satisfactorily completed.

District 09 - The percentage of people answering NONE was 49.5%. It, therefore, must be assumed that 50.5% of the personnel had attended a formal school.

Districts 01, 03, 13, 17 - The percentage of people answering NONE was 37.7%. It therefore must be assumed that 62.3% of the personnel had attended a formal school.

AD-A058 439 APPLIED DIGITAL COMMUNICATIONS MOORESTOWN NJ F/G 5/9
A STUDY SURVEY TO ASSESS THE CURRENT U. S. COAST GUARD SMALL BO--ETC(U).
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UNCLASSIFIED USCG-OMR-6-78 NL

4 OF 4
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DATE
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Districts 7, 8, 11, 12, 14 - The percentage of people answering NONE was 42.4%. It, therefore, must be assumed that 57.6% of the personnel had attended a formal school.

3.5.5.3 Question 2, Section II

List formal schools (Coast Guard, Navy or contractor) that you applied for but did not receive approval.

District 09 - The percentage of people answering NONE was 74.2%. It, therefore, must be assumed that 74.2% of the personnel had not applied.

Districts 01, 03, 13, 17 - The percentage of people answering NONE was 79.4%. It, therefore, must be assumed that 79.4% of the personnel had not applied.

Districts 7, 8, 11, 12, 14 - The percentage of people answering NONE was 72.0%. It, therefore, must be assumed that 72.0% of the personnel had not applied.

3.5.5.4 Question 3, Section II

List correspondence courses (titles) currently being taken or satisfactorily completed.

District 09 - The percentage of people answering NONE was 18.0%. It, therefore, must be assumed that 82.0% of the personnel have taken or are taking correspondence courses.

Districts 01, 03, 13 and 17 - The percentage of people answering NONE was 25.5%. It, therefore, must be assumed that 74.5% of the personnel have taken or are taking correspondence courses.

Districts 07, 08, 11, 12, 14 - The percentage of people answering NONE was 19.3%. It, therefore, must be assumed that 80.2% of the personnel have taken or are taking correspondence courses.

3.5.5.5 Question 5, Section II

Have you ever received training from either an Area or District training team?

	1	2	3
Area	19.0%	33.3%	27.4%
District	60.0%	68.3%	51.6%
Area and District	11.4%	24.9%	18.2%
'No' Answer	32.3%	21.8%	38.1%

As shown for District 9 (#1), almost one-third of its personnel had no exposure to either Area or District teams. Similarly, 38% of (#3) Districts had no exposure. Districts represented by (#2) had the most personnel trained by Area and District teams.

3.5.5.6 Question 6, Section II

Indicate your opinion of the contribution of mobile training team instruction relative to your job/task responsibilities.

	1	2	3
Ineffective	1.9%	3.3%	3.2%
Slightly effective	4.7%	11.1%	11.8%
Moderately effective	27.6%	32.6%	33.3%
Highly effective	25.7%	25.9%	15.0%
Completely effective	8.5%	5.3%	4.3%
Unknown	31.4%	21.5%	32.2%

3.5.5.7 Question 7, Section II

Rate the present On-Job-Training system for its effectiveness in preparing you to perform your assigned job/task responsibilities.

	1	2	3
Ineffective	3.8%	7.4%	5.3%
Slightly effective	14.2%	8.7%	12.3%
Moderately effective	33.3%	38.7%	37.6%
Highly effective	38.0%	31.3%	34.9%
Completely effective	5.7%	9.4%	6.9%
Unknown	4.7%	4.3%	2.6%

3.5.5.8 Question 8, Section II

Indicate how much time is allocated to the following types of training at your unit:

	1	2	3
Underway OJT Time			
Very little	7.6%	11.7%	13.4%
Little	16.1%	12.4%	13.4%
Nominal	32.3%	32.3%	31.7%
Much	29.5%	25.2%	17.2%
Very much	12.3%	16.4%	23.1%
Non answer	1.9%	1.6%	1.0%
Classroom (Ashore Time)			
Very little	20.9%	25.5%	24.7%
Little	26.6%	19.1%	24.1%
Nominal	31.4%	38.0%	36.5%
Much	13.3%	10.4%	9.1%
Very much	2.8%	3.0%	3.7%
Non answer	4.7%	3.7%	1.6%

All three District groups consistently show that the time allocated for Underway OJT is Nominal to Very Much while all three also agree that Classroom time is Nominal to Very Little. Thus, training emphasis is while underway and not ashore.

3.5.3.9 Question 9, Section II

Rate the present On-Job-Training system for its mission training effectiveness by placing the most appropriate description number in each mission block.

	1	2	3
Search and Rescue			
Ineffective	3.8%	3.0%	3.2%
Slightly effective	10.4%	7.0%	6.9%
Moderately effective	25.7%	29.6%	26.3%
Highly effective	43.8%	42.7%	37.6%
Completely effective	12.3%	14.4%	23.1%
Not answered	3.8%	3.0%	2.6%
Recreation Boating Safety			
Ineffective	6.6%	15.4%	11.8%
Slightly effective	22.8%	24.9%	31.1%
Moderately effective	36.1%	33.6%	30.1%
Highly effective	23.8%	16.1%	15.5%
Completely effective	2.8%	3.3%	4.8%
Not answered	.7.6%	6.3%	6.4%
Aids to Navigation			
Ineffective	30.4%	29.2%	30.1%
Slightly effective	23.8%	25.5%	21.5%
Moderately effective	20.9%	21.8%	23.6%
Highly effective	11.4%	10.7%	8.0%
Completely effective	1.9%	3.0%	4.8%
Not answered	11.4%	9.4%	11.8%
Marine Environmental Protection			
Ineffective	40.9%	32.9%	33.8%
Slightly effective	20.9%	27.2%	30.6%
Moderately effective	14.2%	21.2%	19.3%
Highly effective	6.6%	6.3%	5.9%
Completely effective	1.9%	2.3%	1.0%
Not answered	15.2%	9.7%	9.1%
Law Enforcement			
Ineffective	14.2%	22.5%	8.6%
Slightly effective	18.0%	24.9%	22.5%
Moderately effective	29.5%	29.2%	34.4%
Highly effective	21.9%	13.8%	19.8%
Completely effective	7.6%	3.0%	5.9%
Not answered	8.5%	6.3%	8.6%

	1	2	3
Port Safety/Security			
Ineffective	41.9%	39.3%	30.1%
Slightly effective	15.2%	19.5%	24.7%
Moderately effective	15.2%	18.5%	18.8%
Highly effective	8.5%	8.7%	10.7%
Completely effective	1.9%	1.3%	2.6%
Not answered	17.1%	12.4%	12.9%

3.5.5.10 Question 1, Section III

On-Job-Training: Check those CG-313 sections that you have completed (signed off) and/or are currently working on.

Section Completed	1	2	3
A	66.6%	75.7%	65.5%
B	29.5%	38.7%	32.7%
C	36.1%	34.6%	32.7%
D(A)	25.7%	18.8%	23.1%
D(B)	2.8%	2.0%	1.6%
D(C)	11.4%	13.1%	15.5%
E	16.1%	21.8%	22.0%
None	16.1%	10.7%	14.5%
Section Working On			
A	11.4%	8.0%	11.8%
B	20.0%	20.8%	22.0%
C	9.5%	5.3%	8.6%
D(A)	12.3%	10.1%	9.6%
D(B)	1.9%	2.6%	3.2%
D(C)	1.9%	2.3%	2.6%
E	4.7%	7.7%	1.6%
None	23.8%	17.5%	23.1%

3.5.5.11 Question 6, Section III

Based on your experience with OJT training, using CG-313, estimate the percent of such training conducted during actual mission operations (underway) versus the percent of CG-313 training conducted ashore (in a classroom-type environment) and on scheduled underway exercises conducted solely for the purpose of training.

	1	2	3
Percent of Training During Mission	64.04%	66.13%	68.25%
Percent of Training Ashore	35.58%	34.98%	29.99%

3.5.5.12 Question 1, Section V

Indicate your crew's readiness/capability (in percent, where 100% is perfect) to perform each of the following missions:

	1	2	3
SAR	88.34%	86.62%	83.21%
MEP	50.37%	45.42%	43.39%
LE	63.12%	54.15%	56.77%
RBS	72.60%	66.06%	63.12%
PSS	52.84%	46.62%	50.02%
ATON	59.00%	49.79%	51.00%

3.5.5.13 Question 2, Section V

Check those missions for which you have received either formal or On-Job training.

	1	2	3
Search and REscue	92.3%	92.9%	91.9%
Marine Env. Prot	21.9%	37.7%	33.3%
Law Enforcement	64.7%	60.6%	74.7%
Rec. Boating Safety	71.4%	69.0%	64.5%
Port Safety/Security	19.0%	25.2%	33.3%
Aids to Navigation	50.4%	40.0%	50.0%
Other	8.5%	4.7%	6.4%

3.5.5.14 Conclusion

As stated previously under 3.5.5.5 a higher percentage of District 9 personnel have no training team exposure than the other two groups. However, their assessment of the OJT training system and their mission readiness was generally as high or higher than the other District groups. A somewhat higher percentage of District 9 people showed that they had not completed nor were working on any section of CG-313 (3.5.5.10). So, in conclusion, it cannot be said that weather has a significant effect on training and, as shown here, no discernible effect on mission readiness.

SMALL BOAT CREW MEMBERS SURVEY, SECTION I., DISTRICT 09.

