



**Homeland
Security**

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

Serving Northern California, Nevada, Utah



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

HIGHLIGHTS:

**OPERATIONS TRAINING OFFICER'S (OTO) ANNOUNCEMENT
AMERICA'S CUP, FLEET WEEK UPDATE
BOATING COURSES APPROVED FOR OPERATIONAL STATUS
FACILITY OWNERSHIP
RBS NOTES FROM NACON
SAFETY OFFICER SURFACE WEST REPORT – FROM DEAN LACHAPELLE
QUALIFICATION EXAMINER'S (QE) CORNER
WHY 10 DAYS ARE REQUIRED FOR PATROL REQUESTS IN POMS?**

OPERATIONS TRAINING OFFICER'S (OTO) ANNOUNCEMENT:

Greetings shipmates! I'm looking forward to meeting all of you and working together. I'll save the formal introduction stuff for my visits, but I wanted to take this opportunity to discuss a couple of items that are on my agenda for the coming months.

My highest priority after safely completing the mission or sortie is the manner in which we complete it. Most of you have already read ADM Papp's article on proficiency and discipline by now. If not, I'll be discussing it during my Division/Flotilla visits. Many of you have been coxswains, crewmembers, and PWC operators for a long time and have amassed a wealth of knowledge and experience. But as mariners who have chosen to apply our skills to lifesaving, we owe it to each other and ourselves to constantly evaluate our performance and seek out better/safer ways to conduct business. I will be directing the QE staff to ruthlessly evaluate your performance during check rides and oral boards and apply the written standards and policies. Please come to your next QE session with your game face on, prepared for the evolution. You can always reach out to the QE's or experienced members in your flotilla if you're looking for a particular piece of information. In the coming months, I'm considering possibly implement the Standardized Auxiliary Boat Operations Training (SABOT) Program through D11-Northern.

As we look to the coming fiscal year, I think it's important that you as operators have a solid grasp on some of the financial constraints we are facing. As the belt-tightening throughout the Federal Government continues, the Coast Guard is looking to meticulously account for and justify every dollar spent. This places a heavy administrative burden on our staff to accurately track our expenses. You can do the staff an immense favor by doing a few things:

1. Submit POMS requests within the time constraints promulgated by your Order Issuing Authority.
2. Log your sortie data into POMS accurately and in a timely manner.
3. Adhere to projected sortie timeframes, i.e. don't exceed scheduled patrol times except for SAR.
4. Submitting mileage claims and other travel claims in a timely fashion.

Completing these actions will permit the staff to update the accounting software and maintain a better "real-time" picture of where our budget stands. Lack of remaining funds has already forced us to make several cuts to the final two OPTREX's scheduled for this fiscal year.

Finally, please take a look at your issued personal protective equipment. I will be conducting an audit of all Rescue and Survival Systems programs during the first quarter of FY'13. This means we will be accounting for all the issued gear as well as inspecting it for serviceability and material condition. I'll also be working with division staffs to ensure proper accountability.

Thank you for lending your talents and passion to supporting and executing the Coast Guard's missions. I'm stoked to be here and can't wait to get out on the water with you. See you out in the field.

CWO2 Matt James
Operations Training Officer
Eleventh Coast Guard District (dpa-n)

BOATING COURSES APPROVED FOR OPERATIONAL STATUS

I have been receiving many queries about approved safe boating courses for Applicants to take so they can be qualified as Boat Crew. PWOs, Coxswains and Air participants still need to be approved by the Security Center before being Certified.

To be eligible for Boat Crew, an Auxiliarist must have completed all of the requirements for IQ status and must have successfully completed one of the following courses which has been approved by the National Association of State Boating Law Administrators (NASBLA):

- (1) Boating Skills and Seamanship (BS&S)
- (2) America's Boating Course (ABC)
- (3) About Boating Safely (ABS)
- (4) Sailing Fundamentals (SF)
- (5) Sailing Skills and Seamanship (SS&S)
- (6) U.S. Power Squadrons (USPS) Boating or Boat Smart Course
- (7) A State boating safety course (**minimum eight-hour duration and other than child-specific**)

EVENT UPDATE, AMERICAS CUP / FLEET WEEK

A total of 8 Auxiliary vessels assisted with 6 days of Americas Cup/World Series races on SF Bay Aug. 21-26, 2012. Many saw capsizing and pitch poling race boats, and all saw some fast moving catamarans! This was a prelude to 6 more days of ACWS racing Oct. 2-7, the last 4 days of which will also overlap the annual Fleet Week/Blue Angels Air Show dates (as well as for the bigger Americas Cup boat races in 2013). Coxswains interested in helping out on the water this October please contact Linda Vetter (silvercharm@pacbell.net) soon. Members interested in helping out with PA booths and things ashore please contact Sonia Foster (soniafoster@comcast.net).

FACILITY OWNERSHIP

All, please bring your knowledge current by reading the *Operations Policy Manual*, 1-7, 1-8 and 1-9. A portion of these pages is below. In the future DIRAUX will require the following specified documentation with your Offer For Use

B.1.

Auxiliarist

Owned

Facilities

Auxiliarists offering a facility for use, including an Auxiliary unit vessel, must show proof of ownership during initial and every subsequent facility inspection. Auxiliarists offering facilities not solely owned by a single Auxiliarist must submit a copy of the documentation or registration papers along with their completed Offer for Use to the Director. Proper authorization by all owners of the facility being offered for use must be submitted to the Director in one package."

