



**Homeland
Security**

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

Serving Northern California, Nevada, Utah



Date: April 2012
To: COMO Angelo Perata, COS & District Board/Staff
From: D11N DSO-OP, Commodore Gail L. Ramsey
Subject: District OPS Report/ Respectfully Submitted

HIGHLIGHTS:

NEW: "THE COMM SHACK"

**D11N 2012 OPERATIONS WORKSHOP & ONE HOUR TCT
BOAT CREW QUESTIONS AND REFERENCES**

ORDERS & POMS (IMPORTANT!!)

RADIOS WITH DSC

C130 ADVENTURES & LIBERTY ISLAND IN THE DELTA

UNDERWAY HOUR SUMMARY

EVENT CALENDAR

REQUIREMENTS BEFORE REQUESTING A QUALIFICATION EXAMINER

"THE COMM SHACK" *THE FIRST EDITION*

IMPORTANT ADDITION: "THE COMM SHACK"

Attached to this report is what, in the future, will be a "stand alone" addition for the radio in our boats, PWCs, Land and Air and for those that are in training. Bob Peterson has consented to add important communication practices for all of us. Please read carefully and follow up with all the future information that Bob will publish.

D11N 2012 OPERATIONS WORKSHOP & ONE HOUR TCT

I have received numerous calls looking for the WEB location for the mandatory 2012 Operations and One Hour TCT Workshops. Just go to the Operations Surface Page on our District WEB Site and you will find both for your use. When you present it for your members be certain you have them sign in for each workshop and send the sign in sheet to your IS Officer for input into AUXDATA.

BOAT CREW QUESTIONS AND REFERENCES:

Commodore Mike Maddox has added yet another informative button to his WEB SITE, <http://www.comomike.info> shown as BCM Crew. This dataset has 261 questions with references, sometimes pictures that covers first aid, some knots, and bit of chart reading. Mike would appreciate your opinion on this addition.

ORDERS & POMS (IMPORTANT!!)

SECTOR SAN FRANCISCO'S AOR:

The practice for SECTOR San Francisco's AOR is no reimbursable weekday patrols will be authorized from Labor Day to Memorial Day (Fall & Winter). From Memorial Day to Labor Day (Spring & Summer) the same applies, except for Fridays and Mondays that extend the weekend. The exceptions are: missions requested by the Coast Guard, Holidays, ATON Patrols (with an Aid Verifier on board), non-reimbursable patrols and requests, which have been approved by the Coast Guard, from other agencies and qualification check rides with a QE on board.

An owner, even if he/she is not a Coxswain, can request orders in POMS as long as he/she has a Coxswain of record with an OPS-8 on file; but, it is still the Coxswain that "receives" the orders. If for some reason the owner is not able to request orders for a current Facility please contact me. Make certain you have requested orders at least 8 days in advance. The order requests are sent in to SECTOR San Francisco every Sunday by Doug Kerr and each order is looked over and has to be approved by the Active Duty. Many are requesting orders on a Thursday for the coming Sunday. This practice has to cease. If the patrol is desired on a certain Sunday the request has to go in at least 8 days, preferably 10 days in advance. Please, please adhere to this simple request. The comment section on the request for patrol orders has to be filled in with exactly what you will be doing or the event you are supporting. Describe all activities you plan on doing besides "Safety Patrol."

Remember also to turn in original receipts for all your expenses. All requests for reimbursement need to have the original receipts, copy of the orders, copy of your 7030 sent, in **one bundle**, at the same time when requesting reimbursements. The standard policy is to submit your reimbursement request as soon as possible (within one week) You may need to wait a few days if you absolutely cannot re-fuel the same day as the patrol.

GROUP HUMBOLDT BAY'S AOR REQUIREMENTS – AUXILIARY PATROLS

- A. Multi-mission patrols are authorized throughout the summer. From the week before Memorial Day to the week after Labor Day, patrols are authorized Friday thru Sunday and all federally recognized holidays. Weekday patrols must be approved by the Order Issuing Authority (OIA).
- B. All patrols for Marine Events, including the inland lakes, must be approved by the OIA.
- C. Crew training patrol orders may be authorized Monday through Thursday, but must be cleared through the OIA. Those not meeting the minimum 12 underway hour requirement by Labor Day will be issued non-reimbursable orders for the first 12 hours. Weekend training is to be combined with multi-mission patrols.
- D. Patrol orders that directly support a Coast Guard unit are authorized anytime.
- E. No facility will patrol outside their flotilla's area of operations without prior approval of the OIA.

