



**Homeland
Security**

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

Serving Northern California, Nevada, Utah



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

HIGHLIGHTS:

DIRAUX NEWS (IMPORTANT)

OTO CORNER

2013 OPTREXS

SAN FRANCISCO'S FLEET WEEK/AMERICA'S CUP

RECREATIONAL BOATING STATISTICS 2011

SAFETY OFFICER SURFACE WEST REPORT – FROM DEAN LACHAPELLE

FACILITY INSPECTION FORMS & PHOTOS

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COXSWAIN'S INFO (THE 30 RULE)

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STATS

OPERATIONS CALENDAR

DIRAUX NEWS (IMPORTANT), NEW PROCEDURE:

CWO2 Matthew James, our OTO, has brought an excellent tool to our office. How many times have you emailed a question or scanned paper work to DIRAUX to have it disappear into cyber space because the person you emailed it to has retired or transferred? This will no longer happen. Send all your communications to: D11AUXNorthern@uscg.mil. In the subject line, on the email, please put the name, member number and subject for the member you are inquiring about. If the subject is yourself please put in your information. These emails will be checked daily and should expedite your requested information. You can email all your Facility Exams to this email also, be certain to include a current photo of your facility and OPS-8s for other Coxswains of record.

OTO CORNER:

Shipmates,

Happy Fall! I've managed to make it out for several OPTREX these past couple months. I've been very impressed with the seamanship and knowledge base of our crews.

One trend I have noticed during recent oral boards and check rides is the need to better understand the time/speed/distance relationship and simplify those computations down to the operational level. There will come a time while on patrol that somebody is going to ask you how long it takes to arrive somewhere. That somewhere may be a distressed vessel, the patrol box for a marine event, or the local burger joint for lunch. "How long will it take to get there?"

The tool most readily available to answer this question is the Nautical slide rule, which is available through ANSC or our office. If you don't have a slide rule handy, you can make some fairly accurate estimations based on the three minute rule and six minute rule.

"The three-minute rule is useful when fast calculations are needed to estimate time, speed or distance for quick fixes, especially in restricted visibility. Dutton's Navigation and Piloting defines this rule as: the travel of a ship in yards in three minutes is equal to the speed of the ship in knots multiplied by 100.

Example: You travel for three minutes at 12 knots.

The speed of the ship (12 knots) multiplied by 100 would indicate that the ship traveled 1200 yards in three minutes.

This may be simplified further by stating that you move the decimal point of the speed two places to the right to determine the distance traveled in yards.

Example: You travel for three minutes at 5.8 knots.

5.8 knots = 580 yards

The six-minute rule is a good way to lay out DR intervals along a trackline. Dutton's Navigation and Piloting defines this rule as: the travel of a ship in nautical miles in six minutes is equal to the speed of the ship in knots divided by 10.

Example: You travel for 6 minutes at 18 knots.

The speed of the ship (18 knots) divided by 10 would indicate that the ship traveled 1.8 nautical miles in six minutes.

This formula may also be simplified by stating that you move the decimal point of the speed one place to the left to determine the distance traveled in nautical miles.

Example: You travel for six minutes at 22.5 knots.

22.5 knots = 2.25 NM"

(Courtesy of Boat Forces Center Crewman Study Guide)

See you on the water. Work, train, and play safe everybody.

CWO2 Matt James

2013 OPTREXS:

Where did 2012 go? At the end of this report is the *OPERATIONAL CALENDAR*. Take notice that we already have three OPTREXs on the schedule. When scheduling your event always check the District Calendar and do not schedule your event so it is in conflict with any others and that includes District Meetings, DTRAIN and other OPS Events or where QE's attendance will be needed. When doing your scheduling be sure to get the OK from Dean LaChapelle, our OPTREX coordinator, and he will give approval for the date and see it is placed on the District Calendar. Please be sure to give him the primary contact's name, email and phone number. We had 21 OPTREXs in 2012 and this does not count the few weekday events where a few candidates were involved and was not a formal event.