NUMBER OF SURVEYS REDUCED= 105

QUESTION 1, AGE

NO ANS=	001
< 18=	000
18 TO 20 =	026
21 TO 23 =	040
24 TO 26 =	022
27 TO 29 =	011
30 TO 32 =	001
33 TO 35 =	003
36 TO 38 =	000
39 TO 41 =	001
42 TO 44 =	000
45 TO 47 =	000
48 TO 50 =	000
> 50=	000

AVERAGE AGE = 23.11538461538 YEARS

QUESTION 3
PAYGRADE BREAKDOWN

E1=	1
E2=	18
E3=	33
E4=	32
E5=	9
E6=	10
E7=	1
E8=	0
E9=	0
NOT ANSWERED =	1

QUESTION 5

	TOUR 1	TOUR 2	TOUR 3	TOUR 4
NO ANSWER	008	030	058	072
6 MONTHS OR LESS	029	027	018	019
7 TO 12 MONTHS	030	016	010	008
13 TO 18 MONTHS	019	008	007	002
19 TO 24 MONTHS	010	011	007	000
25 TO 30 MONTHS	003	005	004	000
31 TO 36 MONTHS	002	005	000	002
37 TO 42 MONTHS	003	002	001	001
43 TO 48 MONTHS	001	001	000	001
49 TO 54 MONTHS	000	000	000	000
55 TO 60 MONTHS	000	000	000	000
> 60 MONTHS	000	000	000	000

QUESTION 6
QUALIFICATION QUESTION BREAKDOWN

NUMBER OF BOAT COXSWAINS =	31
ENGINEERS =	41
CREWMEN =	57
OTHER =	10
NOT ANSWERED =	5

QUESTION 7,8,9

BOAT	QUALIFIED COXSWAIN	QUALIFIED ENGINEER	QUALIFIED CREWMAN
44-MLB	020	026	051
36-MLB	006	004	008
41-UTB	022	027	057
40-UTB	025	030	059
30-UTM	024	028	057
32-PWB	001	000	001
25-MCB	003	003	006
25-MSB	007	003	009
SKB/SKM	033	025	045
SKL/UTL	016	014	029
OTHER	013	007	016

NUMBER OF ANSWERS TO QUESTION 10= 59

QUESTION 11, MISSION EXP. IN PRESENT ASSIGNMENT

SAR - - - - - - - - - -	047
REC. BOATING SAFETY -	030
AIDS TO NAVIGATION -	050
MARINE ENV. PROT. - -	019
LAW ENFORCEMENT - - -	056
PORT SAFETY/SECURITY-	016
OTHER - -	005

SHORT BOOK CREDENTIALS SURVEY, SECTION II, DISTRICT 04.

NUMBER OF SURVEYS REDUCED= 105

QUESTION 1,2,3 - SECT. II ANSWERS

FORMAL SCHOOL SATISFACT. COMP. NONE ANS= 52
FORMAL SCHOOLS APP. FOR, NO APPROVAL. NONE ANS= 78
CORRES. COURSES TAKEN OR SAT. COMP. NONE ANS= 19

QUESTION 4 - SECT. II ANSWERS

APPLICABILITY AND KNOWLEDGE FACTORS (CC-311)

NOT APPLICABLE=	005
SLIGHTLY APPLICABLE=	014
MODERATELY APPLICABLE=	045
HIGHLY APPLICABLE=	022
COMPLETELY APPLICABLE=	015
NOT ANSWERED=	004

QUESTION 5 SECT. II ANSWERS

HAVE YOU EVER RECEIVED TRAINING, 'NO' ANS.= 34

AREA =	20
DIST =	63
AREA & DIST =	12

QUESTION 6 SECT. II ANSWERS

RATING OF MOBILE TRAINING TEAM INSTRUCTION.

INEFFECTIVE=	002
SLIGHTLY EFFECTIVE=	005
MODERATELY EFFECTIVE=	029
HIGHLY EFFECTIVE=	027
COMPLETELY EFFECTIVE=	009
UNKNOWN =	033

QUESTION 7 SECT. II ANSWERS

RATING OF O-J-T EFFECTIVENESS

INEFFECTIVE=	004
SLIGHTLY EFFECTIVE=	015
MODERATELY EFFECTIVE=	035
HIGHLY EFFECTIVE=	040
COMPLETELY EFFECTIVE=	006
UNKNOWN =	005

QUESTION 8 SECT. II ANSWERS

TIME ALLOCATED TO TRAINING.

	UNDERWAY-O/T	CLASSROOM(ASHORE)
VERY LITTLE	008	022
LITTLE	017	028
NOMINAL	036	033
MUCH	031	014
VERY MUCH	013	003
NON ANSWER	002	005

QUESTION 9 SELECT IF CMS.EQ.3

OJT FOR MISSION TRAINING EFFECTIVENESS

SEARCH AND RESCUE
INEFFECTIVE= 004
SLIGHTLY EFFECTIVE= 011
MODERATELY EFFECTIVE= 027
HIGHLY EFFECTIVE= 046
COMPLETELY EFFECTIVE= 013
NOT ANSWERED= 004

REC. BOATING SAFETY
INEFFECTIVE= 007
SLIGHTLY EFFECTIVE= 024
MODERATELY EFFECTIVE= 038
HIGHLY EFFECTIVE= 025
COMPLETELY EFFECTIVE= 003
NOT ANSWERED= 008

AIDS TO NAVIGATION
INEFFECTIVE= 032
SLIGHTLY EFFECTIVE= 025
MODERATELY EFFECTIVE= 022
HIGHLY EFFECTIVE= 012
COMPLETELY EFFECTIVE= 002
NOT ANSWERED= 012

MARINE ENVIRONMENTAL PROT.
INEFFECTIVE= 043
SLIGHTLY EFFECTIVE= 022
MODERATELY EFFECTIVE= 015
HIGHLY EFFECTIVE= 007
COMPLETELY EFFECTIVE= 002
NOT ANSWERED= 016

LAW ENFORCEMENT
INEFFECTIVE= 015
SLIGHTLY EFFECTIVE= 019
MODERATELY EFFECTIVE= 031
HIGHLY EFFECTIVE= 023
COMPLETELY EFFECTIVE= 005
NOT ANSWERED= 009

PORT SAFETY/SECURITY
INEFFECTIVE= 044
SLIGHTLY EFFECTIVE= 016
MODERATELY EFFECTIVE= 016
HIGHLY EFFECTIVE= 009
COMPLETELY EFFECTIVE= 002
NOT ANSWERED= 018

QUESTION 10 SECT II ANSWERS

EFFECTIVENESS OF FORMAL BOAT CREW SCHOOL OPINION

BOAT CREWMAN

INEFFECTIVE=	004
SLIGHTLY EFFECTIVE=	013
MODERATELY EFFECTIVE=	026
HIGHLY EFFECTIVE=	038
COMPLETELY EFFECTIVE=	011
NOT ANSWERED=	013

BOAT ENGINEER

INEFFECTIVE=	003
SLIGHTLY EFFECTIVE=	008
MODERATELY EFFECTIVE=	025
HIGHLY EFFECTIVE=	037
COMPLETELY EFFECTIVE=	016
NOT ANSWERED=	016

COXSWAIN

INEFFECTIVE=	003
SLIGHTLY EFFECTIVE=	008
MODERATELY EFFECTIVE=	023
HIGHLY EFFECTIVE=	034
COMPLETELY EFFECTIVE=	019
NOT ANSWERED=	018

[redacted]

NUMBER OF SURVEYS REDUCED= 105

STATUS	SECT. COMP	SECT. WORKING ON
CREWMAN	070	012
COXSWAIN	031	021
ENGINEER	038	010
SPEC. OPS.		
HEAVY WEATHER	027	013
LARC V AMPHIB	003	002
SHIPBOARD BOATS	012	002
CERTIFICATION	017	005
NONE	017	025

QUESTION 2
AVG. LENGTH OF TIME FOR SECT. COMP. AS CHECKED ABOVE

	SECT. A	SECT. B	SECT. C
AVG. MONTHS	3	4	3
NO. ANS. QUEST.	69	33	39
NOT COMP/NO EXP.	17	45	40

SECT. D	PART A	PART B	PART C
AVG. MONTHS	6	2	4
NO. ANS. QUEST.	31	13	14

NOT COMP/NO EXP. 53

QUESTION 3
TRAINING EFFECTIVENESS OF CC-313.

	SECT A	SECT B	SECT C	SECT D
INEFFECTIVE	001	004	003	005
SLIGHTLY EFFECTIVE	011	008	007	015
MODERATELY EFFECTIVE	036	023	026	012
HIGHLY EFFECTIVE	028	021	022	014
COMPLETELY EFFECTIVE	029	049	053	059
NOT ANSWERED	000	000	000	000

QUESTION 4
NUMBER OF PEOPLE ANSWERING QUESTION 4= 0

QUESTION 5

NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT A= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT B= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT C= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT D 0

QUESTION 6

PERCENT OF TRAINING DURING MISSIONS

0	TO	9	= 021
10	TO	19	= 002
20	TO	29	= 006
30	TO	39	= 001
40	TO	49	= 008
50	TO	59	= 008
60	TO	69	= 016
70	TO	79	= 016
80	TO	89	= 016
90	TO	99	= 011

THE AVERAGE % = 64.647617047e2
OF INPUTS = 84

PERCENT OF TRAINING ASHORE

0	TO	9	= 023
10	TO	19	= 016
20	TO	29	= 018
30	TO	39	= 011
40	TO	49	= 012
50	TO	59	= 008
60	TO	69	= 009
70	TO	79	= 005
80	TO	89	= 002
90	TO	99	= 001

THE AVERAGE % = 35.583333333333
OF INPUTS = 84

QUESTION 7
CHOICE OF FOUR BEST WAYS TO ENHANCE TRAINING.

