



**Homeland
Security**

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

Serving Northern California, Nevada, Utah



Date: FEBRUARY 2013
To: COMO Rodney E. Collins, COS & District Board/Staff
From: D11N DSO-OP, Commodore Gail L. Ramsey
Subject: District OPS Report/ Respectfully Submitted

HIGHLIGHTS:

AUXDATA ORDER MANAGEMENT SYSTEM (AOM) IMPORTANT!!

AUXILIARY LEARNING MANAGEMENT SYS. (AUXLMS) (ICS-210 ON LINE NOW AVAILABLE)

OTO CORNER

COXSWAIN'S REIMBURSEMENT CLAIMS

MEMO TO QEs & COXSWAINS WITH QEs ON BOARD

NOAA FREE 2013 NAUTICAL BOOKLETS

SAFETY OFFICER REPORT

UNDERWAY HOURS 2013

OPERATIONAL CALENDAR

AUXDATA ORDER MANAGEMENT SYSTEM (AOM) IMPORTANT!!

Everyone, the time has come when all Coxswains, PWC Operators, Land Mobiles need sign in and test their skills on AOM. We will be going line with AOM in the very near future!! Before that time we need all Coxswains, that own Facilities, to test if they can sign on to the system, request orders, fill out the orders, and add their receipts. For Coxswains that do not own Facilities please sign on and become familiar with the program, as of now you may not be able to obtain orders but that problem is being worked on. The complete instructions were in the last DSO-OPS report that is on the District OPS/Surface page. Below is a condensed version. Not all patrol locations will currently show. Just enter any location that is close to you. Doug Kerr, Linda Vetter or I will activate your requested orders and then you can fill in the rest of the form as if you were on a real patrol.

Everyone needs to learn the new system and everyone needs to become accustomed to completing all order requests and claims on-line, including scanning and attaching receipts as digital images

The TEST-ONLY system is at the following URL: <http://ordermgmt-train.uscg.gov/>

To start viewing and if testing the system, just go to the link above and click on "Auxdata Order Management (for testing only)", and if this is the first time you have been on the site click on "I forgot my Password" before you do anything else. You will be asked for your member ID and username (usually first initial and last name) after which will be emailed a test system password. This first screen also has a "User Guide and Tutorial" tab – you can go there to see the User Guides, one for the AOM system and another for setting up your direct deposit (EFT) with the CG Finance Center. If you have not previously done so (it is required under this system to ever get paid) most have already done this in the past as it is what POMS uses as well. If you have already done this once for POMS or travel orders, you do not need to do it again now. Please ensure you have read the User Guide; it will assist you in becoming familiar quickly with the new system.

Practice requesting a patrol by using the various drop down menus you will see to select which facility, time, date, mission type. Note: We will most commonly now use "Marine Observation Mission – MOM" mission type, which equates to the "01A Safety Patrol" we normally chose. Use near term or just past dates for your patrol requests, as you will not be able to "complete" the claims if the patrol is still dated in the future.

PLEASE, on all test system Order Requests, always put in a "purpose" for the patrol in the "Comments" field (as you must do on real patrol requests today), but on the test system start the comments with "TEST". Even in the test system, some email notifications will be generated, and we do not want any test entries to ever be confused with real requests in POMS or production AOM. Once your patrol requests have been "approved" by

an OIA, you can go back in and try entering the claim information. Again, this is a new system and works differently, but all the expected functionality is there, just a new way to enter some of it. So you use the “Add Itinerary” button to put in the information as to times and activities (trailing, safety patrol, SAR, etc.) one line at a time, and the “Add Crew” button to add each crew/trainee to the list. For receipts, take photo or scan and place on your desktop and you can download from there to your orders. Be sure the receipt is in PDF and small in size. . If you cannot scan have a buddy do it for you, email to you and then attach.