SAN FRANCISCO FLEET WEEK/AMERICA'S CUP 2012:

By Linda Vetter: Please read the entire article in the upcoming *NORTHWIND*.

This year's annual San Francisco Fleet Week was an even bigger event than usual, with the addition of 6 days of Americas Cup World Series races combined with the traditional 4 days of SF Bay air shows, Parade of Ships, and other events. Nineteen different Auxiliary boats, with over a hundred different Auxiliary coxswain and boat crew members, performed more than 60 long-day patrols to assist the CG in maintaining safety boxes for the 6 days of on-the-water events Tuesday-Sunday, 2-7 October. Many more members provided communications, ship tours, and other shore-side assistance that extended through Monday, Columbus Day. The "perfect storm" of activities that week provided for a lot of opportunities and entertainment. The weather actually cooperated quite well most days, and the spectators came out in the hundreds of thousands (some reports said over 2 million). The CG brought in units from Honolulu, Los Angeles, Lake Tahoe and many other stations from around SF Bay, the Delta, and the northern California coastline. The CG cutter Sherman (378' WHEC) was in the parade of ships and open for tours at Pier 80, along with ships from the US and Canadian navies.

The combined Fleet Week and Americas Cup World Series events required a lot of dedicated effort by the extended CG team. The event ran smoothly and, most importantly, safely. Many, many Team Coast Guard units and personnel were involved to successfully make that happen. Coordinating most for Sector SF was ENS Mark Leahey, who is also the Auxiliary Liaison officer for Sector and well-known to many Auxiliarists.

Linda Vetter, as SF Bay Auxiliary Patrol Area Coordinator, marshaled the Auxiliary on-the-water assets. Thanks to everyone who participated for your help, flexibility, and long hours! Bravo Zulu!

FACILITY INSPECTION FORMS & PHOTOS:

All Facility Inspection Forms, with current photo, are to be sent or emailed to DIRAUX

FACILITY OWNERSHIP:

Please read and pay special attention to Section B, pages, 1-7, 1-8 and 1-9 in the Operations Policy Manual that can be reached at this link: http://www.uscg.mil/directives/cim/16000-16999/CIM_16798_3E.pdf

For some reason the message I was trying to convey in the September DSO-OPS report did not make it to the member. Thank you for your patience.

RECREATIONAL BOATING STATISTICS 2011:

The link below will enlighten all of us. Content is far too much to place within this report so please read, you may be surprised. http://www.uscgboating.org/statistics/accident_statistics.aspx

What is so interesting is the fact that boat registrations have been on a steady decrease for the past few years, but accidents and fatalities have risen. Below is just one chart from the 2011 report.

Year	Deaths	Injuries	Accidents
1997	821	4555	8047
1998	815	4612	8061
1999	734	4315	7931
2000	701	4355	7740
2001*	681	4274	6419
2002	750	4062	5705
2003	703	3888	5438
2004	676	3363	4904
2005	697	3451	4969
2006	710	3474	4967
2007	685	3673	5191
2008	709	3331	4789
2009	736	3358	4730
2010	672	3153	4604
2011	758	3108	4588

This gives excellent stats for why we do what we do.

SAFETY OFFICER SURFACE WEST REPORT – FROM DEAN LACHAPELLE

Subject: PPE

With the season coming to a close in some areas and slowing considerably in others, it might be a good time to go over your PPEs and make sure you still have: A. Crew PPE

1. Type III Life jacket speed rated for 50 mph
2. Mustang/Dry Suit for harsh conditions Operations
3. Survival Knife
4. Emergency Whistle
5. Strobe Light
6. Signal Mirror

B. Coxswain PPE issue

1. Same as Crew
2. PEPiRB

C. PWC Operator

1. Type III Life jacket speed rated for 50 mph
2. Wet Suit
3. Survival Knife
4. Whistle
5. Strobe Light
6. Signal Mirror

D. Trainees can be issued PPE by District 11N, as described in (A) above

1. Flotilla and Division CDRs will keep track of PPE on *property inventory record*
2. PPE issued will be retained by Trainees after they become qualified.
3. If a member transfers to another district, the PPE will be turned in to DIRAUX and not taken to the new District.