	1	2	3	4	NO ANS
A.	022	027	019	020	017
B.	012	020	021	020	032
C.	016	028	021	016	014
D.	033	023	019	019	011
E.	028	016	016	019	027
F.	012	001	001	002	089

SMALL BOAT UNDERWAY SURVEY, SECTION 9., DISTRICT 07.

NUMBER OF SURVEYS REDUCED= 105

QUESTION 1 DATA REDUCTION.

CREWS READINESS/CAPABILITY IN PERCENT

SEARCH & RESCUE
0 TO 9 = 010
10 TO 19 = 000
20 TO 29 = 000
30 TO 39 = 000
40 TO 49 = 002
50 TO 59 = 001
60 TO 69 = 001
70 TO 79 = 009
80 TO 89 = 016
90 TO 99 = 066

THE AVERAGE % = 68.34736842105
OF INPUTS = 95

MARINE ENV. PROTECTION
0 TO 9 = 032
10 TO 19 = 010
20 TO 29 = 009
30 TO 39 = 003
40 TO 49 = 003
50 TO 59 = 016
60 TO 69 = 007
70 TO 79 = 011
80 TO 89 = 005
90 TO 99 = 009

THE AVERAGE % = 50.37333333333
OF INPUTS = 75

LAW ENFORCEMENT
0 TO 9 = 015
10 TO 19 = 011
20 TO 29 = 007
30 TO 39 = 001
40 TO 49 = 004
50 TO 59 = 006
60 TO 69 = 004
70 TO 79 = 014
80 TO 89 = 021
90 TO 99 = 022

THE AVERAGE % = 63.12903225806
OF INPUTS = 93

```
  SEC. BOATING SAFETY
      0 TO  9 = 021
     10 TO  19 = 005
     20 TO  29 = 005
     30 TO  39 = 001
     40 TO  49 = 002
     50 TO  59 = 006
     60 TO  69 = 002
     70 TO  79 = 013
     80 TO  89 = 014
     90 TO  99 = 036

THE AVERAGE % =  72.6
# OF INPUTS   =  85


  PORT SAFETY/SECURITY
      0  TO  9 = 040
     10  TO  19 = 007
     20  TO  29 = 007
     30  TO  39 = 004
     40  TO  49 = 004
     50  TO  59 = 015
     60  TO  69 = 002
     70  TO  79 = 011
     80  TO  89 = 005
     90  TO  99 = 010

THE AVERAGE % =  52.34848484848
# OF INPUTS   =  66


  AIDS TO NAVIGATION
      0  TO  9 = 032
     10  TO  19 = 005
     20  TO  29 = 009
     30  TO  39 = 004
     40  TO  49 = 004
     50  TO  59 = 008
     60  TO  69 = 002
     70  TO  79 = 009
     80  TO  89 = 010
     90  TO  99 = 028

THE AVERAGE % =  59
# OF INPUTS   =  78
```

QUESTION 2 DATA REDUCTION

FORMAL TRAINING OR OJT FOR MISSION

SEARCH AND RESCUE---------077
MARINE ENV. PROTECTION----023
LAW ENFORCEMENT-----------068
REC. BOATING SAFETY-------075
PORT SAFETY/SECURITY------020
AIDS TO NAVIGATION--------053
OTHER---------009

QUESTION 3A DATA REDUCTION

BOATCREWMAN TRAINING

1 . 060
2 . 020
3 . 036
4 . 059
5 . 063
6 . 069
7 . 037
8 . 024

QUESTION 3B DATA REDUCTION

BOAT COXSWAIN TRAINING

1 . 032
2 . 028
3 . 025
4 . 035
5 . 030
6 . 044
7 . 033
8 . 032
9 . 020
10 . 040
11 . 033
12 . 027
13 . 024
14 . 025
15 . 020
16 . 026
17 . 035
18 . 031

QUESTION 3C DATA REDUCTION

BOAT ENGINEER TRAINING

1 . 015
2 . 015
3 . 015
4 . 018
5 . 050
6 . 028
7 . 017

SMALL BOAT CREW MEMBERS SURVEY, SECTION 1., DISTRICTS 01,03,11,17.

NUMBER OF SURVEYS REDUCED= 297

QUESTION 1, AGE

NO ANS=	007
< 18=	002
18 TO 20 =	083
21 TO 23 =	125
24 TO 26 =	042
27 TO 29 =	024
30 TO 32 =	016
33 TO 35 =	009
36 TO 38 =	006
39 TO 41 =	002
42 TO 44 =	001
45 TO 47 =	000
48 TO 50 =	000
> 50=	000

AVERAGE AGE = 23.52068965517 YEARS

QUESTION 3
PAYGRADE BREAKDOWN

E1=	1
E2=	34
E3=	71
E4=	94
E5=	51
E6=	31
E7=	9
E8=	3
E9=	0
NOT ANSWERED =	3

QUESTION 5

	TOUR 1	TOUR 2	TOUR 3	TOUR 4
NO ANSWER	042	079	154	208
6 MONTHS OR LESS	051	068	057	045
7 TO 12 MONTHS	068	038	032	009
13 TO 18 MONTHS	049	029	017	012
19 TO 24 MONTHS	040	043	017	009
25 TO 30 MONTHS	025	019	011	006
31 TO 36 MONTHS	017	011	006	005
37 TO 42 MONTHS	003	007	001	001
43 TO 48 MONTHS	002	003	001	002
49 TO 54 MONTHS	000	000	000	000
55 TO 60 MONTHS	000	000	000	000
> 60 MONTHS	000	000	000	000

QUESTION 6
QUALIFICATION QUESTION BREAKDOWN

NUMBER OF BOAT COXSWAINS =	118
ENGINEERS =	101
CREWMEN =	175
OTHER =	33
NOT ANSWERED =	10

QUESTION 7,8,9

BOAT	QUALIFIED COXSWAIN	QUALIFIED ENGINEER	QUALIFIED CREWMAN
44-MLB	088	069	150
36-MLB	016	010	022
41-UTB	083	065	151
40-UTB	099	073	159
30-UTM	068	054	109
32-PWB	028	026	058
25-MCB	010	013	028
25-MSB	032	016	041
SKB/SKM	051	022	055
SKL/UTL	046	022	058
OTHER	037	035	048

NUMBER OF ANSWERS TO QUESTION 10= 125

QUESTION 11, MISSION EXP. IN PRESENT ASSIGNMENT

SAR - - - - - - - - -	282
REC. BOATING SAFETY -	143
AIDS TO NAVIGATION -	116
MARINE ENV. PROT. - -	111
LAW ENFORCEMENT - - -	175
PORT SAFETY/SECURITY-	079
OTHER - -	013

SMALL BOAT CREWMEMBERS SURVEY, SECTION II., DISTRICTS 01,03,13,17.

NUMBER OF SURVEYS REDUCED= 297

QUESTION 1,2,3 - SECT. II ANSWERS

FORMAL SCHOOL SATISFACT. COMP. NONE ANS= 112
FORMAL SCHOOLS APP. FOR, NO APPROVAL. NONE ANS= 236
CORRES. COURSES TAKEN OR SAT. COMP. NONE ANS= 76

QUESTION 4 - SECT. II ANSWERS

APPLICABILITY AND KNOWLEDGE FACTORS (CG-311)

NOT APPLICABLE	021
SLIGHTLY APPLICABLE	042
MODERATELY APPLICABLE	148
HIGHLY APPLICABLE	051
COMPLETELY APPLICABLE	018
NOT ANSWERED	017

QUESTION 5 SECT. II ANSWERS

HAVE YOU EVER RECEIVED TRAINING, 'NO' ANS.= 65

AREA	99
DIST	203
AREA & DIST	74

QUESTION 6 SECT. II ANSWERS

RATING OF MOBILE TRAINING TEAM INSTRUCTION.

INEFFECTIVE	010
SLIGHTLY EFFECTIVE	033
MODERATELY EFFECTIVE	097
HIGHLY EFFECTIVE	077
COMPLETELY EFFECTIVE	016
UNKNOWN	064

QUESTION 7 SECT. II ANSWERS

RATING OF O-J-T EFFECTIVENESS

INEFFECTIVE	022
SLIGHTLY EFFECTIVE	026
MODERATELY EFFECTIVE	115
HIGHLY EFFECTIVE	093
COMPLETELY EFFECTIVE	028
UNKNOWN	013

QUESTION 8 SECT. II ANSWERS

TIME ALLOCATED TO TRAINING.