RADIOS WITH DSC (ONLY WORKS WITH GPS):

If you are shopping for a new DSC (Digital Selective Calling) radio for your vessel, be forewarned that it will not transmit any DSC call until you obtain and install your nine-digit MMSI (Maritime Mobile Service Identity). The radio's user manual *must* be carefully followed during installation, and great care must be taken when inputting the MMSI, as mistakes are not easily corrected, if at all. Once the MMSI is stored, it should not be possible to alter it without contacting the manufacturer or possibly returning the equipment for a factory reset. Trying to save money by buying a DSC radio at a swap meet or flea market is obviously a bad idea. Purchasing a DSC radio from a reputable and knowledgeable dealer is the only way to be sure that the unit meets current requirements and will function as intended.

DSC radios are programmed to display the vessel's MMSI on start-up, so obtain your MMSI as soon as you purchase your radio. If the equipment is not configured with an MMSI, it will generate distracting auditory and visual alerts indefinitely and will not function properly. The manufacturers of DSC equipment are including these alerts to convince us to obtain and enter an MMSI so that this equipment can perform its intended lifesaving functions. A thorough tutorial on the installation and use of DSC radios is available at this BoatU.S. Foundation website <http://www.boatus.com/foundation/dsc/player.html> and a free registration process for obtaining an MMSI is available here <http://www.boatus.com/MMSI/>.

C130 ADVENTURES & LIBERTY ISLAND IN THE DELTA:

Report from Warren Golubski:

- 1) We signaled the pilot with a mirror - that worked well and confirmation on the radio was good.
- 2) Comms was loud and clear
- 3) We felt like we were the target. We had placed the orange box at N 38 15.352 W 121 40.583.
- 4) The first practice drop was the pump, which landed at N 38 16.142 W 121 40.513. That put us in shallow of water. The bearing to the tower from the landing point was 070 true. If we could get the drop to wait a few seconds longer –may work better. I think the 090 line to the towers is great.
- 5) The second drop was perfect. Plenty of water and no issues on our side.



The spot in the second photo is the pump used as the first drop.

Hugh (Bob) Davison, crew member of Tommy Holtzman” AUX Facility *The Yellow Boat*, collects all the “C130 droppings” and returns the items to Air Station Sacramento, which is very near to his home. Great Team Coast Guard mission.

**HOUR
SUMMARY:**

Mission Hours as values	11NR - Div 01	11NR - Div 03	11NR - Div 04	11NR - Div 05	11NR - Div 06	11NR - Div 08	11NR - Div 11	11NR - Div 12	Sector San Francisco
OPS	391.40	441.80	30.80	315.20	471.00	82.50	124.10	220.10	2,076.90

OPERATIONS EVENT CALENDAR

AS OF: 03 APRIL 2012

LOCATION	SPONSOR	EVENT	DATE	QEs	POINT OF CONTACT
USCG STATION VALLEJO	DIV 5	OPTREX TRAINING ONLY	APR 14	NO	GLEN HUNTER HUNTERGLENN@ATT.NET
KAWEAH	DIV 10	OPTREX	APR 21 -22	YES - UNSURE	ROD ROLLINS SO-OP DIV 10 SValleyRod@aol.com
LAKE SHASTA	FLT 3-9	OPTREX	APR – 29	YES	CARL PIERCE OR CHARLIE DUNCAN cpierce7223@sbcglobal.net
BERKELEY YACHT CLUB	DIV 1	OPTREX	MAY 5	YES	STEVE SALMON anotherhorizon@sbcglobal.net
BRAITOS MARINA, CLEAR LAKE	FLT 8-8	OPTREX	JUNE 1-3	YES	GARY DROMI FC e-mail: auxfloat88@att.net
USCG STATION VALLEJO	DIV 5	OPTREX	JUN 9	YES	GLEN HUNTER HUNTERGLENN@ATT.NET
SOUTH BAY	DIV 4	OPTREX	JUN 24	YES	STEPHEN CHAN schanhb@pacbell.net
LAKE TAHOE	DIV 11	OPTREX	JUL 14	YES	DEE DEE KINCADE ddkincade@charter.net
COAST GUARD ISLAND	DIV 12	OPTREX	JUL 21	YES	GEORGE PROWS caseyct@pacbell.net
DON PEDRO DAM	DIV 10	OPTREX	AUG 11-12	YES	ROD COLLINS SValleyRod@aol.com

JORDANELLE RESERVOIR, UTAH	DIV-7	OPTREX	AUG 17-19	YES	COMO M. WILLIAMS mikewms05@comcast.net
LAKE TAHOE	DIV 11	OPTREX	SEPT 8	YES	DEE DEE ddkincade@charter.net INCADE
BODEGA BAY DORAN BEACH SONOMA CO. PARK	FLT 5-5	OPTREX	SEPT 28 – 30	YES	WIL SUMNER wilsumner_cgaux@yahoo.com
BRANNAN ISLAND	FLT 3-10	OPTREX	OCT 12-14	YES	DEAN LACHAPELLE deanvic@yahoo.com