AUXILIARY LEARNING MANAGEMENT SYSTEM (AUXLMS)

<http://www.uscg.mil/auxiliary/training/auxlms.asp>

The AUXLMS, link above, provides the flexibility for Auxiliarists to access training material anywhere and anytime on a personal computer. For example, with AUXLMS, you can fulfill your Auxiliary MT requirements from the comfort of your home. Although the current inventory of Auxiliary training material on the AUXLMS is relatively small, it will grow as more training materials are developed for online availability.

a. Through the AUXLMS, Auxiliarists also have the opportunity to access active duty "Gold Side" training courses and materials, such as content on Coast Guard boat and cutter operations.

b. Each course has a 6-digit code numbers which can be used to quickly search-and-find.

c. **ICS-210 is now available online through the AUXLMS (use course code 502325).**

d. Successful course completion is automatically recorded in AUXDATA without manual intervention of an Information Services (IS) staff officer. Data uploads from the AUXLMS to AUXDATA occur on a weekly basis each Monday.

4. Requirements: Though the need to have a special card is not required to access the AUXLMS, you must have a unique e-mail address that is not shared with any other Auxiliarist and that is listed as your primary e-mail address within AUXDATA. This is a mandatory requirement to ensure course completion data is properly transferred into AUXDATA and correctly credited to you.

OTO CORNER:

Nautical Terminology: Standardize Me Please

“Covers!!”...”Fire one strip med! Kill one filet!”

“Tell the Veal to get moving with my Meez and let the FOG know we need to eighty-six the salmon”

To those of us not hip to the lingo of a modern restaurant kitchen, those orders might sound like a foreign language. Now, consider our nautical jargon:



The "Every Sailor a Deck Hand" campaign got off to a slow start.

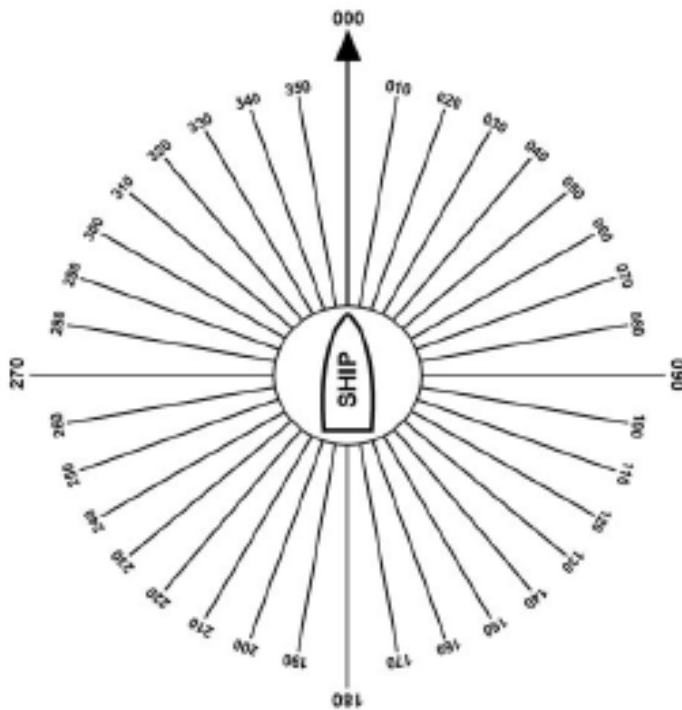
Here's my point: As maritime professionals and volunteer maritime SAR specialists, we have inherited a common language associated with boating and shipboard operations. During my travels this season throughout the district and during underway operations, I noticed there's been deviation from the standard terminology promulgated in the Boat Crew Seamanship Manual (COMDTINST M16114.5). Now, I'm not trying to imply mere deviation from standard terminology will directly result in a mishap, but the breakdown in communications caused by the use of non-standard communication can start the chain of errors that may result in a mishap.

This month, I would like to address two areas that need to be standardized across the district with regards to surface operations: Lookout reports and Line Handling Commands:

Lookout

Taken straight from the Boat Crew Seamanship Manual (BCSM) Chapter 1;

“Lookouts make reports using relative bearings only. The relative bearing of another object depends on its location in relation to the vessel's hull. They start off with 000°, which is straight off the bow or dead ahead. The bearings increase moving clockwise around the vessel all the way to 359°. Straight out from the starboard beam of the vessel would be 090°, dead astern would be 180°, and straight out from the port beam of the vessel would be 270°.”



**Figure 1-1
Relative Bearings**

I know many of you have become accustomed to reporting contacts via the “clock” system. Please discontinue that practice and make an effort to familiarize yourself with the standard procedure. It is also acceptable to report contacts simply as, “Port bow”, “Astern”, “Starboard quarter” etc. Distances should be reported in yards.

