



**Homeland
Security**

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

Serving Northern California, Nevada, Utah



Date: July 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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NEW DIRAUX:

July the 1st CDR Curtis Sumrok, our new Director of Auxiliary arrived. The Commander has left his Air Station Miami post and the left seat of a Falcon jet to become our new DIRAUX. The Falcon is being slowly replaced by another aircraft at Coast Guard Air Stations and CDR Sumrok flew the last Air Station Miami Falcon on its final AIR Station Miami flight to Corpus Christi, Texas. The CDR is an avid fisherman and is looking forward to meeting all our members. He and his family (wife and two daughters 6 and 4) will be moving from Florida to Alameda in the near future. Be sure to give him a big welcome when you meet him.



**NEW OPERATIONS REQUIREMENTS: PPE & FACILITY PHOTO INFO:
FROM CWO2 KILBURGER**

The following DIRAUX Policy Changes are now in Effect:

PPE issue- All "active" Auxiliary boat crew program participants are entitled to receive PPE issued from this office. All interested trainees will provide a brief, written and signed statement from their respective FC testifying to the member's participation in the program prior to gear issue.

Offer for Use- Effective immediately, all (initial & reinspected) facility (aircraft, boat, radio, and PWC's) offers for use will be accompanied by a photo dated within two-weeks of the date the Offer for Use is signed.

AMERICA'S CUP INFO (OR LACK THEREOF):

The challenges of America's Cup are still in the future. Daily planning changes are occurring. Like Fleet Week, please stand by until plans become firm, you will be advised.

BOAT U.S. TRAILERING ARTICLE:

The below article is from: BoatU.S. Trailering SUMMER 2011. Since the majority of us fall within the age brackets that is mentioned, in the below article, and as important as all safety subjects are this is an excellent reminder for all of us.

For just an instant, the 55-year-old skipper thought he saw a green light streaking through the Connecticut harbor and then it was gone, lost in the hundreds of other lights that dotted the crowded shoreline. His imagination? He continued, maneuvering his 24-foot center console at slightly above idle speed toward his marina when the green light reappeared just off his bow. Before he could turn the wheel — WHOMP— the phantom boat glanced off his boat's bow and disappeared into the darkness. He said it didn't even slow down.

Aside from having his boat's hull scraped by a reckless hit-and-run driver within 100 yards of his own dock, the skipper of the center console said that the most frustrating thing about the incident was his own inability to focus his eyes on the green light for more than an instant: "I thought there was a boat, but I couldn't find it." The center console's skipper had spent the day, from sunup to sundown, searching for bluefish in the ocean off Block Island, Rhode Island. After almost 14 hours on the water, the sunlight had a devastating effect on his vision. Basic colors, like red and green running lights, which are difficult to see at night even when eyes are rested, are especially difficult to see after your eyes have been cooked by bright sunlight for many hours. You'll never be a kid again, but if you're going to be boating at night, you can improve your vision by:

1. Slowing down! Ninety percent of a driver's reaction time depends on vision. The older you are, the more likely you'll have trouble seeing well at night. If you're 50, you need twice as much light to see as well as you did when you were 30.

2. Protecting your eyes during the day. Sitting under a Bimini and wearing wraparound sunglasses and hat protects photoreceptors and reduces the time it takes for your eyes to adjust to the dark. Normally it takes half an hour for your eyes to adjust; if your eyes weren't protected during the day, the time it takes to adjust can extend to several hours.

3. Doing whatever you can to maximize visibility from the helm. If your boat has a windshield, clean it outside and inside. A dirty windshield (and, for that matter, dirty eyeglasses) scatters whatever light there is. With "clear" plastic spray dodgers, most of which are at least slightly foggy, it's best to open the panels.

4. Eliminating "backscatter" from your boat's lights. Backscatter from the all-round white light, for example, creates glare that makes it impossible for your eyes to adjust to darkness. Raising the all-round light and/or putting an oval shield under the light creates a shadow that will protect your vision. Dimming the instrument panel as much as possible is also recommended.

