



**Homeland
Security**

**U.S. Coast Guard Auxiliary
District 11 Northern Region**

Serving Northern California, Nevada, Utah



Date: February 2011
To: COMO Angelo Perata, COS & District Board/Staff
From: D11N DSO-OP, Commodore Gail L. Ramsey
Subject: District OPS Report/ Respectfully Submitted

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AUX DIRECTORY:

I am frequently emailed, called or otherwise contacted requesting a member's flotilla, address, phone number, email and/or other information. All this is easily accessible by going to the link below, creating a password and playing with the program. You can access any member in the Auxiliary that you know with his/her office, name or member number.

<https://auxofficer.cgaux.org/auxoff/signin4.php>

COMMUNICATIONS WHILE UNDERWAY:

The Auxiliary Policy Manual (Chapter 4, A-3.) states: " For a patrol, a facility must have two-way communications with any Coast Guard units; any Auxiliary station or detachment; any federal, state, or local agency (e.g., Army Corps of Engineers, police, fire department, etc.); or any local marina that agrees to maintain the scheduled communication guard, relay official information between the Coast Guard and Auxiliary facility, and must understand and agree to immediately report a communications loss to the Coast Guard if the reporting period is exceeded."

NO COMMUNICATIONS, NO PATROL. Never leave the dock if you do not have someone accepting your radio guard.

FLAG RETIREMENT: (Thank you Cal Faulkner)

I frequently have seen the improper disposal of our American Flag. AUXFAC flags meet the elements and need to be replaced when faded or worn.

Below is the accepted and proper method of retiring an American Flag:

Flag Retirement (Include a chaplain/prayer if desired)

LEADER; "We are gathered here to destroy these flags that have been deemed no longer serviceable. It is proclaimed that each of these flags has served well.

These flags have inspired those who desired the taste of freedom and have represented hope to those oppressed by tyranny and terror. These flags have welcomed any and all in the name of liberty.

The American flag flies free to the wind. The American flag flies above residential porches, camp sites, small businesses, corporate offices, hospitals, schools, military and naval bases, government buildings and nonprofit organizations. The American flag is the most displayed and recognized banner in the world.

These flags serve as constant reminders to all of us that we live in a country where our freedom has been deeply purchased by blood, sweat, tears and ultimate sacrifice. We must not forsake what those in the service to this flag, and their families, have forfeited. To all who shall see these presents, greeting. Know ye that these flags have served well and honorably. Their stars and stripes have been loosed to the winds of freedom and have basked in the light of liberty."

CALL ATTENTION/ALL RISE (Those that Can) Unfold and display properly the first flag to be destroyed. (two people by hand)

"Please join me to recite the Pledge of Allegiance": (PAUSE) "I pledge allegiance to the flag of the United States of America. And to the Republic for which it stands one nation under God, indivisible with liberty and justice for all".

STAND AT EASE Read, "The U.S. Flag Code states", "The flag, when it is in such condition that it is no longer a fitting emblem for display, should be destroyed in a dignified way, preferably by burning".

Lower the first and subsequent flags into the fire/incinerator.

PLEASE BE SEATED *Encourage comments of patriotism/songs from the audience. Dismiss the audience at the conclusion of the ceremony. Any state or other flags destroyed will be after all the US Flags are completed.*

FORMS:

Forms changes for 2011 include 7034 SAR Incident Report (CG-4612AUX)
Updates to be released in Early 2011 for 7003 (Vessel Offer for Use), 7008 (PWC Offer for Use)

NEW FACILITY INSPECTION AND OFFER FOR USE (7003) FORMS

The "Vessel Facility Inspection and Offer for Use Form" 7003 has been revised 1/11. The previous version was dated 4/07. The new form is located on the National forms site. The new form reflects the elimination of the "non-operational facility inspection" status. While page 1 is slightly different, page 2 has been complete revised. Please download the form, and take a few minutes to review it and the instructions and use this form for all future facility inspections. Remember to include a photo of your Facility when you turn the Offer for Use Form into DIRAUX.

REMINDER: PHOTOS STILL NEEDED:

Request for Photos of Deep-Draft Vessels

The Auxiliary has received a request from CG Sector San Francisco to forward to them photos that represent deep-draft commercial vessels visiting their AOR and that we **happen to have an opportunity to photograph while already out on an official patrol**. Some of the key aspects of this effort are:

Safety First – Do not cross the bow of underway vessels, attempt to circle them for shots from all angles, approach too closely, loiter in the area, or otherwise impede traffic in any way. Ignore opportunities if there are ANY safety concerns.

Perform only during the course of normal patrols – Separate orders will not be issued for this activity. The photos are only to be taken while you are already out there on official orders for a patrol, with the boat and crew fully identified as CG Auxiliary, and when and where it is convenient to do so without separate patrols, diversions from original purposes and duties of a patrol, deviating from normal courses, or unsafe in any way. In other words, only as an opportunity presents itself while you are otherwise out there.