As a coxswain, I appreciate being given the “bearing drift” of the contact as well. That term means describing how the contact is moving around the relative bearings. A contact off my port beam that has LEFT bearing drift is moving away from me or more slowly than me; that vessel is not an immediate concern with regards to maneuvering. However, a vessel off my Port Bow, with RIGHT bearing drift will soon present a risk of collision. I will need to deal with that contact promptly.

A proper lookout report would sound like this:

“Sailboat bearing TWO TWO FIVE (starboard quarter), range TWO THOUSAND yards. Looks like it has right bearing drift”

Again, don’t get bogged down in precise numbers. Memorize the Cardinal points and be able to relate them to the coxswain. The goal is to paint a picture in the coxswain’s head so that he/she can make the proper maneuvering decision.

Line Handling Commands

This is another common area for improvement. I often hear crews give the command, “slack _____” while meaning different things. I once heard a coxswain shouting, “SLACK IN LINE ONE!!” while trying to communicate that his crewman needed to *take the slack out of line one*. The crew continued to give slack in the line, much to everyone’s chagrin. I can’t stress this one enough. Improper/non-standard line commands will eventually cost somebody a finger or worse. These are the standard line-handling commands from the Commandant’s Navigation standards:

“Put over/Pass Line ____” → Self explanatory.

“Hold Line ____” → Do not let any more line out, even though risk of parting may exist.

“Check Line ____” → Hold heavy tension but render it as necessary to prevent parting the line.

“Ease Line ____” → Let a line out until it’s under less tension, but not slacked.

“Slack Line ____” → Take all tension off a line.

“Take the Slack out of line ____” → Take all slack out, but do not take a strain.

“Shift Line ____” → Move the line to a specified location.

“Heave Around on ____” → Take a strain on the line.

“Single up/Double up” → Self explanatory.

“Avast or Avast heaving” → Stop what you are doing or at least taking strain on a line.

“Take in Line ____” → Allow enough slack to take the line off a fitting and bring it aboard. Used when securing your lines.

“Cast Off Line ____” → When you are secured with another’s lines, take them off your vessel as specified. This is also a good time to discuss how we name mooring and towing lines. My active duty crews and I have had many a heated discussion following underway drills regarding the naming of lines, more so since the 25’ Defender class boats came into service. Again from the BCSM:

D.2.c. Identifying Mooring Lines

Before using mooring lines to help maneuver at the dock, crewmembers need to first know their names and what they do (see Figure 10-19):

- The bow line (#1) and stern line (#4) are used to keep the vessel secured to the dock.
- The after bows spring (#2) and forward quarter spring (#3) are used to keep the vessel from surging forward or aft at the dock.

Normally, only these four lines are required when mooring. During times of foul weather, breast lines (#5) may be used to provide additional holding strength. Fenders should be used at strategic points along the hull to prevent chafing against the dock or float.

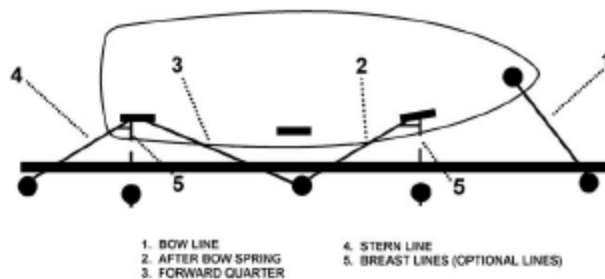


Figure 10-19 Mooring Lines

I interpret this to mean that lines are numbered by their purpose instead of which particular cleat they are made off to. This confusion normally manifests itself during towing drills. Due to the small size of many of our facilities, Line Three (the aft spring line or “backing strap”) can sometimes be omitted. But, the coxswain or crew will start referring to the Stern Line as “Line Three”. I once got underway with a mixed crew of Active Duty and a Reservist from another unit on the 25’ RBS. I gave the command to “Cast off Line Four” and waited for several minutes while I watched the Reservist look around for the fourth mooring line that wasn’t there. When I finally said, “Cast of the stern line.” He replied, “Casting off three aye.” See...it can get weird.