	UNDERWAY-OJT	CLASS (OOS/ASHORE)
VERY LITTLE	035	07[illegible]
LITTLE	037	057
NOMINAL	096	113
MUCH	075	031
VERY MUCH	049	009
NON ANSWER	005	011

QUESTION / SECT II ANSWERS

OJT FOR MISSION TRAINING EFFECTIVENESS

SEARCH AND RESCUE
- INEFFECTIVE= 009
- SLIGHTLY EFFECTIVE= 021
- MODERATELY EFFECTIVE= 088
- HIGHLY EFFECTIVE= 127
- COMPLETELY EFFECTIVE= 043
- NOT ANSWERED= 009

REC. BOATING SAFETY
- INEFFECTIVE= 046
- SLIGHTLY EFFECTIVE= 074
- MODERATELY EFFECTIVE= 100
- HIGHLY EFFECTIVE= 048
- COMPLETELY EFFECTIVE= 010
- NOT ANSWERED= 019

AIDS TO NAVIGATION
- INEFFECTIVE= 087
- SLIGHTLY EFFECTIVE= 076
- MODERATELY EFFECTIVE= 065
- HIGHLY EFFECTIVE= 032
- COMPLETELY EFFECTIVE= 009
- NOT ANSWERED= 028

MARINE ENVIRONMENTAL PROT.
- INEFFECTIVE= 098
- SLIGHTLY EFFECTIVE= 081
- MODERATELY EFFECTIVE= 063
- HIGHLY EFFECTIVE= 019
- COMPLETELY EFFECTIVE= 007
- NOT ANSWERED= 029

LAW ENFORCEMENT
- INEFFECTIVE= 067
- SLIGHTLY EFFECTIVE= 074
- MODERATELY EFFECTIVE= 037
- HIGHLY EFFECTIVE= 041
- COMPLETELY EFFECTIVE= 009
- NOT ANSWERED= 019

PORT SAFETY/SECURITY
- INEFFECTIVE= 117
- SLIGHTLY EFFECTIVE= 058
- MODERATELY EFFECTIVE= 055
- HIGHLY EFFECTIVE= 026
- COMPLETELY EFFECTIVE= 004
- NOT ANSWERED= 037

SELECTION TO SELF IN PREVIOUS

EFFECTIVENESS OF FORMAL BOAT CREW SCHOOL OPINION

BOAT CREWMAN

INEFFECTIVE=	019
SLIGHTLY EFFECTIVE=	034
MODERATELY EFFECTIVE=	090
HIGHLY EFFECTIVE=	086
COMPLETELY EFFECTIVE=	032
NOT ANSWERED=	036

BOAT ENGINEER

INEFFECTIVE=	014
SLIGHTLY EFFECTIVE=	024
MODERATELY EFFECTIVE=	084
HIGHLY EFFECTIVE=	086
COMPLETELY EFFECTIVE=	028
NOT ANSWERED=	061

COXSWAIN

INEFFECTIVE=	022
SLIGHTLY EFFECTIVE=	026
MODERATELY EFFECTIVE=	068
HIGHLY EFFECTIVE=	087
COMPLETELY EFFECTIVE=	038
NOT ANSWERED=	056

SMALL BOAT CREWMEMBERS SURVEY, SECTION III., DISTRICTS 01,05,13,17.

NUMBER OF SURVEYS REDUCED= 297

STATUS	SECT. COMP	SECT. WORKING ON
CREWMAN	225	024
COXSWAIN	115	062
ENGINEER	103	016
SPEC. OPS.		
HEAVY WEATHER	056	030
LARC V AMPHIB	006	008
SHIPBOARD BOATS	039	007
CERTIFICATION	065	023
NONE	032	052

QUESTION 2
AVG. LENGTH OF TIME FOR SECT. COMP. AS CHECKED ABOVE

	SECT. A	SECT. B	SECT. C
AVG. MONTHS	3	6	3
NO. ANS. QUEST.	225	117	99
NOT COMP/NO EXP.	36	106	91

SECT. D	PART A	PART B	PART C
AVG. MONTHS	7	5	6
NO. ANS. QUEST.	58	15	32

NOT COMP/NO EXP. 129

QUESTION 3
TRAINING EFFECTIVENESS OF CG-313.

	SECT A	SECT B	SECT C	SECT D
INEFFECTIVE	008	011	012	018
SLIGHTLY EFFECTIVE	032	026	021	017
MODERATELY EFFECTIVE	107	076	065	051
HIGHLY EFFECTIVE	075	057	045	021
COMPLETELY EFFECTIVE	075	127	154	190
NOT ANSWERED	000	000	000	000

QUESTION 4
NUMBER OF PEOPLE ANSWERING QUESTION 4= 10

QUESTION 5

NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT A= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT B= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT C= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT D= 0

QUESTION 6

PERCENT OF TRAINING DURING MISSIONS

0	TO	9	= 042
10	TO	19	= 004
20	TO	29	= 015
30	TO	39	= 012
40	TO	49	= 007
50	TO	59	= 032
60	TO	69	= 032
70	TO	79	= 056
80	TO	89	= 045
90.	TO	99	= 050

THE AVERAGE % = 66.13953488372
OF INPUTS = 258

PERCENT OF TRAINING ASHORE.

0	TO	9	= 055
10	TO	19	= 044
20	TO	29	= 067
30	TO	39	= 028
40	TO	49	= 026
50	TO	59	= 032
60	TO	69	= 010
70	TO	79	= 016
80	TO	89	= 012
90	TO	99	= 007

THE AVERAGE % = 34.90826135
OF INPUTS = 256

QUESTION 7
CHOICE OF FOUR BEST WAYS TO ENHANCE TRAINING.

	1	2	3	4	NO ANS
A.	069	074	06c	046	043
B.	025	052	062	079	088
C.	032	060	076	051	078
D.	100	077	039	042	039
E.	079	054	039	038	087
F.	033	002	003	005	254

SMALL BOAT CREW/ENGRD SURVEY, SECTION 1., DISTRICTS 01,03,13,17.

NUMBER OF SURVEYS REDUCED= 297

QUESTION 1 DATA REDUCTION.

CREWS READINESS/CAPABILITY IN PERCENT

SEARCH & RESCUE

0	TO	9	= 022
10	TO	19	= 001
20	TO	29	= 000
30	TO	39	= 001
40	TO	49	= 002
50	TO	59	= 009
60	TO	69	= 005
70	TO	79	= 032
80	TO	89	= 058
90	TO	99	= 167

THE AVERAGE % = 86.62181818182
OF INPUTS = 275

MARINE ENV. PROTECTION

0	TO	9	= 067
10	TO	19	= 039
20	TO	29	= 034
30	TO	39	= 014
40	TO	49	= 017
50	TO	59	= 041
60	TO	69	= 018
70	TO	79	= 026
80	TO	89	= 017
90	TO	99	= 024

THE AVERAGE % = 45.42323651452
OF INPUTS = 241

LAW ENFORCEMENT

0	TO	9	= 065
10	TO	19	= 025
20	TO	29	= 017
30	TO	39	= 015
40	TO	49	= 015
50	TO	59	= 039
60	TO	69	= 018
70	TO	79	= 038
80	TO	89	= 024
90	TO	99	= 041

THE AVERAGE % = 54.15789473684
OF INPUTS = 247

REC. BOATING SAFETY:
0 TO 9 = 051
10 TO 19 = 017
20 TO 29 = 013
30 TO 39 = 006
40 TO 49 = 009
50 TO 59 = 031
60 TO 69 = 021
70 TO 79 = 047
80 TO 89 = 042
90 TO 99 = 060

THE AVERAGE % = 66.06477732794
OF INPUTS = 247

PORT SAFETY/SECURITY
0 TO 9 = 095
10 TO 19 = 041
20 TO 29 = 027
30 TO 39 = 012
40 TO 49 = 009
50 TO 59 = 039
60 TO 69 = 010
70 TO 79 = 020
80 TO 89 = 020
90 TO 99 = 024

THE AVERAGE % = 46.62801932367
OF INPUTS = 207

AIDS TO NAVIGATION
0 TO 9 = 076
10 TO 19 = 028
20 TO 29 = 036
30 TO 39 = 013
40 TO 49 = 017
50 TO 59 = 038
60 TO 69 = 011
70 TO 79 = 022
80 TO 89 = 020
90 TO 99 = 03[illegible]

THE AVERAGE % = 49.79824561404
OF INPUTS = 228

QUESTION 2 DATA REDUCTION

FORMAL TRAINING OR OJT FOR MISSION

SEARCH AND RESCUE---------276
MARINE ENV. PROTECTION----112
LAW ENFORCEMENT-----------180
REC. BOATING SAFETY-------205
PORT SAFETY/SECURITY------075
AIDS TO NAVIGATION--------119
OTHER---------014

QUESTION 3A DATA REDUCTION

BOATCREWMAN TRAINING

1 . 135
2 . 043
3 . 097
4 . 187
5 . 164
6 . 162
7 . 103
8 . 064

QUESTION 3B DATA REDUCTION

BOAT COXSWAIN TRAINING

1 . 085
2 . 058
3 . 078
4 . 081
5 . 075
6 . 102
7 . 080
8 . 072
9 . 046
10 . 130
11 . 100
12 . 074
13 . 073
14 . 053
15 . 055
16 . 082
17 . 101
18 . 065

QUESTION 3C DATA REDUCTION

BOAT ENGINEER TRAINING

1 . 028
2 . 038
3 . 043
4 . 052
5 . 138
6 . 061
7 . 043

3.5.6 HAZARDOUS STATIONS ARE BETTER TRAINED THAN RELATIVELY SAFE ONES

Comparison data for this hypothesis was derived from the following small boat crew survey questions:

Section I, questions 6, 7 and 11
Section II, questions 1, 2, 3, 5, 6, 7, 8 and 9
Section III, questions 1 and 6
Section V, questions 1 and 2

Safe stations were considered to be located in Districts 7, 8, 11, 12 and 14. The hazardous stations were considered to be located in Districts 1, 3, 9, 13 and 17.

