



**Homeland
Security**

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

Serving Northern California, Nevada, Utah



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

HIGHLIGHTS:

AUXSC&E COURSE UPDATE

“COMM SHACK” (FROM BOB PETERSON)

LAND MOBILE ORDERS

***IMPORTANT!!!* NEEDED D11N MATERIAL FOR A NATIONAL REPORT (OPS SUMMARY)**

PATROL REQUESTS REMINDER

WHAT IS THE QUALIFICATION EXAMINER’S ROLE?

UNDERWAY HOURS ONLY, JAN TO JUNE 3TH, 2012

OPERATIONS EVENT CALENDAR

AUXSC&E COURSE STATUS:

Thanks to those members who expressed their interest in taking an AUXSC&E course. Unfortunately, there were insufficient numbers of members being interested, that had previously taken and passed the prerequisite AUXNAV A & B course, to make sense offering the course at this time. You are encouraged to promote the offering of the AUXNAV courses with your member training officers so enough members are qualified to take the AUXSC&E course in the future.

THE COMM SHACK: By Bob Peterson is attached to this report

Excellent reading. All of us need to sound professional on the water and bad habits are easy to acquire and even the Coast Guard can acquire bad communications they hear from Auxiliarists. Remember, we are the “older” group and some of our young ladies and gentleman of the Coast Guard may feel we are communicating correctly and copy our bad habits. Please read and save what Bob has written, use it in your classes. Be and sound professional on the water.

LAND MOBILE ORDERS:

(FROM: COMO ANGELO PERATA)

Patrol Area Coordinators working the Delta to Utah, including Inland Lakes can activate orders for Land mobile radios. Patrol Area Coordinators (PACs) know where and when the Land Mobile is needed. The same applies to Land Mobiles as well as applies to boats. Orders need to requested and activated 2 weeks before a patrol and never later than 8 days, to be approved in time for the Active Duty to study and approve.

VESSEL PATROL REQUESTS REMINDER:

Remember to get Patrol Orders into POMS 2 weeks before a patrol, and never later than 8 days, to be able to have approved in time for your patrol. Some patrol requests have had to be denied lately due to their untimely requests.

What is the Qualification Examiner's (QE's) Role?

QEs verify that Boat Crew trainees are able to satisfactorily perform as specified in below references. OEs evaluating members by Dockside Oral Examinations and Underway Check Rides.

M16794.51A	Jan 2007	Large download	Auxiliary Boat Crew Training Manual Effective 01 JAN 2007
M16794.52A	Jan 2007	-	Auxiliary Boat Crew Qualification Guide Vol 1 - Crew Member
M16794.53A	Jan 2007	-	Auxiliary Boat Crew Qualification Guide Vol 2- Coxswain
M16794.54A	Jan 2007		Auxiliary Boat Crew Qualification Guide Vol 3- PWC Operator

- Remember, "No see, no hear, no sign" (*ref. - Auxiliary Boat Crew Training Manual*). QE may not sign-off task if he/she does not see task accomplished or hear correct answers!
- Coxswain and Crew candidates will be evaluated using respective underway check-sheets
- The following are considered "show stoppers" that may stop a candidate's certification or recertification evaluation resulting in non-qualification:
 - Lack of, out-dated, or unserviceable facility safety equipment
 - Improper PPE (*i.e. No approved waiver request from OPCON*)
 - Missing personal survival equipment (*i.e. signal mirror, survival knife, whistle or strobe light*)
- **Coxswain Specific:**
 - Lack of a proper look-out
 - Excessive time in recovering man overboard (*performance standard- 3 minutes*)
 - Running into or over simulated MOB
 - Running over or fouling tow/Anchor line
 - Causing damage to own or other vessel (*i.e. improper fender placement during alongside tow, mooring, or unmooring*)
 - Coxswain leaving the helm without proper relief (*i.e. no helmsman/lookout*)
 - Inability to plot or execute three legs of a standard search pattern
 - Inability to plot or execute three legs of a given navigation scenario
- **Crew Specific:**
 - inability to properly handle mooring, anchor, or tow lines
 - inability to stand proper helm watch (*i.e. failure to follow specific course or coxswain commands*)
 - Inability to stand proper look-out watch (*i.e. failure to report vessels, objects, or debris*)
 - Inability to properly tie basic knots, hitches, or bends
 - Inability to properly recover MOB
 - Failure to follow and parrot coxswain commands/direction

