



**Homeland  
Security**

**U.S. Coast Guard Auxiliary  
District 11 Northern Region**  
*Serving Northern California, Nevada, Utah*



Date: August 2013  
To: Richard Thomas, COS, EXCOM, District Board/Staff  
From: D11N DSO-OP, Commodore Gail L. Ramsey  
Subject: District OPS Report/ Respectfully Submitted

## **OTO CORNER**

**DERELICT VESSELS WITHIN *NAVIGATIONAL* WATERS**

**AUXDATA ORDER MANAGEMENT (MORE HINTS)**

**LIFE JACKET UPDATE:**

**REYR – DO NOT FORGET TO TURN IN A MT-3 TO DIRAUX**

**UNIFORMS, OPERATIONAL**

**UNDERWAY 2013 HOURS AS OF AUGUST 12, 2013**

**OPS CALENDAR**

### **OTO Corner....August 2013**

Personal Protective Equipment:

We can see the light at the end of the tunnel when it comes to the PPE enrollment/inspection visits. I have one visit scheduled for the first week of September at Flotilla 3-9, followed by another extended TDY period to the Leadership Development Center in New London, CT. The final round of visits will resume upon my return.

Those of you who were inspected in February should be planning to complete your semiannual inspections of the SAR Vest, Type III PFD, and Anti-exposure Coveralls. The procedures for conducting the inspection are posted under "Forms" on the Director's Tab of the D11N Auxiliary Web Page. Additionally, please ensure the monthly Personal Locator Beacon battery tests are being completed and logged. As always, contact me if you need more info.

Currently, we have exhausted our supply of Strobe Lights and Personal Locator Beacons. Tina has placed more on order, but there is some turnaround time with the manufacturer and distributors. We have plenty of Type III PFD's and Anti-Exposure coveralls on the shelves, so if you're running with an older style Type-III, feel free to have your FSO-MA request a new one via the [D11Auxnorthern@uscg.mil](mailto:D11Auxnorthern@uscg.mil) address.  
"Man Overboard!"

During the past two OPTREX, the subject of appropriate Man Overboard (MOB) procedures has come up and stirred some debate. The guiding doctrine for man overboard procedures is Chapter 16 of the Boat Crew Seamanship Manual, COMDTINST M16114.5. Ironically, the doctrine is what is causing debate. Specifically, regarding the deployment of datum, the manual suggests that datum should be deployed only when the pointer has lost sight of the man overboard. The common practice many of us have trained on is to deploy datum immediately upon the announcement of, "Man Overboard!" On the Active Duty side,

we are required to follow the procedures prescribed by the CG Readiness and Standardization Drills that are published by the Boat Forces Training Center every January. These drill sheets lay out the procedures and identify which procedures are “standards” that must be met in order for the drill to be satisfactory. The third standard for a successful MOB drill is “Deploy Ring and Strobe Light”. This procedure evolved over time, from the crew discussing the deployment of datum to being mandated it be deployed. Bottom line is, the Boat Crew Seamanship Manual can sometimes be out of step with current procedures. However, there’s no mechanism for promulgating the revised procedures to Auxiliary Coxswains like there is on the gold side. I guess that’s my job.

So...here’s my guidance on Man Overboard procedures:

1. Pass Report of Man Overboard to Coxswain and Crew.
2. Assign and position a pointer/lookout.
3. If the facility is GPS equipped, mark the position of the MOB by saving a waypoint or the MOB function.
4. Deploy datum, either a Type IV throwable or a Ring Buoy. A QE will not fail the drill if this isn’t accomplished, but when asked why you didn’t deploy datum, the answer “I forgot” will not be acceptable.
5. Use sound signals as specified by the Navigation Rules.
6. Energize spot lights/deck lights at night.
7. Brief Crew on whether pickup is direct or indirect using heaving lines.
8. Safely approach the MOB; the boat must be stopped-NO WAY ON- prior to attempting recovery. You do not have to secure your engine, just ensure the throttle is in neutral. I cannot overstress the importance of ensuring the boat is not moving when attempting to recover a PIW. Inertia can potentially pull your crewmember into the water.
9. Recover the PIW only at the Coxswain’s command.
10. Recovery methods will depend on whether the victim is conscious or unconscious. Read the procedures in the Boat Crew Seamanship Manual and discuss them with your crew based on the construction of your facility. The main point here is there is no “standard” way of bring the PIW onboard. Have due regard for the PIW’s potential injuries while bringing him/her onboard.
11. Demonstrate what actions are to be used in the event you cannot locate the MOB immediately; i.e. PAN PAN, notify other vessels, start planning a drifting search pattern.
12. Inform your radio guard of the MOB and disposition.
13. Update your Risk Assessment.

Practice these procedures while on patrol. One final note, please find something better to use for an MOB dummy than a seat cushion or Type IV. I’ve noted during the past few OPTREX that crews are getting lazy in their approaches due to the ease in simply whacking about the seat cushion with a boat hook, especially while still having three knots of headway still on. This practice will not lead to a successful PIW recovery and can potentially harm somebody. DIRAUX has MOB simulator dummies available, and each Division reportedly has one as well.

That’s it for this month. Train safe.

**DERELICT VESSELS WITHIN NAVIGATIONAL WATERS:**

The Sector San Francisco Incident Management Division (IMD) has requested that if we come across any abandoned or derelict vessels, in Navigational Waters, to take a photo, location (Lat/long/waterway/range/County, time of day) and email that information to:

[d11-pf-secctorsf-IMD@uscg.mil](mailto:d11-pf-secctorsf-IMD@uscg.mil)

You could be driving on a levee, on a pleasure cruise or under orders for a normal MOM patrol. If you are under orders the time you spend taking the photo and capturing the information (CF numbers if visible) should be captured in AUXDATA as 70B on your request for reimbursement form in AOM. Do not board the vessel or put your vessel or crew in any harm's way. If there is any leakage or HAZMAT threat, report the information to your controlling Station and IMD.