Auxiliarists offering facilities solely owned by a single Auxiliarist (or by spousal combinations) need only show the vessel examiner (VE) their documentation or registration papers during the facility inspection. The VE must then annotate the inspection form to show that proof of ownership has been verified.

Auxiliarists offering facilities not solely owned by a single Auxiliarist must submit a copy of the do

RBS NOTES FROM NACON:

. Jeff Hoedt, Chief, USCG Office of Boating Safety

- The number of registered boats has been going down, particularly in motorboats
- There is major growth in paddlecraft; Kayaks and stand-up paddleboards are becoming very popular
- **The vast majority of recreational boating is inland; 80% of casualties are inland**
- Drunk boating is a major problem
- Only 23% of all boaters are required to be trained
- Life jacket wear should be promoted; 5% of motorboaters wear life jackets

Please take note of the message about Inland Boating.

SAFETY OFFICER SURFACE WEST REPORT – FROM DEAN LACHAPELLE

Subj: Safety Report September 2012

There is a potential hazard on Facilities with swim platforms. Carbon Monoxide from engine exhaust is such a concern that the State of California and many other states passed laws prohibiting people from "teak surfing" or occupying the swim platform or otherwise being in the water at the stern of a vessel while the engine is running. Under the law, while the engine is running, the swim platform may be occupied "for a very brief period of time while assisting with the docking or departure of the vessel, while exiting or entering the vessel, or while the vessel is engaged in law enforcement or emergency rescue activity".

The hazard occurs when the crew must "jump" to the dock while the facility is still moving ahead. To stop the forward movement, the facility must be shifted into reverse and given a burst of power. If the crew miss calculates the jump to the dock or the change of the facilities motion and falls back towards the facility and into the water, the coxswain will not be able to shift the transmission into neutral before the crew is entangled in the reverse spinning propeller(s). Very serious injury or death will likely be the result.

When approaching a mooring, the Coxswain must be in control of crew movement. Crew must be directed when to occupy the swim platform only when very near the dock, but not so close that they must hurry.

It is recommended that:

Coxswains maneuver facilities very close (1' to 2') to the dock, slow to little or no way on and shift into neutral before permitting a crew to "step" from the platform to the dock. The transmission must be in neutral before the crew steps off the platform (or facility) and onto the dock. Jumping to the dock from a moving facility should be discouraged.

QUALIFICATION EXAMINER (QE) CORNER: WHAT “NOT” TO DO ON A CHECK RIDE:

Below are listed many of the items that have occurred in the past and why some members have not passed an Initial or Re-Qualification 3-year check ride. There will be others but the below is a good start.

PRE -UNDERWAY CHECK LIST & INSPECTION	LOSS OF COMMUNICATIONS
EXPIRED DISTRESS MATERIALS (WHERE APPLICABLE)	HELM VACATING
MISSION BRIEF	COLLISION WITH A VESSEL
GAR	COLLISION WITH DOCK
ORDERS ON BOARD	INJURY TO CREW OR QE

COXSWAIN ASSIGNING WATCHES	CREW OR QE IN WATER
IMPROPER UNIFORMS	VIOLATING SPEED AND WAKE LIMITS
IMPROPER PFDS & WITH PROPER PPE	LACK OF REPORT TO ORDERING ISSURING AUTHORITY
IMPROPER USE OF VHF-FM RADIO	ANY OTHER SAFETY INFRINGEMENT
IMPROPER USE OF CELL PHONE	

So far, during 2012, Qualifications Examiners have accomplished 137 check rides, re-certification and initial qualifications for D11N members.

WHY 10 DAYS ARE REQUIRED FOR PATROL REQUESTS IN POMS?

ENS Mark Leahey states: ‘From the standpoint over here at Sector SF and District 11 North, the reason why we need this lead time is because I have to clear every single scheduled patrol with the Response Department head. Every Monday morning I review the patrols for the next set of days and then brief my command on the patrols.’ This time- line also applies to requests for guests on board.

It had been reported that the request need be only 8 days in advance, which is now changed to 10 days.

DISTRICT ELEVEN, NORTHERN REGION, DIVISION’S UNDERWAY ACTIVITIES:

2012 UNDERWAY HOURS TO 2 SEPT 2012

[All Missions][Sector San Francisco][Boat][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)	1,687.40	2,461.30	394.80	1,977.90	1,477.20	3,536.40	1,943.90	287.60	853.60	981.30	15,601.40
GOVSUP - Government Agency Support (41,42,43)	0.00	57.60	0.00	9.40	0.00	306.60	4.50	0.00	0.00	0.00	378.10
MS - Marine Safety	0.00	0.00	0.00	0.00	0.00	0.00	2.40	0.00	0.00	0.00	2.40
SAR - Search And Rescue (23,24)	21.00	54.20	0.00	37.60	86.70	289.80	57.40	17.10	8.40	9.80	582.00
All Missions	1,708.40	2,573.10	394.80	2,024.90	1,563.90	4,132.80	2,008.20	304.70	862.00	991.10	16,563.90

Respectfully submitted,

Gail Ramsey