Photo Subjects – Vessels to include are only the deep-draft, commercial ocean-going vessels. These would include container ships, tankers, bulk freighters, ROROs (Roll-On, Roll-Off large car carriers), and integrated tugs and barges (not individual tugs and barges). Other commercial craft (e.g., ferries, fishing vessels, tugs) are not desired, nor government (e.g., Navy, CG, NOAA) vessels, cruise ships, private yachts, etc.

Locations – This request is from Sector SF, for their AOR. Basically that would mean vessels in San Francisco Bay, and up to inland ports of Sacramento and Stockton (or down to Redwood City), etc. Vessels underway or at anchor are the best photo opportunities, but vessels at a pier or berth are also ok if you can safely get a clear shot. These could include locations such as Oakland, Richmond, Benicia and others.

Good Photos – Photos should be of the vessel only (prefer no other vessels, including tugs and pilot boats, and not to include any portion of your boat or people, etc.). The ship should fill at least 2/3rds of the shot (but do not crop or alter the photo). Any of the eight primary points of the surface vessel photography angles are useful, although at

least one shot each of the beam and the stern (with name, home port, etc.) are the most preferred. The eight points would be directly on the bow or stern, directly on port or starboard beam, and the port/starboard bow angles or port/starboard quarter angles.

Photo Submission – Only current, digital photos are desired. If you take any relevant photos, forward them (the full, unedited shots, and using original file names are fine) to LT. Sean Valentine (Sean.M.Valentine@uscg.mil). Include in the cover email with your submission what information you happen to notice about the vessel that would identify it (name, home port, flag, and/or IMO number), the approximate location, date and time of the photo, and the camera make and model used.

Other Photo Handling – It is also requested that, once you submit photos or determine that you have photos that are not useful for submission, that you delete them from your camera/computer and do not maintain any lists of vessels. The applicable ALCOAST (033/06), MLEM, D11 DRI, and Aux Operations Policy Manual (COMDINST M16798.3) publications cover this activity as long as the Auxiliary is not storing or maintaining databases of this data and we follow all the other guidelines mentioned above (attention to safety, photos only during course of normal patrols, etc.).

POMS UPDATE FOR MAC USERS:

Those of you who have MAC computers and have problems using POMS this link will be of interest to you: <http://www.d1nr-bcqp.us/POMSMacOSX.htm>

Thanks to Linda McCarty for finding this link.

UNIFORMS:

Uniform sew-on devices will now display a black “A” for Auxiliary. The Red and Blue “A” designation has been discontinued. Current devices were only acceptable until December 31, 2010. Membership sew on devices have not changed.

I am attempting to gain proper information from National on current Operational Uniforms. Next Month hope to have a complete breakdown for us.

WHAT IS DUE WHEN??

Facility Inspections due one year from date of last inspection.

NAV Rules: Five Years from date taken

REQUAL Check Rides: Due DEC 31st, of the third year

TCT: 8 hour, DEC 31st of the fifth year

TCT 1 hour, DEC 31st every year

Operations Work Shop, DEC 31st every year

OE OPERATIONS EVENT CALENDAR

AS OF: 09 FEB 2011

LOCATION SPONSOR EVENT DATE & CONTACT # CANDIDATES QEs NOTES TBA	DIV 12	OPTREX	MAY 13 TH , 14 TH ,15 TH	POC GEORGE PROWS caseyct@pacbell.net
LAKE SHASTA	FLT 3-9	OPTREX	APR 28 TH - MAY 1ST	POC CARL PIERCE cpierce7223@sbcglobal.net
BERKELEY YATCH CLUB	DIV 1	OPTREX	JUNE 25	Poc: STEVE SALMON
COAST GUARD ISLAND	D11N	OPEX	JULY	TBA
SO LAKE TAHOE	D11	OPTREX	JULY 23RD	POC JIM SNELL snellj@charter.net
SO LAKE TAHOE	DIV 11	OPTREX	SEPT 17 TH , 2011	POC JIM SNELL snellj@charter.net
CLEAR LAKE	DIV 8	OPTREX	SEPT 30 TH – OCT 2	
FLOTILLA 5-5	FLOTILLA 5-5	OPTREX	OCTOBER 21, 2011	POC RICHARD PALMITER Rkp01@comcast.net

THE ANSWER TO JANUARY'S 2011 QUESTION OF THE MONTH:

Define "Free Surface Effect" and "Down Flooding" *I DID NOT RECEIVE A RESPONSE ANYONE ON THIS QUESTION!!!*

Answer: Free Surface Effect: The effect of free or loose water in a compartment causing the vessel to lose stability by shifting the center of gravity as a vessel rolls or pitches. It can cause a vessel to capsize.

Down Flooding: The entry of water into the full resulting in progressive flooding and loss of stability. This can cause free surface effect.

THE FEBRUARY QUESTION OF THE MONTH:

How long should your OPS & Position Report take when reporting to a Coast Guard Station and/or other agency? What should the report consist of?