The Qualification Examiner (QE) is also the Safety Officer on board; he/she can terminate the check ride at any time in any unsafe situation. The QE is not on board to train personnel, show or tell you how to operate your boat. If time permits after the check ride and during the "post mission brief" questions can be asked about how to do a task better.

VIDEO OF GOLDEN GATE BRIDGE 75TH YEAR FIREWORKS CELEBRATION:

For those of us that were on the water that night and missed most of the fireworks, due to trying to maintain some semblance of a safety box, this excellent production shows all we missed. VIDEO OF GOLDEN GATE BRIDGE 75TH YEAR FIREWORKS CELEBRATION. You are in for a treat!!!!!! Enjoy

<http://vimeo.com/42969389> <<http://vimeo.com/42969389>>

IMPORTANT!!! OPERATIONS PERFORMANCE SUMMARY:

All, we were so successful with the submissions received to show what we do with the Coast Guard and other agencies that the same information is requested each month at least for the summer and then possibly quarterly for the "off" seasons. I am sending a copy of the report that covered May with this so you will know what we need. Please send your June activity by July 5st. You can request the submitter to email the information to myself (Gail.L.Ramsey@USCG.MIL) and copy Linda Vetter (SILVERCHARM@PACBELL.NET) who put together the first effort has kindly offered to assist with the future publications.

UNDERWAY HOURS ONLY, JAN TO JUNE 3RD, 2012:

Below are the underway hours of 2012. Note of interest is June of last year we only showed a bit over four thousand hours. What a difference!! I would be interested in hearing from you as to why you feel our numbers have gained so much. I do see a large difference in DIV 7, last year they only showed twenty three hours, where as this year they show almost three hundred, big difference.

[All Missions][Sector San Francisco][All Facilities][All Unit Locations][U/W - Underway][CY 2012][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)	1,129.10	1,591.30	199.00	986.40	871.00	296.10	1,533.00	108.50	268.20	438.70	7,421.30
GOVSUP - Government Agency Support (41,42,43)	0.00	45.00	0.00	18.80	0.00	274.60	0.00	0.00	0.00	0.00	338.40
SAR - Search And Rescue (23,24)	5.00	2.70	0.00	5.00	37.50	3.00	9.00	10.50	3.60	0.00	76.30
All Missions	1,134.10	1,639.00	199.00	1,010.20	908.50	573.70	1,542.00	119.00	271.80	438.70	7,836.00

OPERATIONS EVENT CALENDAR: AS OF: 6 JUNE 2012

LOCATION	SPONSOR	EVENT	DATE	QEs	POINT OF CONTACT
USCG STATION VALLEJO	DIV 5	OPTREX	JUN 9 TH	YES	GLEN HUNTER HUNTERGLENN@ATT.NET
LAKE TAHOE	DIV 11	OPTREX	JUL 14 TH	YES	DEE DEE KINCADE ddkincade@charter.net
COAST GUARD ISLAND	DIV 12	OPTREX	JUL 21 st	YES	GEORGE PROWS caseyct@pacbell.net
DON PEDRO	DIV 10	OPTREX	AUG 11/12 TH	YES	ROD COLLINS SValleyRod@aol.com
JORDANELL RESERVOIR, UTAH	DIV-7	OPTREX	AUG 17 TH -19 TH	YES	COMO M. WILLIAMS mikewms05@comcast.net
LAKE TAHOE	DIV 11	OPTREX	SEPT 15 TH	YES	DEE DEE KINCADE Kddkincade@charter.net
SANTA CRUZ	DIV 6	OPTREX	SEPT 22 ND 23 RD	YES	MARYANNE COLLINS mcollins.aux@gmail.com
BODEGA BAY DORAN BEACH SONOMA CO. PARK	FLT 5-5	OPTREX	SEPT 28 TH - 30 TH	YES	WIL SUMNER wilsumner_cgaux@yahoo.com
BRANNAN ISLAND	FLT 3-10	OPTREX	OCT 12 TH 14 TH	YES	DEAN LACHAPELLE deanvic@yahoo.com
LAKE MILLERTON	DIV 10	OPTREX	OCT 27 TH 28 TH	QE	ROD ROLLINS SValleyRod@aol.com