5. Avoiding alcohol. Studies have shown that as little as .04-percent blood alcohol content (roughly the equivalent of two beers) can degrade a person's ability to discern faint lights or other objects.

Bob Adriance is editor of Seaworthy, the BoatU.S.damage-avoidance publication, which is free to all BoatU.S.insureds.

CHANGE TO OPS PAGE ON THE DISTRICT WEB SITE:

Information pages have been removed from Operations, so the "INDEX page" will now be used to locate information.

<http://ops.d11nuscgaux.info/operations.html>

FLEET WEEK INFORMATION:

When this year's Fleet Week information becomes available Linda Vetter will send it out to all who are involved with the on the water activities. Until then, sit back, relax. Nothing can be done until many decisions, by the Coast Guard, have been made.

NEW LOCATION FOR "FORMS" ON DISTRICT WEB SITE:

Located under the heading "Members" on the top menu bar is a drop down menu that includes a link to FORMS and includes D11N specific forms.

POMS INFORMATION FOR REIMBURSEMENTS :

After completing a patrol you (owner/coxswain) can check the status of the reimbursement due you by checking POMS. It will show if Sector has signed off and sent your claim to the Finance Center or not. You can obtain the full details from the Finance Center's web site as to what they paid and when it was disbursed to your checking account.

Finance Center Customer Service

Customer Service

Call Us:

757-523-6940 or

Toll Free: 1-800-564-5504

(8:00 AM - 5:00 PM EST M-F)

If your claim is not shown, or if it is older than 3 months, please contact:

Finance Center Customer Service <http://www.fincen.uscg.mil/contact_info.htm#cs> for assistance.

POMS PROBLEMS:

Any problem you may encounter with POMS please do not send in a trouble ticket through POMS.

Initially contact your Patrol Area Coordinator, if they cannot resolve your problem he/she should either contact me or the AUXLO for their AOR. Right now we have a member having a problem loading CITRIX onto their new PC computer that has VISTA as the operating system. Anyone out there that can be of help please let me know.

QUALIFICATION EXAMINERS (QE) AND THEIR CANDIDATES:

Perchance a candidate fails their check ride, the candidate should have their Flotilla Commander Contact me to set up another opportunity for the check ride. There should always be an alternate date Supplied. The candidate's request direct to Qualification Examiners cannot be accepted.

The process for a failure is another QE will be assigned to the candidate for the following check ride and if that also results in a failure the OTO will be assigned to the third check ride.

This procedure is fair to the candidate as well as the QEs.

REQUIREMENTS BEFORE REQUESTING A QUALIFICATION EXAMINER

GUIDE FOR FLOTILLA AND DIVISIONS QE CHECK OFF SHEET

All tasks in the AUX Boat Crew Qualification Guide are to be signed off by a Mentor. The below tasks are included in the qualification guides for Crew, Coxswain and PWC Operator but here is a rundown of some of the classes and tests that are required. All tasks are to be done prior to requesting a Qualification Examiner.