3.5.6.1 Question 6, Section I, Boat Crew Survey

I am a qualified:

	Safe	Hazardous
# Boat Coxwains	32.2%	37.0%
Engineers	38.1%	35.3%
Crewmen	51.0%	57.9%
Other	9.1%	10.6%
Not Answered	2.6%	3.7%

3.5.6.2 Question 7, Section I, Boat Crew Survey

List types of boats for which you are a qualified Coxswain:

Boat	Safe	Hazardous
44-MLB	12.9%	26.8%
36-MLB	3.2%	5.4%
41-UTB	29.0%	26.1%
40-UTB	25.8%	30.8%
30-UTM	25.2%	22.8%
32-PWB	8.6%	7.2%
25-MCB	4.3%	5.7%
25-MSB	12.9%	9.7%
SKB/SKM	20.9%	20.8%
SKL/UTL	8.0%	15.4%
Other	7.5%	12.4%

3.5.6.3 Question 11, Section I, Boat Crew Survey

Indicate your missions experience in your present assignment.

	Safe	Hazardous
Search and Rescue	93.0%	94.2%
Rec. Boating Safety	51.0%	51.7%
Aids to Navigation	39.7%	41.2%
Marine Env. Protection	30.6%	32.3%
Law Enforcement	70.9%	57.7%
Port Safety/Security	29.5%	23.6%
Other	5.3%	4.4%

3.5.6.4 Question 1, Section II, Boat Crew Survey

List formal schools (Coast Guard, Navy or contractor) satisfactorily completed.

Safe Stations

The percentage of people answering NONE was 42.4%. It, therefore, must be assumed that 57.6% of the personnel had attended a formal school.

Hazardous Stations

The percentage of people answering NONE was 40.7%. It, therefore, must be assumed that 59.3% of the personnel had attended a formal school.

3.5.6.5 Question 2, Section II, Boat Crew Survey

List formal schools (Coast Guard, Navy or contractor) that you applied for but did not receive approval.

Safe Stations

The percentage of people answering NONE was 72.0%. It must, therefore, be assumed that 72.0% of the personnel had not applied.

Hazardous Stations

The percentage of people answering NONE was 78.1%. It must, therefore, be assumed that 78.1% of the personnel had not applied.

3.5.6.6 Question 3, Section II, Boat Crew Survey

List correspondence courses (titles) currently being taken or satisfactorily completed.

Safe Stations

The percentage of people answering NONE was 19.8%. Therefore, it must be assumed that 80.2% of the personnel have taken or are taking correspondence courses.

Hazardous Stations

The percentage of people answering NONE was 23.6%. Therefore, it must be assumed that 76.4% of the personnel have taken or are taking correspondence courses.

3.5.6.7 Question 5, Section II, Boat Crew Survey

Have you ever received training from either an Area or District training team?

	Safe	Hazardous
Area	27.4%	29.6%
District	51.6%	66.1%
Area and District	18.2%	21.3%
No Answer	28.1%	24.6%

Hazardous stations have received a higher percentage of training from both Area and District training teams.

3.5.6.8 Question 6, Section II, Boat Crew Survey

Indicate your opinion of the contribution of mobile training team instruction relative to your job/task responsibilities.

	Safe	Hazardous
Ineffective	3.2%	2.9%
Slightly effective	11.8%	9.4%
Moderately effective	33.3%	31.3%
Highly effective	15.0%	25.8%
Completely effective	4.3%	6.2%
Unknown	32.2%	24.1%

Basically, hazardous stations feel that mobile training is of more value to their related job/task responsibilities.

3.5.6.9 Question 7, Section II, Boat Crew Survey

Rate the present On-Job-Training system for its effectiveness in preparing you to perform your assigned job/task responsibilities.

	Safe	Hazardous
Ineffective	5.3%	6.4%
Slightly effective	12.3%	10.1%
Moderately effective	37.6%	37.3%
Highly effective	34.9%	33.0%
Completely effective	6.9%	8.4%
Unknown	2.6%	4.4%

There is no real difference in feeling concerning OJT relating to job/task responsibilities.

3.5.6.10 Question 8, Section II, Boat Crew Survey

Indicate how much time is allocated to the following types of training at your unit.

	Safe	Hazardous
Underway-OJT		
Very little	13.4%	10.6%
Little	13.4%	13.4%
Nominal	31.7%	32.3%
Much	17.2%	26.3%
Very much	23.1%	15.4%
Non Answer	1.0%	1.7%
Classroom (Ashore)		
Very little	24.7%	24.3%
Little	24.1%	21.1%
Nominal	36.5%	36.3%
Much	9.1%	11.1%
Very much	3.7%	2.9%
Non Answer	1.6%	3.9%

Both groups agree on all points. They feel that more time is spent on underway OJT than classroom ashore.

3.5.6.11 Question 9, Section II, Boat Crew Survey

Rate the present On-Job-Training system for its mission training effectiveness by placing the most appropriate description number in each mission block.

Search and Rescue	Safe	Hazardous
Ineffective	3.2%	3.2%
Slightly Effective	6.9%	7.9%
Moderately effective	26.3%	28.6%
Highly effective	37.6%	43.0%
Completely effective	23.1%	13.9%
Not Answered	2.6%	3.2%
Recreation Boating Safety		
Ineffective	11.8%	13.1%
Slightly effective	31.1%	24.3%
Moderately effective	30.1%	34.3%
Highly effective	15.5%	18.1%
Completely effective	4.8%	3.2%
Not Answered	6.4%	6.7%

	Safe	Hazardous
Aids to Navigation		
Ineffective	30.1%	29.6%
Slightly effective	21.5%	25.1%
Moderately effective	23.6%	21.6%
Highly effective	8.0%	10.9%
Completely effective	4.8%	2.7%
Not Answered	11.8%	9.9%
Marine Environmental Protection		
Ineffective	33.8%	35.0%
Slightly effective	30.6%	25.6%
Moderately effective	19.3%	19.4%
Highly effective	5.9%	6.4%
Completely effective	1.0%	2.2%
Not Answered	9.1%	11.1%
Law Enforcement		
Ineffective	8.6%	20.3%
Slightly effective	22.5%	23.1%
Moderately effective	34.4%	29.3%
Highly effective	19.8%	15.9%
Completely effective	5.9%	4.2%
Not Answered	8.6%	6.9%
Port Safety/Security		
Ineffective	30.1%	40.0%
Slightly effective	24.7%	18.4%
Moderately effective	18.8%	17.6%
Highly effective	10.7%	8.7%
Completely effective	2.6%	1.4%
Not Answered	12.9%	13.6%

Hazardous and safe stations agree on three categories: SAR, RBS and MEP. However, the hazardous stations feel that OJT is more effective for ATON, and relatively safe stations feel that OJT is more effective for LE and PSS.

3.5.6.12 Question 1, Section III, Boat Crew Survey

On-Job-Training: Check those CG-313 Sections that you have completed (signed off) and/or are currently working on.

Sections Completed	Safe	Hazardous
A	65.5%	73.3%
B	32.7%	36.3%
C	32.7%	35.0%
D(A)	23.1%	20.6%
D(B)	1.6%	2.2%
D(C)	15.5%	12.6%
E	22.0%	20.3%
None	14.5%	12.1%

Sections Currently Working On	Safe	Hazardous
A	11.8%	8.9%
B	22.0%	20.6%
C	8.6%	6.4%
D(A)	9.6%	10.6%
D(B)	3.2%	2.4%
D(C)	2.6%	2.2%
E	1.6%	6.9%
None	23.1%	19.1%

Based on the NONE answers, safe stations are less involved in CG-313 than hazardous stations.

3.5.6.13 Question 6, Section III, Boat Crew Survey

Based on your experience with OJT training, using CG-313, estimate the percent of such training conducted during actual mission (i.e., SAR) operations (underway) versus the percent of CG-313 training conducted ashore (in a classroom-type environment) and on scheduled underway exercises conducted solely for the purpose of training.

	Safe	Hazardous
Average % Training During Missions	68.3%	65.6%
Average % Training Ashore	29.9%	35.1%

Both groups are in general agreement.

3.5.6.14 Question 1, Section V, Boat Crew Survey

Indicate your crew's readiness/capability (in percent, where 100% is perfect) to perform each of the following missions.

	Safe	Hazardous
SAR	83.2%	87.1%
MEP	43.4%	46.6%
LE	56.8%	56.6%
RBS	63.1%	67.7%
PSS	50.0%	48.1%
AtoN	51.0%	52.1%

Both groups are generally in agreement. However, the hazardous stations feel less ready/capable in the PSS and LE categories.

3.5.6.15 Question 2, Section V, Boat Crew Survey

Check those missions for which you have received either formal or On-Job-Training.

	Safe	Hazardous
SAR	91.9%	92.7%
MEP	33.3%	33.5%
LE	74.7%	61.6%
RBS	64.5%	69.6%
PSS	33.3%	23.6%
ATON	50.0%	42.7%
Other	6.4%	5.7%

Hazardous stations have received more training in SAR and RBS than safe stations. However, safe stations have received more training in LE, PSS and ATON.

3.5.6.16 Conclusion

Hazardous stations show a slight edge in some training categories, but the data does not substantiate the hypothesis that such stations are better trained than safe ones.