For the purpose of standardization, get into the habit of identifying lines by their purpose as shown in the above diagram.

That wraps up this month’s seamanship corner. I love discourse, so if you’re not sure about these changes, hit me up via email. Just remember I’m going right out of our governing doctrine.

Stay safe, make ready, and train the next generation. See you on the water.

COXSWAINS REIMBURSEMENT CLAIMS:

When turning in your Patrol Claims for Reimbursement we can only claim: Fuel, Oil, Ice and under “Other”, only fees directly due to park entrance fees, launching fees, Invasive Species Inspections or fees directly due to launching the Facility. We cannot claim hotels/motels or other costs.

MEMO TO QEs & COXSWAINS WITH QEs ON BOARD: When a QE doing a check ride is on board, be sure you mention his/her name in the comments section (i.e. "QE = Jim Smith") on your orders and do not list as Crew. This avoids the QE from being considered in the crew count, which they should not, but he is on the orders should there be an injury and need to support an “Assignment to Duty” claim. One issue is the meals, which will not count the extra member, but seldom do the QEs take meals on check rides.

SAFETY OFFICER REPORT: From Dean LaChapelle:

Operational members are reminded that new Uniform regulations went into effect 01 JAN 2013. The only approved base ball-cap must be purchased from UCD, the CG AUX Assoc. or District Store, if they are in stock. Metal member or officer pin on ball-caps, no sew-on. Only the "Tilly" Brand sun hat is authorized. Please check the on-line AUXMAN Chapter 10 for uniform changes and requirements. Check the battery date on PEPERBs. New guidance and policy is forthcoming. Start looking your gear over.

NOAA Announces Free Nautical 'Booklet Charts' FOR Boaters:

One of NOAA's handiest navigation products, especially for recreational boaters, has been Coast Survey's experimental Booklet Charts -- nautical charts that are easy to download and print from home computers. Coast Survey has now moved the Booklet Charts from experimental stage into official production. Nearly a thousand newly updated Booklet Charts are available free on this Web link:

http://www.noaanews.noaa.gov/stories2013/20130128_free_nauticalchartbooklets.html

UNDERWAY 2013 HOURS:

[\[All Missions\]](#)[\[Sector San Francisco\]](#)[\[All Facilities\]](#)[\[All Unit Locations\]](#)[\[U/W - Underway\]](#)[\[CY 2013\]](#)[\[All Statuses\]](#)[\[All Positions\]](#)[\[All Operations\]](#)[\[All Claimants\]](#)[MEASURES](#)

Mission Hours as values	11NR - Div 01	11NR - Div 03	11NR - Div 04	11NR - Div 05	11NR - Div 06	11NR - Div 08	11NR - Div 12	Sector SFO
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AUXMP - Marine Patrols (01a,01b,02,03,22a,54a,55a)	83.20	44.50	22.00	147.9	29.20	64.70	7.30	398.80
SAR - Search And Rescue (23,24)	0.00	0.00	0.00	0.00	0.00	6.00	0.00	6.00
All Missions	83.20	44.50	22.00	147.9	29.20	70.70	7.30	404.80

OPERATIONS EVENT CALENDAR
AS OF: 8 FEBRUARY 2013

DATE	SPONSOR	EVENT	LOCATION AND POINT OF CONTACT
APR 7	DIV 4	OPTREX	REDWOOD CITY CONTACT DAVE NAUMANN
APR 13	DIV 5	OPTREX	STATION VALLEJO
APR 25-28	FLT 39	OPTREX	ANTLERS RESORT CONTACT CARL PIERCE
MAY 4	DIV 1	OPTREX	BERKELEY MARINA CONTACT STEVE SALMON
AUG 3	DIV 11	OPTREX	LAKE TAHOE CONTACT DEE DEE KINCADE
AUG 9-10	DIV 7	OPTREX	JORDANELLE STATE PARK
SEPT 14	DIV 11	OPTREX	LAKE TAHOE CONTACT DEE DEE KINCADE
OCT 25, 26, 27	FLT 3-10	OPTREX	DELTA CONTACT DEAN LACHPELLE

Respectfully Submitted,

Gail Ramsey, DSO-OP