

Auxiliary Form 7065: Vehicle Offer-For-Use

This document outlines background information on why the form was created, and the requirements of this form.

Sometime in the future, Chief Director of Auxiliary will likely institute a type of safe trailering training. At that time, D17 will begin training our members on trailering. Until then, this form serves several documentation purposes that are outlined in the document below.

In D17 there are currently only 3 categories of towing of "federal government-owned property"; the "Coastie" Robot trailers, the trailers for the Loaner PWCs, and the SAFEBoat trailers*.

*This form does NOT qualify an Auxiliarist to tow the Coast Guard owned – Auxiliary operated SAFEBoats with their privately owned vehicle. SAFEboats on trailers weigh a great deal more than a "Coastie" Robot or the Loaner PWCs. Many additional precautions and towing requirements are mandated by Commandant for the heavy SAFEBoat trailers. D17 OTO, BMC Bob Gross oversees that program.

LCDR Albright 9/26/07

The following guidance is provided by Steve Minutolo, Chief Director's Office (G-PCX)

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Recent legislative change has enabled the Coast Guard to provide property damage coverage for damage to Auxiliarists' motorized vehicles that are used to tow federal government-owned property. Essential elements to ensure such coverage are 1) proper assignment to duty and 2) that Auxiliarists act within the scope of such assignments. An additional pre-requisite is that the Coast Guard must be made aware of the suitability of such vehicles for towing federal government-owned property in advance of their usage by Auxiliarists assigned to duty.

A new Vehicle Offer-for-Use form has been created to enable Auxiliarists to meet this requirement. It is form 7065 and is posted on the Auxiliary web site Forms section. It has been reviewed and approved by the Coast Guard Office of Claims and Litigation (CG-0945).

The 7065 Vehicle Offer-for-Use form must be filled out by Auxiliarists who tow or expect to tow federal government-owned property (e.g. - a Coast Guard-owned "Coastie" and trailer) with their vehicle. To emphasize this point, this form does not have to be submitted by all Auxiliarists who operate their vehicles in the course of their Auxiliary activities...only those who tow or expect to tow federal government-owned property with them.

The 7065 Vehicle Offer-for-Use form provides a standard format by which Auxiliarists acknowledge that they offer vehicles to tow such property. The form effectively reflects their acknowledgement that such vehicles are properly insured, licensed, registered,

inspected, and rated to tow anticipated loads. The 7065 Vehicle Offer-for-Use form must be signed by each owner of the vehicle. If titled in the name of both spouses, then both spouses must sign. In cases in which the vehicle may be titled in the name of a bank due to its holding of a lien, the Coast Guard recognizes that kind of circumstance as a "security interest" on the part of the bank, not an "ownership interest." Therefore, the Auxiliarist may sign and submit the form as the owner. It goes without saying that if the individual's vehicle contract has specific provisions that do not authorize towing, then the individual should consult with the lien holder if they still desire to offer the vehicle for towing.

This form must be submitted on an annual basis (the offer is good for one year from the date of acceptance for use as reflected by DIRAUX signature approval). It also goes without saying that if any of the information on the form changes during the course of the year then the offer-for-use must either be withdrawn or a new form with updated information must be submitted. Recognizing that this new form is now being instituted, Auxiliarists have until 01 June 2007 to submit it to their DIRAUX office.

AUXDATA is not yet set-up to capture vehicle offer-for-use information. Therefore, the last provision in the 7065 form instructions which calls for forwarding a copy of the form to the individual's AUXDATA input site is not necessary at this time. What is most important right now is that the form be retained in the individual's file once signed by DIRAUX, with a copy to them. It must also be included as part of any associated damage claim package.

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