SMALL BOAT (PEDRO) CREWMEMBERS SURVEY SECT I., STATIONS CONSIDERED HEAVY WEATHER.

NUMBER OF SURVEYS REDUCED= 402

QUESTION 1, AGE

NO ANS=	008
< 18=	002
18 TO 20 =	089
21 TO 23 =	165
24 TO 26 =	064
27 TO 29 =	035
30 TO 32 =	017
33 TO 35 =	012
36 TO 38 =	006
39 TO 41 =	003
42 TO 44 =	001
45 TO 47 =	000
48 TO 50 =	000
> 50=	000

AVERAGE AGE = 23.413706558376 YEARS

QUESTION 3
PAYGRADE BREAKDOWN

E1=	2
E2=	52
E3=	104
E4=	126
E5=	60
E6=	41
E7=	10
E8=	3
E9=	0
NOT ANSWERED =	4

QUESTION 5

	TOUR 1	TOUR 2	TOUR 3	TOUR 4
NO ANSWER	050	109	212	280
6 MONTHS OR LESS	080	095	075	064
7 TO 12 MONTHS	093	054	042	017
13 TO 18 MONTHS	068	037	024	014
19 TO 24 MONTHS	050	054	024	009
25 TO 30 MONTHS	028	024	015	006
31 TO 36 MONTHS	019	016	006	007
37 TO 42 MONTHS	006	007	002	002
43 TO 48 MONTHS	003	004	001	003
49 TO 54 MONTHS	000	000	000	000
55 TO 60 MONTHS	000	000	000	000
> 60 MONTHS	000	000	000	000

QUESTION 6
QUALIFICATION QUESTION BREAKDOWN

NUMBER OF BOAT COXSWAINS =	149
ENGINEERS =	142
CREWMEN =	233
OTHER =	46
NOT ANSWERED =	15

QUESTION 7,8,9

BOAT	QUALIFIED COXSWAIN	QUALIFIED ENGINEER	QUALIFIED CREWMAN
44-MLB	108	095	201
36-MLB	022	014	030
41-UTB	105	092	208
40-UTB	124	103	218
30-UTM	092	082	166
32-PWB	029	026	059
25-MCB	023	016	034
25-MSB	039	019	050
SKB/SKM	084	047	100
SKL/UTL	042	036	087
OTHER	050	042	064

NUMBER OF ANSWERS TO QUESTION 10= 184

QUESTION 11, MISSION EXP. IN PRESENT ASSIGNMENT

SAR - - - - - - - - - -	379
REC. BOATING SAFETY -	208
AIDS TO NAVIGATION -	166
MARINE ENV. PROT. - -	130
LAW ENFORCEMENT - - -	232
PORT SAFETY/SECURITY-	095
OTHER - -	018

SMALL BOAT CREWMEMBERS SURVEY, SECTION II.,STATIONS CONSIDERED HEAVY WEATHER.

NUMBER OF SURVEYS REDUCED= 402

QUESTION 1,2,3 - SECT. II ANSWERS

FORMAL SCHOOL SATISFACT. COMP. NONE ANS= 164
FORMAL SCHOOLS APP. FOR, NO APPROVAL. NONE ANS= 314
CORRES. COURSES TAKEN OR SAT. COMP. NONE ANS= 95

QUESTION 4 - SECT. II ANSWERS

APPLICABILITY AND KNOWLEDGE FACTORS (CG-311)

NOT APPLICABLE=	026
SLIGHTLY APPLICABLE=	056
MODERATELY APPLICABLE=	193
HIGHLY APPLICABLE=	073
COMPLETELY APPLICABLE=	033
NOT ANSWERED=	021

QUESTION 5 SECT. II ANSWERS

HAVE YOU EVER RECEIVED TRAINING, 'NO' ANS.= 99

AREA =	119
DIST =	266
AREA & DIST =	86

QUESTION 6 SECT. II ANSWERS

RATING OF MOBILE TRAINING TEAM INSTRUCTION.

INEFFECTIVE=	012
SLIGHTLY EFFECTIVE=	038
MODERATELY EFFECTIVE=	126
HIGHLY EFFECTIVE=	104
COMPLETELY EFFECTIVE=	025
UNKNOWN =	097

QUESTION 7 SECT. II ANSWERS

RATING OF O-J-T EFFECTIVENESS

INEFFECTIVE=	026
SLIGHTLY EFFECTIVE=	041
MODERATELY EFFECTIVE=	150
HIGHLY EFFECTIVE=	133
COMPLETELY EFFECTIVE=	034
UNKNOWN =	018

QUESTION 8 SECT. II ANSWERS

TIME ALLOCATED TO TRAINING.

	UNDERWAY-OJT	CLASSROOM(ASHORE)
VERY LITTLE	043	098
LITTLE	054	085
NOMINAL	130	146
MUCH	106	045
VERY MUCH	062	012
NON ANSWER	007	016

QUESTION 3 SECT II ANSWERS

OJT FOR MISSION TRAINING EFFECTIVENESS

SEARCH AND RESCUE
INEFFECTIVE= 013
SLIGHTLY EFFECTIVE= 032
MODERATELY EFFECTIVE= 115
HIGHLY EFFECTIVE= 173
COMPLETELY EFFECTIVE= 056
NOT ANSWERED= 013

REC. BOATING SAFETY
INEFFECTIVE= 053
SLIGHTLY EFFECTIVE= 098
MODERATELY EFFECTIVE= 138
HIGHLY EFFECTIVE= 073
COMPLETELY EFFECTIVE= 013
NOT ANSWERED= 027

AIDS TO NAVIGATION
INEFFECTIVE= 119
SLIGHTLY EFFECTIVE= 101
MODERATELY EFFECTIVE= 087
HIGHLY EFFECTIVE= 044
COMPLETELY EFFECTIVE= 011
NOT ANSWERED= 040

MARINE ENVIRONMENTAL PROT.
INEFFECTIVE= 141
SLIGHTLY EFFECTIVE= 103
MODERATELY EFFECTIVE= 078
HIGHLY EFFECTIVE= 026
COMPLETELY EFFECTIVE= 009
NOT ANSWERED= 045

LAW ENFORCEMENT
INEFFECTIVE= 082
SLIGHTLY EFFECTIVE= 093
MODERATELY EFFECTIVE= 118
HIGHLY EFFECTIVE= 044
COMPLETELY EFFECTIVE= 017
NOT ANSWERED= 029

PORT SAFETY/SECURITY
INEFFECTIVE= 161
SLIGHTLY EFFECTIVE= 074
MODERATELY EFFECTIVE= 071
HIGHLY EFFECTIVE= 035
COMPLETELY EFFECTIVE= 006
NOT ANSWERED= 055

QUESTION 14 SELF II ANSWERS

EFFECTIVENESS OF FORMAL BOAT CREW SCHOOL OPINION

BOAT CREWMAN

INEFFECTIVE=	023
SLIGHTLY EFFECTIVE=	047
MODERATELY EFFECTIVE=	116
HIGHLY EFFECTIVE=	124
COMPLETELY EFFECTIVE=	043
NOT ANSWERED=	049

BOAT ENGINEER

INEFFECTIVE=	017
SLIGHTLY EFFECTIVE=	032
MODERATELY EFFECTIVE=	109
HIGHLY EFFECTIVE=	123
COMPLETELY EFFECTIVE=	044
NOT ANSWERED=	077

COXSWAIN

INEFFECTIVE=	025
SLIGHTLY EFFECTIVE=	034
MODERATELY EFFECTIVE=	091
HIGHLY EFFECTIVE=	121
COMPLETELY EFFECTIVE=	057
NOT ANSWERED=	074

NUMBER OF SURVEYS REDUCED= 402

STATUS	SECT. COMP	SECT. WORKING ON
CREWMAN	295	036
COXSWAIN	146	083
ENGINEER	141	026
SPEC. OPS.		
HEAVY WEATHER	083	043
LARC V AMPHIB	009	010
SHIPBOARD BOATS	051	009
CERTIFICATION	082	028
NONE	049	077

QUESTION 2
AVG. LENGTH OF TIME FOR SECT. COMP. AS CHECKED ABOVE

	SECT. A	SECT. B	SECT. C
AVG. MONTHS	3	6	3
NO. ANS. QUEST.	294	150	138
NOT COMP/NO EXP.	53	151	131

SECT. D	PART A	PART B	PART C
AVG. MONTHS	7	4	5
NO. ANS. QUEST.	89	25	46

NOT COMP/NO EXP. 182

QUESTION 3
TRAINING EFFECTIVENESS OF CG-313.

	SECT A	SECT B	SECT C	SECT D
INEFFECTIVE	009	015	015	023
SLIGHTLY EFFECTIVE	043	034	028	032
MODERATELY EFFECTIVE	143	099	085	063
HIGHLY EFFECTIVE	103	078	067	035
COMPLETELY EFFECTIVE	104	175	207	249
NOT ANSWERED	000	000	000	000

QUESTION 4
NUMBER OF PEOPLE ANSWERING QUESTION 4= 16

QUESTION 5

NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT A= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT B= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT C= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT D= 0

QUESTION 5

PERCENT OF TRAINING DURING MISSIONS

0	TO	9	=	063
10	TO	19	=	006
20	TO	29	=	021
30	TO	39	=	013
40	TO	49	=	017
50	TO	59	=	040
60	TO	69	=	048
70	TO	79	=	072
80	TO	89	=	061
90	TO	99	=	061

THE AVERAGE % = 65.62573099415
OF INPUTS = 342

PERCENT OF TRAINING ASHORE

0	TO	9	=	078
10	TO	19	=	060
20	TO	29	=	085
30	TO	39	=	039
40	TO	49	=	038
50	TO	59	=	040
60	TO	69	=	019
70	TO	79	=	021
80	TO	89	=	014
90	TO	99	=	008

THE AVERAGE % = 35.13529411764
OF INPUTS = 340

QUESTION 7
CHOICE OF FOUR BEST WAYS TO ENHANCE TRAINING.

