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## Uscg boarding team member study guide

Authority and five primary sources are the legal authority of the government, and CGIS, a law enforcement agency for the security of ships, ports and coastal facilities, must always appoint CG as a branch of the armed forces on January 28, 1915 to enforce or support the enforcement of all applicable federal laws. Up and down the waters of the u.S. jurisdiction, CG may make inquiries, inspections, inspections, searches, confiscations, and arrests in the waters and waters under U.S. jurisdiction to prevent, detect and deter violations of U.S. law. For these purposes, delegations, warrants, and petty officers may use all the forces necessary to go on board a ship in accordance with their jurisdiction, or to operate under The Law of the United States, to resolve inquiries, to investigate ship documents and documents, inspect, inspect and search vessels, and to enforce compliance. According to 19 USC 1401, CG commissioned, warrants, and petty officers are also customs officers. Some (i) customs officers grant warrants, orders, summonses, reasonable grounds to perform any LE duty authorized by the subpoena or judicial authorities and firearms verification arrests performed by general LE agencies without a warrant or warrant for any felony - CG personnel engaged in customs are restricted to confiscation - arrest rights - and on-site personnel are East Sea subject to the instructions of a senior customs or ICE supervisor when the agent is not with the team. Additional customs authorities - carrying customs border searches - carrying firearms at facilities and making warrantless arrests - established LE missions for CG under the Department of Homeland Security in 2002 to receive assistance from the Homeland Security Act of 2002 agencies or civilian agencies - PWCS- Drug Arbitration - Foreign Immigration Interventions - Defense Readiness - Other LE missions directed by the 1st Of 2002 Primary Agencies as directed by the SEC of the DHS Maritime Security Traffic Act Shipping reporting requirements and enforcement security penalties. The Port and Waterway Safety Act authorizes CG to take action to prevent or respond to acts of terrorism against individuals, vessels, public or commercial structures.33 CFR 1226 Grants primary authority to issue COTP orders to protect vessels, ports or coastal facilities. Amended by GW Bush by Pres Trumana in 1950 2002 33 CFR 6 -COTP Authority. COTP authorizes unauthorized individuals to be set up, managed, removed and enforced in secure areas.33 CFR 6.04-11 - In enforcing the Security Zone CG and Maritime Transportation Act of 2004, COTP authorities are in possession of firearms and firearms for the presence of officers or property with felonies. Cg authorities by law possess firearms in facilities without warrant for felony seizure property provided by officers or legal stop assistance agencies CG May, so requested by appropriate agencies, utilizing personnel or facilities to support federal agencies, states, territories, and the possession or political division of the District of Columbia to carry out activities in which these personnel or facilities are particularly qualified. CG can help these officers and employees perform the business of these officers, advice, information, and facilities. The Foreign Aid Act (regarding the Mansfield Amendment) prohibits federal agents from carrying out anti-drug operations abroad. - We cannot directly participate or affect the arrest - we cannot prevent or attend for interrogation without voluntary written permission for the person being interrogated. (U.S. only) exception: -You can manipulate/assist in its territorial waters or in arcopolitic waters to affect arrests. (Although there is respect for those foreign countries, it is never approved) - state departments, can support/participate in operations through written approval from the highest of missions. - Cg personnel may take direct action to protect life and public safety grant reimbursement to CG personnel aboard a licensed vessel or certified aircraft when launching on a vessel that does not comply with a lawful order to stop from the commander of a certified vessel or authorized aircraft flying a CG sign or pennant. Jurisdictions and element jurisdictions have the right of the government to exercise legal authority over individuals, vessels and territories. Jurisdiction consists of three elements: practical law, ship flag/state, and location. The land border - the physical dividing line between the two countries (US/MX) sea border - extends 3 NM to the side from the American standard separating the two countries. Aviation Borders - an area that extends just above land/seawater that constitutes the sovereign airspace of a single country. A place that acts as a border or acts as a border, such as a port or airport, equivalent to a border. In the following circumstances, customs officers can carry out border searches after people or objects who have left the border or February with the concept of extended border:1. Reasonable certainty that the items to investigate are borders and nexus;2. Reasonable certainty that there was no Changes after nexus (i.e., the current product existed at nexus); And 3. Reasonable suspicion that a person on board a vessel and/or a ship may be involved in a criminal activity. Transit passages are the right of prohibiting interference in vessels or aircraft passing through foreign territorial waters, consisting of international straits used for navigation between international waters. In these straits, ships can usually operate without restrictions (for example, submarines can proceed with immersion, ships with aircraft can launch and recover these aircraft), if their transportation is continuous and rapid. Innocent passages are prohibited from interfering with vessels that pass through inbound, outbound, or foreign territorial waters. So that the ship can enjoy the right, they must participate in the innocent PASSAGE. Support items are the right of non-interference against ships (or aircraft under certain circumstances) to enter foreign

territorial waters to carry out the well-intentioned structure of people at sea. - The United States, with a reasonably known position, may choose not to assert jurisdiction over foreign flag vessels in territorial waters and internal waters, and may control the issue in flag countries. Forced ships into coastal national waters by virtue of suffering, whether caused by natural or artificial causes, are generally not subject to coastal state jurisdiction for a reasonable period of time necessary to resolve these afflictions. COTP can verify claims by granting a boarding pass. Coastal states may exercise jurisdiction over foreign flag vessels (motherships) acting with aircraft that remain on the seabed of jurisdiction, but violate coastal national laws inside the territory of other vessels (contact vessels) or jurisdiction. The hot pursuit may preserve the jurisdiction in which coastal countries can take LE action against foreign flag ships fleeing beyond normal jurisdictional limits after violating the laws of coastal countries.- Continued (visual or radar) must disobey a lawful order to stop the pursuit - the use of lethal force when a vessel enters foreign territorial waters generally should not be solely authorized, for the purpose of unauthorized protection, and not for the purpose of protection from unauthorized damage. However, in certain circumstances, regional and district commanders may ask for the commander's approval to use lethal force to protect property that is important to national security or inherently dangerous to others (e.g. certain nuclear materials, explosives, operational weapons, ammunition). Title 14 of the U.S. Code section 89 is a law that defines the Basic Law Enforcement Authority of the Coast Guard. (a) Part of 14 USC 89 states: Coast Guard inquiries, inspections, inspections, For such purposes, warrants and minor officers may board vessels or board under the jurisdiction of the United States in accordance with the jurisdiction of the United States for the prevention, detection and deterrence of arrests, violations of U.S. law, in the waters of the United States. Use all the necessary force to inspect, inspect and search vessels and enforce compliance, inspecting and searching for ship documents and documents. There is a violation of U.S. law that creates the person responsible for arrest in such inquiries, inspections, inspections or searches, or if such person is arrested, escaped to shore, immediately pursued, or appears to take other legal and appropriate measures.

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