



**Homeland
Security**

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

Serving Northern California, Nevada, Utah



Date: May 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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AMERICA'S CUP 2013

Receiving daily queries about what role the Auxiliary will be taking in the America's cup, from our members as well as other Districts wanting to participate. The planning is still in the early stages, as soon as any news about our participation comes out it will be passed on.

DROWNING OR NOT ?????

Great information that is shared by a flotilla in Washington State. The information is timely, with our own fishing season openers, the start of summer and upcoming Safe Boating Week. If you don't wish to read the whole article, I encourage you to; at least, check the 5 points explaining Instinctive Drowning Response and the bullet points of other signs of a drowning person.
You could save a life!

This interesting link I located at: <http://mariovittone.com/2010/05/154/>

ICS 300 & 400:

The FEMA version of ICS 300/400 is no longer accepted for AUXDATA credit for our members. Now only the Coast Guard version is accepted and the reason is the Coast Guard version, ICS 300/400, is the Coast Guard expands on the ICS process then introduces a more in depth version of the Planning P and the forms needed for the Auxiliary to augment in incidents and events.

PATROLS FOR SUMMER:

From Memorial Day to Labor Day the AUX can do reimbursable patrols on Fridays and Mondays as extended weekends in the summer, and still non-reimbursable Tuesday and Thursday (or reimbursable for Coast Guard requests).

POMS:

All Coxswains should be able to request orders through POMS, print their orders after a Patrol Order Coordinator has approved them and after the patrol be able to go into POMS and fill out their request for reimbursement. If you are having problems with any of the above tasks please let me know and we will make it so you can.

POMS has had a couple of “hic-cups” lately. I am finding that by waiting a day a problem usually disappears. If the problem continues for more than two days then please contact me and I will certainly try to solve it.

POSITION REPORTS:

This message is from:

Dean La Chapelle DCAPT
Response-Operations
deanvic@yahoo.com

To: All Surface Operations members.

When giving underway Position and Condition reports, it is not desirable to give your position as a Latitude and Longitude. Inland Waters positions reports should be referenced geographically. For example:

- “Sacramento River, 1/2 mile downstream the mouth of the American River-continuing downstream- Ops normal.”
- “One Quarter Mile S/W of Pt. Blunt- Ops are normal.”
- "Up stream the San Joaquin River at Three Mile Sough-Ops normal."
- Zone 3, Ops normal (waters that have been zoned)

In the first and third examples the direction of travel is added. This can be beneficial should there be a need to look for you on rivers. It is not necessary on lakes and bays because you can set course in any direction.

The use of L/L on Inland waters is undesirable because:

- Giving a L/L position consumes un-necessary air time.
- It requires your Radio Guard to plot the L/L on a chart to determine your location.
- It requires the boat crew to divide their attention away from maneuvering and lookout responsibilities in order to calculate and plot their location.
- Errors in calculating the L/L could place the reported location miles away.
- GPS instruments are not required equipment on an Auxiliary Facility.

In all cases, if your OIA or Radio Guard request reports in Latitude and Longitude, comply if you are so equipped and capable of doing so safely.

It should be noted that some bodies of inland waters have been segmented into Zones. Lake Tahoe and Pyramid Lake come to mind. In those examples, location reports by Zone numbers are very effective.

There are locations where L/L position reports are necessary; Monterey Bay and coastal waters, for example, have few geographic references that can be identified at a distance and/or during low visibility conditions such as fog. Members should understand OIA requirements before getting underway. IF GPS is a requirement and you don't have one on-board, you may be required to cancel your patrol.

Therefore, all inland water position reports will be identified by a geographic reference and not by Latitude and Longitudes, unless specifically requested by the Radio Guard.

Land Mobile Radio Facilities should follow the same practice. Use geographic reference points unless requested by your Radio Guard to do otherwise.