The SECSF IMD wishes to track any movement of the derelicts and partner with other agencies for their future assistance for the removal of the vessels. We realize that the majority of these vessels will be in the Delta but several show up every year all around our AOR.

Please copy me when you send your email to IMD.

Very simple,  
Photo (cell or camera)  
Lat/Long  
Time of Day  
Waterway  
County (If you know)

If your lat/long is from the middle of a slough or waterways please take two ranges so the lat/long can be narrowed to a more exact location.

They hope to capture this information and appreciate your assistance in this task. Thank you all for all help in accomplishing this mission. No one can find these derelicts better than the Auxiliary.

If a "smart phone" is available, enter the above email in the phone, when underway and coming across a derelict vessel, take photo and send with the above information right away. It works!!!

**AUXDATA ORDER MANAGEMENT (AOM), (MORE HINTS):**

Please verify when filling out your orders on line in AOM that all the data you input is correct, just double or triple check. Also, be certain that your patrol hours do not exceed your engine hours, or your engine hours exceed your actual patrol hours. Be careful that the claimed fuel cost is the same as your attached gas receipts. When "attaching" your receipts you will find it may take a few moments to complete the task. Do not believe it did not attach and then attach it again. Suddenly you will find the receipt has been attached twice and AOM does not allow you to delete the second receipt. AOM is still a learning process but thanks to Doug Kerr and Linda Vetter we have come a long, long way!

**LIFE JACKET TENTATIVE UPDATE:**

You might have received this from another source but I'm making sure we're all on the same page. This is not written in stone but something that may be in the future that we should be aware of.

The Coast Guard has published a Notice of Proposed Rulemaking (NMPR) that would eliminate the use of lifejacket types, (I, II, III, IV and V) in favor of terms "wearable" and "throwable" and other performance criteria. This is also a prelude to harmonizing US regulations with industry standards and the requirements of Canada and other countries. The text of the rulemaking is in the link below. There is also a press release link below.

NPRM; [http://www.regulations.gov/#!documentDetail;D=USCG\\_FRDOC\\_0001-3801](http://www.regulations.gov/#!documentDetail;D=USCG_FRDOC_0001-3801)

Press Release; <http://www.uscgnews.com/go/doc/4007/1875638/U-S-Coast-Guard-announces-notice-of-proposed-rulemaking-for-personal-flotation-device-type-codes>

This is not finalized (no idea how soon), but if and when it will require some re-training of VSC providers, our members and educators as well as edits to printed materials.

**REYR OR REWK – DO NOT FORGET TO TURN IN A MT-3 TO DIRAUX:**

Any member who is REYR, in operations, due to lack of hours, mandatory workshops, TCT, Nav Rules etc. and has successfully completed the necessary tasks needs to have an MT-3 form filled out and turned into DIRAUX. DIRAUX is the only source that can remove the REYR or REWK. Form is available at:

<http://resource.d11nuscgaux.info/info/downloads.html>

The Operations Workshop and 1 Hour TCT is at the below link:

<http://services.d11nuscgaux.info/services/training/mt.html>

**UNIFORMS, OPERATIONAL:**

An excellent Uniform presentation can be seen at:

<http://services.d11nuscgaux.info/staff/ps.html>

Be sure to take a close look at proper shoes for all the Operational Uniforms.

Also be sure to look over the Uniform Power Point Presentation at:

<http://resource.d11nuscgaux.info/memprocess/uniforms.html>

**UNDERWAY 2013 HOURS AS OF AUGUST 12, 2013**

Mission Hours	Div 01	Div 03	Div 04	Div 05	Div 06	Div 07	Div 08	Div 10	Div 11	Div 12	Sector San Francisco
AUXMP - Marine Patrols (01a,01b,02,03,22a,54a,55a)	1373.2	2450.5	445.4	2481	885.2	2842.1	1930	346.3	704.2	431.7	13889.8
GOVSUP - Government Agency Support (41,42,43)	0	117.5	0	58.3	2	0	66.3	23	8	0.5	275.6
SAR - Search And Rescue (23,24)	9	83.5	0	86.5	6.5	236.9	34.3	23.8	2	0	482.5
All Missions	1382.2	2651.5	445.4	2626	893.7	3079	2030.6	393.1	714.2	432.2	14647.9

**OPS CALENDAR**

For flyers, regarding these events please go to the District Calendar

**OPERATIONS EVENT CALENDAR**

**AS OF: 19 Aug 2013**

<b>DATE</b>	<b>SPONSOR</b>	<b>EVENT</b>	<b>QEs</b>	<b>LOCATION &amp; POINT OF CONTACT</b>
AUG 3	DIV 11	OPTREX		LAKE TAHOE DEE DEE KINCADE 775-831-7192
AUG 9-10	DIV 7	OPTREX		JORDANELLE STATE PARK
SEPT 20-22	DIV 10	OPTREX		MILLERTON LAKE ROD ROLLINS svalleyrod@aol.com
SEPT 14	DIV 11	OPTREX		LAKE TAHOE DEE DEE KINCADE 775-831-7192
OCT 4,5,6	FLT 5-5	OPTREX		BODEGA BAY WILL SUMNER 707-763-1565
OCT, 26, 27	FLT 3-10	OPTREX		DELTA DEAN LACHPELLE 916-686-6065

Respectfully Submitted,  
Gail