All PPE items must be attached to your PFD with a 36 in. cord to prevent loss while in the water.

The off season is a good time to clean the equipment (mild soap and water) check the battery date on the PEPiRB and take the battery out of the emergency strobe light. Make sure a new battery is installed before getting underway again.

QUALIFICATION EXAMINER'S CORNER:

Qualification Examiners, so far in 2012, have completed over 170 missions. During the entire year of 2011 the QEs completed just fewer than 100. Hats off to our QEs and candidates for a year of hard work, plus we are not done yet.

CWO2 Matthew James, our OTO, is looking for our members to use relative bearings, in accordance with the Boat Crew Seamanship Manual, while underway. This is a reminder. Also, thanks to Mike Williams, there is an easy tool for those that use the clock to depict positions of objects while underway. Mike brought out that if an object is at two o'clock, just multiply by three and add a zero, therefore: $2 \times 3 = 6 + 0 = 060$ relative bearing, four o'clock would be $4 \times 3 = 12 + 0 = 120$ relative bearing. This is an excellent tool to become accustomed to relative bearings.

Please send me any other "quick tools" that you would like to share for our members.

THE "30" RULE REGARDING WIND AND SEA STATE:

Thank you COMO Mike Maddox for the reminder.

The Coast Guard has operational limits for boats and aircraft. These operation limits are published in Table 5-4 of COMDINST 16130.2E (commonly referred to as the CG Addendum and is the text for the AUXSC&E course). While the table has a column for Non-standard boats, Auxiliary Facilities are not specifically mentioned. For some time, we have been using the rule "**If the wind speed (in knots) and wave height (in feet) sum exceeds 30**, Auxiliary vessels are not to be used". Of course, each coxswain may elect to use lower limits for their vessel and should have a firm grasp of the following points:

COX task 03-03-AUX

1. Stated the policy requirements for the Director and active duty unit commanders to establish facility operational limitation standards.
2. Stated the policy requirements and responsibility of the coxswain concerning the facility's published operational limitations.
3. Stated the operational limitations for the facility established by the Director and/or operational commander. They must include the following:
 - a. Minimum crew size for the facility.
 - b. Maximum sea and wind state the facility can operate in.
 - c. Maximum size and weight of a vessel that can be towed.
 - d. Maximum sea conditions a vessel can be towed in.
 - e. Distance offshore allowed during operations (if applicable).

STATS OPERATIONAL HOURS:


AS OF OCT 14TH, 2012

[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
OPS	2,090.60	3,137.50	486.10	2,482.50	1,988.10	4,757.40	2,303.10	542.30	1,185.30	1,396.30	20,369.20
TRNG	1.80	0.00	0.00	90.90	0.00	0.00	0.00	0.00	0.00	0.00	92.70
U/W - Underway	2,092.40	3,137.50	486.10	2,573.40	1,988.10	4,757.40	2,303.10	542.30	1,185.30	1,396.30	20,461.90

OPERATIONS EVENT CALENDAR

AS OF: 16 OCTOBER 2012

LOCATION	SPONSOR	EVENT	DATE	QEs	POINT OF CONTACT
LAKE MILLERTON	DIV 10	OPTREX	OCT 27 TH 28 TH .	McLaughlin Smith	ROD ROLLINS SValleyRod@aol.com
			<u>2013</u> 		
REDWOOD CITY	DIV 4	OPTREX	APR 7 TH .		DAVE NAUMANN
ANTLERS RESORT	FLT 39	OPTREX	APR 25 TH 28 TH		CARL PIERCE
BERKELEY MARINA	DIV 1	OPTREX	MAY 4 TH		STEVE SALMON

Respectfully,

Gail Ramsey