Section B. Miscellaneous Expenses

Introduction	This section describes miscellaneous expenses for which Auxiliarists may be reimbursed.
B.1. Actual Necessary Expenses of Operations	Auxiliarists are eligible for actual expenses of operations when using their facility in conjunction with Coast Guard orders (14 U.S.C. § 830). The actual necessary expenses of operation are defined as including fuel, oil, power, water, supplies, and provisions used in the conduct of those orders. Other expenses for landing fees, ramp fees, and miscellaneous costs will be reimbursed separately from maintenance and fuel. Whenever budgetary circumstances allow and the total fuel cost exceeds the amount that would be reimbursed by the flat hourly rate, the actual fuel cost will be reimbursed in lieu of the flat hourly rate. Fuel receipts must be submitted with any claim for fuel-only reimbursement. The procedures for obtaining reimbursement for these items are listed in the Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series).
B.2. Standard Auxiliary Maintenance Allowance (SAMA)	This reimbursable allowance is authorized by Coast Guard policy and is subject to the availability of funds. Formerly known as hourly maintenance allowance (aviation program), SAMA was established as a standard reimbursement for a portion of the maintenance expenses of Auxiliary facilities while operating under official orders in support of the Coast Guard. SAMA is based on an hourly rate of underway/airborne operational mission hours for specified categories of facilities. Hours are logged or recorded by an installed mechanical device (hour meter etc). Underway mission hours shall be the time the vessel, aircraft or communications facility starts patrol or activity to the end of the patrol excluding standby periods such as moored during the evening awaiting the second day of duties of a multi-day marine event. Underway hours will also include time moored or anchored in the direct support of the orders such as moored to an aid to navigation for servicing, or strategically anchored in an area to warn mariners of a danger such as boat races, marine disasters, or military support.

	The established rate is designed to reimburse the facility owner for routine maintenance costs incurred while assigned to Coast Guard duties. The SAMA rate is not based on expenses currently payable under patrol orders, or those expenses eligible for payment under the claims process (including the catastrophic claims policy), or any expense that is either purely service or prospective in nature. The SAMA rate is designed to help cover minor/routine expenses such as oil and filter changes, transmission fluid replacement and air filter replacement. Reimbursement rates are based on categories including vessel length, single or multiple engines and horsepower rating, etc. For detailed information on SAMA, review the appropriate sections in the Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series).
B.3. Catastrophic Failure	When there is a catastrophic failure to an Auxiliary facility, where the facility is damaged by reason of its use, a claim may be payable for repair and replacement of the facility or equipment subject to the availability of funds. A key element in the determination of any amount payable is the proportional amount of the facility's total operating time that can be attributed to Auxiliary missions. More information about catastrophic failure is available in the Coast Guard Claims and Litigation Manual, COMDTINST M5890.9 (series), and the Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series).
B.4. Damage and Loss Claims	At the Coast Guard order-issuing authority's discretion, Auxiliarists may submit minor damage or loss claims (less than $200) without necessity of an investigation to establish proof of an identifiable relationship between the specific patrol activity and the minor damage/loss. A minor damage/loss claim must be submitted on Form CG-4112 and forwarded to the Coast Guard order-issuing authority for processing and payment. Such claim must include a statement by the Auxiliarist explaining the facts/circumstances of the damage or loss. Further investigation will only be required if the Coast Guard order-issuing authority has reason to look beyond the Auxiliarist's statement. If approved, such claim must be funded from the Operating Expense (OE/AFC-30) funding of the Coast Guard order-issuing authority. Claims in excess of $200 must be processed in accordance with applicable district and Legal Services Command (LSC) guidance. These claims will require an investigation and, if approved, funded through the Coast Guard claims account. Claims may be submitted for loss of personal property while assigned to duty and in accordance with the above prescribed procedures. More information about damage and loss claims is available in the Coast Guard Claims and Litigation Manual, COMDTINST M5890.9 (series). Mishap reporting thresholds are established in the Coast Guard Safety and Environmental Health Manual, COMDTINST M5100.47.

B.5. Auxiliary Vessel Facility Salvage Funding Procedures

Auxiliary vessel facilities that operate on orders are, by law, Coast Guard vessels and shall be treated as such. The use of Coast Guard funds is authorized for salvage operations involving Auxiliary vessel facilities, operating on orders, in emergent situations to minimize:

a. The possibility for loss of life or severe injury to members.
b. The possibility for total vessel facility loss.
c. The possibility for a marine pollution incident.
d. The possibility for hazards to navigation.
e. The possibility for endangerment of marine life or wildlife.

This process shall be executed exactly like a salvage response to a Government vessel. Depending upon the circumstances, an operational commander may direct local funds to be expended or seek support through the Coast Guard's naval engineering program.

The Office of Boat Forces (CG-731) will reimburse the funding unit for funds expended in Auxiliary vessel facility salvage operations.

The conventional Auxiliary damage claim process remains otherwise unchanged. Auxiliarists must submit damage claims for the repair of Auxiliary vessel facilities damaged while operating on orders. The conventional damage claim process shall be used for all non-emergent cases as determined by the operational commander.