| | | |
|---|---|--|
| <p>CREW:</p> <p>Can be in an AP Status, cannot be IQ ICS 100 ICS 700 8 Hour TCT (Within past 5 years)</p> <p>Has to have had a NASBLA approved Safe Boating Course</p> | <p>COXSWAIN:</p> <p>Be BQ Qualified Not be in REYR as a Crew Member 28 Hours underway as a qualified Crew Member Operations Policy Test 8 Hour TCT (Within past 5 years) Initial Written Closed Book NAV Rules <i>(Within past 5 years) Proctored by QE</i></p> <p>ICS 100 ICS 700 ICS 200 ICS 800 ICS 210 (in place by April 1, 2010)</p> | |
| <p>PWC Operator:</p> <p>Be BQ Qualified Operations Policy Test 8 Hour TCT (Within past 5 years) Initial Written Closed Book NAV Rules (Within past 5 years) Proctored by QE</p> <p>ICS 100 ICS 700 ICS 200 ICS 800 ICS 210 (in place by April 1, 2010)</p> | <p>Schedule for Three Year Re-Qualifications:</p> <p>Last check ride 2007–due in 2010 Last check ride 2008–due in 2011 Last check ride 2009–due in 2012 Last check ride 2010- due in 2013</p> <p><i>Please have your FSO-IS check the status of when you are due, enough underway hours, TCT, Workshops and plan accordingly.</i></p> | |
| <p>FC arranges for Facilities, that have qualified Crew and Coxswains to man the vessels</p> <p>(NOTE: QE CANNOT COUNT AS PART OF QUALIFIED CREW)</p> | <p>FC contacts Chief QE Coordinator: COMO Gail Ramsey gives desired date, along with an alternate date that QE is needed. Please plan ahead and request four or more weeks prior the event.</p> | <p>Proficiencies both dockside and on the water; will be demonstrated for the QE's signature. If candidates come from more than one Flotilla please have all candidates' names on one form.</p> <p style="text-align: center;">Only one form per QE session including all candidates & boats</p> |

The Flotilla Commander is responsible that all candidate tasks are completed before a qualification Examiner is requested. If the candidate will be attending another event the Flotilla Commander should pass all supporting documents (including signoff manual or copies) to the person who will be verifying the quals at the Division level. The Division member will be requesting the Qualification Examiner(s). Only one person should be requesting QEs for each event.

JUNE QUESTION OF THE MONTH:

Which tasks do I need to complete prior to requesting a Qualification Examiner, when going for Initial Crew or Initial Coxswain

ANSWER TO JUNE QUESTION ABOVE

OPERATIONS CALENDAR:

| LOCATION | SPONSOR | EVENTDATE & CONTACT | # CANDIDATES | |
|--------------------------------|----------------|--------------------------------|--|---|
| COAST GUARD ISLAND | D11N | EXERCISE TRAINING ONLY | JULY 16 | NO DEAN LACHAPPE |
| STRAWBERRY RESV | DIV 7 | OPTREX | AUG 13 TH ,14 TH | RICHARD HOELLE |
| 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 |

UNDERWAY HOURS ONLY, JAN TO JUL11, 2011

[All Missions][Sector San Francisco][All Facilities][All Unit Locations][U/W - Underway][CY 2011][All Statuses][All Positions][All Operations][All Claimants]MEASURES

| Mission Hours as values | 11NR - Div 01 | 11NR - Div 03 | 11NR - Div 04 | 11NR - Div 05 | 11NR - Div 06 | 11NR - Div 07 | 11NR - Div 08 | 11NR - Div 10 | 11NR - Div 11 | 11NR - Div 12 | Sector San Francisco |
|--|---------------|-----------------|---------------|-----------------|-----------------|---------------|---------------|---------------|---------------|---------------|----------------------|
| AUXMP - Marine Patrols (01a,01b,02,03,22a,54a,55a) | 482.10 | 1,690.90 | 206.90 | 1,716.60 | 1,259.40 | 23.50 | 366.80 | 57.00 | 417.40 | 608.30 | 6,828.90 |
| GOVSUP - Government Agency Support (41,42,43) | 0.00 | 69.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.00 | 0.00 | 0.00 | 0.00 | 75.00 |
| MS - Marine Safety | 0.00 | 3.20 | 0.00 | 0.00 | 9.00 | 0.00 | 19.00 | 0.00 | 0.00 | 0.00 | 31.20 |
| SAR - Search And Rescue (23,24) | 0.00 | 75.50 | 0.00 | 84.50 | 0.00 | 0.00 | 13.20 | 0.00 | 10.70 | 11.20 | 195.10 |
| All Missions | 482.10 | 1,838.60 | 206.90 | 1,801.10 | 1,268.40 | 23.50 | 405.00 | 57.00 | 428.10 | 619.50 | 7,130.20 |

Respectfully Submitted,
Gail