Dean La Chapelle DCAPT
Response-Operations
deanvic@yahoo.com

QUALIFICATION EXAMINER (QE) REQUESTS:

Please check the dates on the below Operations Event Calendar before requesting a date for QEs. Your candidates may be able to join one of the events already being offered or have your own event on an open date. Mr Kilburger wants all candidates to have trained on the Facility they are going to be tested on so be sure to arrange prior training time before the testing date.

TCT (TEAM COORDINATION CLASSES):

Members are required to take TCT every 5 years to maintain their qualifications. These classes are always offered twice a year at the PCA Fair held the third weekend in February and the third weekend in August.

If you have a group, of at least fifteen members, who need the course at another time during the year, we will try to find a TCT Facilitator for you. Please encourage all your new members to take the course early in their Auxiliary career so when they move up the Staff, Elected or other positions that require the course, they will not be frustrated because they cannot move on for lack of TCT.

OE OPERATIONS EVENT CALENDAR

AS OF: 12 MAY 2011

LOCATION	SPONSOR	EVENT	DATE & CONTACT	# CANDIDATES	
TBA	DIV 12	OPTREX	MAY 13 TH , 14 TH , 15 TH	YES	POC GEORGE PROWS caseyct@pacbell.net
BERKELEY YACHT CLUB	DIV 1	OPTREX	JUNE 25	YES	POC STEVE SALMON
COAST GUARD ISLAND	D11N	EXERCISE TRAINING ONLY	JULY 16	NO	DEAN LACHAPPLE
SO LAKE TAHOE	D11	OPTREX	JULY 23RD		POC JIM SNELL snellj@charter.net
SO BAY	DIV 4	OPTREX	SEPT 3 RD	YES	DAVE NAUMANN
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		
COAST GUARD STATION BODEGA BAY	FLOTILLA 5-5	OPTREX	OCTOBER 21, 2011		POC RICHARD PALMITER Rkp01@comcast.net

COAST GUARD STATION CONTACT NUMBERS

GROUP HUMBOLDT BAY	707-839-6113		STATION MORRO BAY	805-772-2167
SECTOR SAN FRANCISCO	415-399-3547		STATION NOYO RIVER	707-964-6612
STATION BODEGA BAY	707-875-3596		STATION RIO VISTA	707-374-2871
STATION GOLDEN GATE	415-331-8247		STATION SAN FRANCISCO	415-399-3478
STATION LAKE TAHOE	530-583-4433		STATION VALLEJO	707-643-2975
STATION MONTEREY	831-647-7300			805-772-2167

UNDERWAY HOURS ONLY, JAN TO MAY 9TH 2011

Mission Hours as values	Div 01	Div 03	Div 04	Div 05	DIV 06	Div 07	Div 08	Div 10	Div 11	Div 12	D11 N
OPS	259.70	724.30	3.90	993.30	226.40	3.00	127.40	7.00	249.70	129.50	2,724.20
	259.70	724.30	3.90	993.30	226.40	3.00	127.40	7.00	249.70	129.50	2,724.20

MAY QUESTION OF THE MONTH:

What uniforms are we authorized to wear when on patrol under orders?

APRIL QUESTION OF THE MONTH:

What are the 3 phases of a SAR Emergency?

ANSWER:

Uncertainty phase-- The uncertainty phase is assigned any time doubt exists as to the safety of a craft or person because of knowledge of possible difficulties, or because of lack of information concerning progress or position. The keyword is DOUBT

Alert phase--A The alert phase is assigned any time apprehension exists for the safety of a craft or person because of definite information that serious difficulty exists which does not amount to a distress or because of a continued lack of information concerning progress or position. The key word is APPREHENSION.

Distress phase-- The distress phase is assigned whenever immediate assistance is required by a craft or person threatened by grave or imminent danger or because of continued lack or information concerning progress or position. The key words are GRAVE OR IMMINENT DANGER and IMMEDIATE ASSISTANCE.

Respectfully Submitted,

Gail