	1	2	3	4	NO ANS
A.	091	101	086	065	060
B.	057	072	083	070	120
C.	048	088	107	067	092
D.	133	100	058	061	050
E.	107	070	054	057	114
F.	045	003	004	007	343

[illegible] SURVEY, SECTION V, STATISTICS CONSIDERED MANY MEANS

NUMBER OF SURVEYS REDUCED= 402

QUESTION 1 DATA REDUCTION.

CREWS READINESS CAPABILITY IN PERCENT

SEARCH & RESCUE
0 TO 9 = 032
10 TO 19 = 001
20 TO 29 = 000
30 TO 39 = 001
40 TO 49 = 004
50 TO 59 = 010
60 TO 69 = 006
70 TO 79 = 041
80 TO 89 = 074
90 TO 99 = 233

THE AVERAGE % = 87.068864864036
OF INPUTS = 370

MARINE ENV. PROTECTION
0 TO 9 = 097
10 TO 19 = 049
20 TO 29 = 043
30 TO 39 = 017
40 TO 49 = 020
50 TO 59 = 057
60 TO 69 = 026
70 TO 79 = 037
80 TO 89 = 022
90 TO 99 = 033

THE AVERAGE % = 46.5981012658R2
OF INPUTS = 316

LAW ENFORCEMENT
0 TO 9 = 080
10 TO 19 = 036
20 TO 29 = 024
30 TO 39 = 016
40 TO 49 = 019
50 TO 59 = 045
60 TO 69 = 022
70 TO 79 = 052
80 TO 89 = 045
90 TO 99 = 083

THE AVERAGE % = 58.611764705883
OF INPUTS = 340

REC. BOATING SAFETY
0 TO 9 = 072
10 TO 19 = 022
20 TO 29 = 018
30 TO 39 = 007
40 TO 49 = 011
50 TO 59 = 037
60 TO 69 = 023
70 TO 79 = 060
80 TO 89 = 056
90 TO 99 = 096

THE AVERAGE % = 67.73795180723
OF INPUTS = 332

PORT SAFETY/SECURITY
0 TO 9 = 135
10 TO 19 = 048
20 TO 29 = 034
30 TO 39 = 016
40 TO 49 = 013
50 TO 59 = 054
60 TO 69 = 012
70 TO 79 = 031
80 TO 89 = 025
90 TO 99 = 034

THE AVERAGE % = 48.13186813187
OF INPUTS = 273

AIDS TO NAVIGATION
0 TO 9 = 108
10 TO 19 = 033
20 TO 29 = 045
30 TO 39 = 017
40 TO 49 = 021
50 TO 59 = 046
60 TO 69 = 015
70 TO 79 = 031
80 TO 89 = 030
90 TO 99 = 056

THE AVERAGE % = 52.14379084967
OF INPUTS = 306

QUESTION 2 DATA REDUCTION

FORMAL TRAINING OR OJT FOR MISSION

SEARCH AND RESCUE---------373
MARINE ENV. PROTECTION----135
LAW ENFORCEMENT----------248
REC. BOATING SAFETY-------260
PORT SAFETY/SECURITY------095
AIDS TO NAVIGATION--------172
OTHER---------023

QUESTION 3A DATA REDUCTION

BOATCREWMAN TRAINING

1 . 195
2 . 063
3 . 133
4 . 246
5 . 227
6 . 231
7 . 140
8 . 088

QUESTION 3B DATA REDUCTION

BOAT COXSWAIN TRAINING

1 . 117
2 . 085
3 . 103
4 . 116
5 . 105
6 . 146
7 . 113
8 . 104
9 . 086
10 . 170
11 . 133
12 . 101
13 . 097
14 . 078
15 . 075
16 . 108
17 . 136
18 . 076

QUESTION 3C DATA REDUCTION

BOAT ENGINEER TRAINING

1 . 043
2 . 053
3 . 038
4 . 070
5 . 188
6 . 089
7 . 060

TRAVEL BOAT CREWMEMBER'S SURVEY CUT 1., STATIONS CONSIDERED STANDARD WEATHER.

NUMBER OF SURVEYS REDUCED= 180

QUESTION 1, AGE

NO ANS=	003
< 18=	001
18 TO 20 =	054
21 TO 23 =	075
24 TO 26 =	026
27 TO 29 =	016
30 TO 32 =	006
33 TO 35 =	001
36 TO 38 =	002
39 TO 41 =	002
42 TO 44 =	000
45 TO 47 =	000
48 TO 50 =	000
> 50=	000

AVERAGE AGE = 22.77595628415 YEARS

QUESTION 3
PAYGRADE BREAKDOWN

E1=	0
E2=	27
E3=	59
E4=	61
E5=	26
E6=	10
E7=	2
E8=	0
E9=	0
NOT ANSWERED =	1

QUESTION 5

	TOUR 1	TOUR 2	TOUR 3	TOUR 4
NO ANSWER	040	052	089	142
6 MONTHS OR LESS	089	046	045	017
7 TO 12 MONTHS	039	025	021	011
13 TO 18 MONTHS	029	020	012	008
19 TO 24 MONTHS	013	030	012	007
25 TO 30 MONTHS	009	006	003	001
31 TO 36 MONTHS	005	005	002	000
37 TO 42 MONTHS	001	000	001	000
43 TO 48 MONTHS	000	001	000	000
49 TO 54 MONTHS	000	001	001	000
55 TO 60 MONTHS	000	000	000	000
> 60 MONTHS	000	000	000	000

QUESTION 6
QUALIFICATION QUESTION BREAKDOWN

NUMBER OF BOAT CREWMEN =	80
ENGINEERS =	71
CREWMEN =	95
OTHER =	17
NOT ANSWERED =	5

BOAT	QUALIFIED COXSWAIN	QUALIFIED ENGINEER	QUALIFIED CREWMAN
44-MLB	024	025	046
36-MLB	006	004	012
41-UTB	054	058	104
40-UTB	048	047	089
30-UTM	047	052	082
32-PWB	016	010	030
25-MCB	008	002	008
25-MSB	024	004	024
SKB/SKM	039	029	056
SKL/UTL	015	008	021
OTHER	014	030	027

NUMBER OF ANSWERS TO QUESTION 10= 73

QUESTION 11, MISSION EXP. IN PRESENT ASSIGNMENT

SAR - - - - - - - - - -	173
REC. BOATING SAFETY -	095
AIDS TO NAVIGATION -	074
MARINE ENV. PROT. - -	057
LAW ENFORCEMENT - - -	132
PORT SAFETY/SECURITY-	055
OTHER - -	010

SMALL BOAT CREWMEMBERS SURVEY, SECTION II., STATIONS CONSIDERED STANDARD WEATHER.

NUMBER OF SURVEYS REDUCED= 186

QUESTION 1,2,3 - SECT. II ANSWERS

FORMAL SCHOOL SATISFACT. COMP. NONE ANS= 79
FORMAL SCHOOLS APP. FOR, NO APPROVAL. NONE ANS= 134
CORRES. COURSES TAKEN OR SAT. COMP. NONE ANS= 37

QUESTION 4 - SECT. II ANSWERS

APPLICABILITY AND KNOWLEDGE FACTORS (CG-311)

NOT APPLICABLE=	013
SLIGHTLY APPLICABLE=	029
MODERATELY APPLICABLE=	086
HIGHLY APPLICABLE=	038
COMPLETELY APPLICABLE=	011
NOT ANSWERED=	009

QUESTION 5 SECT. II ANSWERS

HAVE YOU EVER RECEIVED TRAINING, 'NO' ANS.= 71

AREA =	51
DIST =	96
AREA & DIST =	34

QUESTION 6 SECT. II ANSWERS

RATING OF MOBILE TRAINING TEAM INSTRUCTION.

INEFFECTIVE=	006
SLIGHTLY EFFECTIVE=	022
MODERATELY EFFECTIVE=	062
HIGHLY EFFECTIVE=	028
COMPLETELY EFFECTIVE=	009
UNKNOWN =	060

QUESTION 7 SECT. II ANSWERS

RATING OF O-J-T EFFECTIVENESS

INEFFECTIVE=	010
SLIGHTLY EFFECTIVE=	023
MODERATELY EFFECTIVE=	070
HIGHLY EFFECTIVE=	065
COMPLETELY EFFECTIVE=	013
UNKNOWN =	005

QUESTION 8 SECT. II ANSWERS

TIME ALLOCATED TO TRAINING.