REQUIREMENTS BEFORE REQUESTING A QUALIFICATION EXAMINER

GUIDE FOR FLOTILLA AND DIVISIONS QE CHECK OFF SHEET

<p>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.</p> <p style="text-align: center;">All tasks are to be done prior to requesting a Qualification Examiner.</p>		
<p>CREW: Can be in an AP Status, cannot be IQ ICS 100 ICS 700 8 Hour TCT (Within past 5 years)</p> <p><i>Has to have had a NASBLA approved Safe Boating Course</i></p>	<p>COXSWAIN: 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 Closed Book NAV RULES ICS 100, ICS 700 , ICS 200, ICS 800, ICS 210</p>	
<p>PWC Operator: Be Boat Crew Qualified Operations Policy Test 8 Hour TCT (Within past 5 years) Initial Written Closed Book NAV Rules</p> <p>ICS 100, ICS 700, ICS 200, ICS 800, ICS 210</p>	<p>Schedule for Three Year Re-Qualifications: Last check ride 2008–due in 2011 Last check ride 2009–due in 2012 Last check ride 2010- due in 2013 Last check ride 2011- due in 2014</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>C or appointed event organizer (OP or MT Staff officer) arranges for</p>	<p>FC, or appointee, contacts Chief QE Coordinator: COMO</p>	<p>Proficiencies both dockside and on the water; will be demonstrated for the QE signature. If candidates come from mor</p>

<p>Facilities, that have qualified Crew and Coxswains to man the vessels</p> <p>(NOTE: QE CANNOT COUNT AS PART OF QUALIFIED CREW)</p>	<p>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>than one Flotilla please have all candidates' names on one form.</p> <p>Only one form per QE session including all candidates & boats</p>
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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 and turning in the request to the QE Coordinator. The event organizer will be requesting the Qualification Examiner(s). Only one person should be requesting QEs for each event. All names should be submitted at least 30 days

Basic Comms Skills Declining

At the DSO-OP's request, I'm changing gears again to cover Surface Ops Comms, an area in which our skills have noticeably declined in recent years. One of the natural tendencies for volunteers to follow when working with "professionals" is to copy them. In the Auxiliary that means to mimic what we hear the active duty saying on-the-air, dutifully repeating every mistake we hear. It will be the purpose of this column to try to stop that!

If you look back through the boat crew skills and ratings that we had years ago you'll find an interesting title of "Patrol Communicator". Comms of that era were conducted on MF-AM transceivers, and it was generally agreed that tuning a radio and operating it so someone could reliably hear what you were saying was not all that easy.

Then with the advent of the crystal-controlled VHF-FM radio, suddenly comms became "simple", or at least many thought that was the case. Transmissions changed from static-prone AM to hi-fi like FM. Frequency tuning was controlled by fixed crystals and later phase-locked loop frequency synthesizing circuits that took the mystery, tedium and confusion out of tuning a marine radio.

Whereas the MF-AM radio gear of old was heavy and bulky, the new VHF-FM radios drew less current, took up less space and could be installed nearly anywhere, including at the helm where the skipper could use it without any bothersome intermediary. The result was an inevitable demise in "patrol communicators" and with them their expertise in comms hardware and procedures.

As a result, proficiency in comms skills dropped. The Boat Crew Qualification Program (BCQP) introduced in 1984 incorporated the first official attempt to specify and standardize

Aux comms technique and procedures on patrol. Today's land and aviation crewmember ratings are not as demanding in the area of comms.

Mimicking what we hear others saying on-the-air is one accepted way of transferring knowledge from veterans to newbies. But when the "veterans" use sloppy technique, the new folks pick up and duplicate every error they hear others using. Given the fact that Station Watchstanders are often the newest of the new, it's no surprise that they readily embrace what they hear the "old hands" using on-the-air.

Over the course of the next few months we're going to go over the "worst practices" that we hear Auxiliary boat crews and others using on the air, and provide the logic behind our revised, recommended procedures.

Where appropriate, we'll provide specific referrals to sections of the AUXCOM text, the Boat Crew Qualification Guides, the Ops Policy Manual and other publications that prescribe the "right way" to do it.

If you're responsible for training new boat crew candidates in your flotilla, make it a point to check out these monthly articles. If you're an established Coxswain or Boat Crewman, why not compare your comms practices with those recommended in this series of columns.

If you want to get involved in Aux Aviation Observer or Air Crew ratings, or the Aux land-mobile program, you'd do well to consult these articles to keep "in sync" with your Aux Surface Ops counterparts. Next month, we'll jump right in to prowords and the Phonetic Alphabet.

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