The Comm Shack

Aux Surface, Air & Land Comms Best Practices

By: Bob Peterson, Coxn/QE/Air Crew/L-M Oper., ADSO-OP-CM, D11-NR June, 2012

Prowords & Phonetic Alphabet

As discussed in the introductory article of this series, we're going "back to basics" to review the right way to communicate on the marine radio. We start this month with the Int'l Phonetic Alphabet and CG Prowords.

Back when I joined the Auxiliary (in the early 1970's) we still had a lot of WWII vets who had their own idea of how the phonetic alphabet was composed. They insisted it was "Able, Baker, Dog, Easy, Fox", etc. Later, in the 1980's and 90's, an influx of Law Enforcement folks to the Auxiliary exposed us to "Adam, Boy, Charles, David, Edward, Nora, Sam", etc.

The reason we need a phonetic alphabet is that when we are asked to spell out a word (boat name, person or place name, etc.) less than perfect radio conditions can make it near impossible to distinguish between "b, c, d, e, g, p, t, v and z". So if asked to spell out my last name phonetically, I'd say "Papa, echo, tango, echo, romeo, sierra, oscar and november".

So whether you're fighting to break old habits with former military or police alphabets, or starting out brand new with the International Phonetic Alphabet, let's examine some tactics to help us get it committed to memory.

You'll need to begin with a review of the entire alphabet to get them all. Practice phonetically spelling out your last name, your boat name and familiar words. Finally while driving down the road, phonetically spell the license plates on the cars ahead of you.

My primary reference for this series of articles is not the Boat Crew Manual nor the Aux Aviation Manual. Instead, I am going to the actual sources from which all these other texts take their comms guidance, the AUXCOM Student Study Guide. You can find it at http://www.cgaux.org/training/AUXOP/AUXCOM/AUXCOM_Student.pdf.

We now tackle prowords, literally "procedure words". They are found in the Message section of the AUXCOM SSG, because they are often used to assist in passing message text. However they are equally helpful in passing informal Ops traffic. You will find all CG pro-words listed on pages 6-13/14 of the SSG.

Note that when you need to request the sender to repeat his/her last transmission, you do not say "Repeat"! You say "Say Again", usually followed by one of the other prowords used specifically to highlight which specific words or letters you want retransmitted.

You say "Say again, all after Aux Vessel". They reply by saying "I say again all after Aux vessel, Silver Charm". If you didn't understand the second word of that Aux vessel name, you could say "Say again, all after (or word after) Silver"; and they would reply "I say again word after Silver, CHARM".

If you still didn't understand the second word of that Aux boat name, you request "Spell word after Silver", and they should reply with "I spell Charm: Charlie, Hotel, Alfa, Romeo, Mike". You may need to use "Words before, or words after" or "All before, or all after".

Of course you'll have to know the difference between Out and Over. Quite literally Out means that you are through transmitting and do NOT expect or desire a reply. Over means that you are through transmitting and you DO expect or desire a reply. Since "over and out" means I'm done and I do and I don't expect a reply, we don't use that!

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