	UNDERWAY-OJT	CLASSROOM(ASHORE)
VERY LITTLE	025	046
LITTLE	025	045
NOMINAL	059	068
MUCH	032	017
VERY MUCH	043	007
NO ANSWER	002	003

QUESTION 9 SECT II ANSWERS

OJT FOR MISSION TRAINING EFFECTIVENESS

SEARCH AND RESCUE
- INEFFECTIVE= 006
- SLIGHTLY EFFECTIVE= 013
- MODERATELY EFFECTIVE= 049
- HIGHLY EFFECTIVE= 070
- COMPLETELY EFFECTIVE= 043
- NOT ANSWERED= 005

REC. BOATING SAFETY
- INEFFECTIVE= 022
- SLIGHTLY EFFECTIVE= 058
- MODERATELY EFFECTIVE= 056
- HIGHLY EFFECTIVE= 029
- COMPLETELY EFFECTIVE= 009
- NOT ANSWERED= 012

AIDS TO NAVIGATION
- INEFFECTIVE= 056
- SLIGHTLY EFFECTIVE= 040
- MODERATELY EFFECTIVE= 044
- HIGHLY EFFECTIVE= 015
- COMPLETELY EFFECTIVE= 009
- NOT ANSWERED= 022

MARINE ENVIRONMENTAL PROT.
- INEFFECTIVE= 063
- SLIGHTLY EFFECTIVE= 057
- MODERATELY EFFECTIVE= 036
- HIGHLY EFFECTIVE= 011
- COMPLETELY EFFECTIVE= 002
- NOT ANSWERED= 017

LAW ENFORCEMENT
- INEFFECTIVE= 016
- SLIGHTLY EFFECTIVE= 042
- MODERATELY EFFECTIVE= 054
- HIGHLY EFFECTIVE= 037
- COMPLETELY EFFECTIVE= 011
- NOT ANSWERED= 016

PORT SAFETY/SECURITY
- INEFFECTIVE= 056
- SLIGHTLY EFFECTIVE= 046
- MODERATELY EFFECTIVE= 035
- HIGHLY EFFECTIVE= 020
- COMPLETELY EFFECTIVE= 005
- NOT ANSWERED= 024

QUESTION 10 SECT II ANSWERS

EFFECTIVENESS OF FORMAL BOAT CREW SCHOOL OPINION

BOAT CREWMAN

INEFFECTIVE=	019
SLIGHTLY EFFECTIVE=	015
MODERATELY EFFECTIVE=	055
HIGHLY EFFECTIVE=	052
COMPLETELY EFFECTIVE=	026
NOT ANSWERED=	019

BOAT ENGINEER

INEFFECTIVE=	016
SLIGHTLY EFFECTIVE=	013
MODERATELY EFFECTIVE=	052
HIGHLY EFFECTIVE=	054
COMPLETELY EFFECTIVE=	029
NOT ANSWERED=	022

COXSWAIN

INEFFECTIVE=	017
SLIGHTLY EFFECTIVE=	012
MODERATELY EFFECTIVE=	028
HIGHLY EFFECTIVE=	070
COMPLETELY EFFECTIVE=	035
NOT ANSWERED=	024

SMALL BOAT CREWMEMBER SURVEY, SECTION III., STATIONS CONSIDERED STANDARD WEATHER

NUMBER OF SURVEYS REDUCED= 184

STATUS	SECT. COMP	SECT. WORKING ON
CREWMAN	122	022
COXSWAIN	061	041
ENGINEER	061	016
SPEC. OPS.		
HEAVY WEATHER	043	018
LARC V AMPHIB	003	006
SHIPBOARD BOATS	029	005
CERTIFICATION	041	003
NONE	027	043

QUESTION 2
AVG. LENGTH OF TIME FOR SECT. COMP. AS CHECKED ABOVE

	SECT. A	SECT. B	SECT. C
AVG. MONTHS	2	4	2
NO. ANS. QUEST.	122	63	55
NOT COMP/NO EXP.	34	68	62

SECT. D	PART A	PART B	PART C
AVG. MONTHS	5	3	5
NO. ANS. QUEST.	47	12	25
NOT COMP/NO EXP.	77		

QUESTION 3
TRAINING EFFECTIVENESS OF CG-313.

	SECT A	SECT B	SECT C	SECT D
INEFFECTIVE	004	006	008	007
SLIGHTLY EFFECTIVE	014	015	015	016
MODERATELY EFFECTIVE	060	037	038	023
HIGHLY EFFECTIVE	047	038	026	016
COMPLETELY EFFECTIVE	061	090	097	124
NOT ANSWERED	000	000	000	000

QUESTION 4
NUMBER OF PEOPLE ANSWERING QUESTION 4= 5

QUESTION 5

NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT A= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT B= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT C= 0
NUMBER OF PEOPLE DESIRING ADDITIONS TO SECT D= 0

QUESTION 6

PERCENT OF TRAINING DURING MISSIONS

0	TO	9	=	029
10	TO	19	=	003
20	TO	29	=	009
30	TO	39	=	003
40	TO	49	=	010
50	TO	59	=	022
60	TO	69	=	015
70	TO	79	=	025
80	TO	89	=	039
90	TO	99	=	032

THE AVERAGE % = 68.2547770700
OF INPUTS = 157

PERCENT OF TRAINING ASHORE

0	TO	9	=	043
10	TO	19	=	031
20	TO	29	=	048
30	TO	39	=	012
40	TO	49	=	013
50	TO	59	=	021
60	TO	69	=	007
70	TO	79	=	005
80	TO	89	=	005
90	TO	99	=	001

THE AVERAGE % = 29.99359274559
OF INPUTS = 156

QUESTION 7
CHOICE OF FOUR BEST WAYS TO ENHANCE TRAINING.

	1	2	3	4	NO ANS
A.	038	040	036	038	040
B.	022	028	037	047	052
C.	024	043	038	041	040
D.	060	041	035	018	032
E.	057	032	013	032	052
F.	011	003	002	004	166

SMALL BOAT CREWMEMBERS SURVEY, SECTION V., STATIONS CONSIDERED STANDARD WEATHER.

NUMBER OF SURVEYS REDUCED= 186

QUESTION 1 DATA REDUCTION.

CREWS READINESS/CAPABILITY IN PERCENT

SEARCH & RESCUE
0 TO 9 = 016
10 TO 19 = 004
20 TO 29 = 001
30 TO 39 = 002
40 TO 49 = 001
50 TO 59 = 006
60 TO 69 = 007
70 TO 79 = 013
80 TO 89 = 040
90 TO 99 = 096

THE AVERAGE % = 83.21637426901
OF INPUTS = 171

MARINE ENV. PROTECTION
0 TO 9 = 050
10 TO 19 = 025
20 TO 29 = 022
30 TO 39 = 012
40 TO 49 = 006
50 TO 59 = 019
60 TO 69 = 013
70 TO 79 = 014
80 TO 89 = 011
90 TO 99 = 014

THE AVERAGE % = 43.39726027397
OF INPUTS = 146

LAW ENFORCEMENT
0 TO 9 = 027
10 TO 19 = 015
20 TO 29 = 016
30 TO 39 = 007
40 TO 49 = 008
50 TO 59 = 021
60 TO 69 = 018
70 TO 79 = 021
80 TO 89 = 019
90 TO 99 = 034

THE AVERAGE % = 56.77976190476
OF INPUTS = 168

REC. BOATING SAFETY
0 TO 9 = 040
10 TO 19 = 011
20 TO 29 = 011
30 TO 39 = 003
40 TO 49 = 007
50 TO 59 = 017
60 TO 69 = 008
70 TO 79 = 020
80 TO 89 = 029
90 TO 99 = 040

THE AVERAGE % = 63.1241330065
OF INPUTS = 153

PORT SAFETY/SECURITY
0 TO 9 = 058
10 TO 19 = 018
20 TO 29 = 020
30 TO 39 = 007
40 TO 49 = 006
50 TO 59 = 012
60 TO 69 = 012
70 TO 79 = 015
80 TO 89 = 017
90 TO 99 = 021

THE AVERAGE % = 50.02189781022
OF INPUTS = 137

AIDS TO NAVIGATION
0 TO 9 = 056
10 TO 19 = 019
20 TO 29 = 014
30 TO 39 = 006
40 TO 49 = 009
50 TO 59 = 021
60 TO 69 = 008
70 TO 79 = 012
80 TO 89 = 016
90 TO 99 = 025

THE AVERAGE % = 51.00709219858
OF INPUTS = 141

QUESTION . DATA REDUCTION

FORMAL TRAINING OR OJT FOR MISSION

SEARCH AND RESCUE---------171
MARINE ENV. PROTECTION----062
LAW ENFORCEMENT-----------139
REC. BOATING SAFETY-------120
PORT SAFETY/SECURITY------062
AIDS TO NAVIGATION--------093
OTHER---------012

QUESTION 3A DATA REDUCTION

BOATCREWMAN TRAINING

1 . 096
2 . 021
3 . 055
4 . 103
5 . 097
6 . 101
7 . 060
8 . 041

QUESTION 3B DATA REDUCTION

BOAT COXSWAIN TRAINING

1 . 055
2 . 030
3 . 035
4 . 045
5 . 053
6 . 066
7 . 055
8 . 047
9 . 026
10 . 071
11 . 057
12 . 049
13 . 040
14 . 040
15 . 033
16 . 051
17 . 075
18 . 045

QUESTION 3C DATA REDUCTION

BOAT ENGINEER TRAINING

1 . 015
2 . 019
3 . 020
4 . 023
5 . 069
6 . 036
7 . 021

* U.S. GOVERNMENT PRINTING OFFICE :1978 0-725-495/1386