



**Homeland
Security**

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

Serving Northern California, Nevada, Utah



Date: JANUARY 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:

GAR (GREEN, AMBER, RED) UPDATE

ORDER MANAGEMENT SYSTEM (OMS) IMPORTANT!!

OTO CORNER

UNDERWAY HOURS 2012

OPERATIONAL CALENDAR

GAR (GREEN, AMBER, RED) UPDATE:

District 11 operational risk management (ORM) reporting policies in ref (a) and (b) were a recent topic of discussion at the d11 commanding officer's meeting. In order to streamline the current process to facilitate more rapid and relevant risk analysis in a dynamic operational environment the following policy changes shall take effect immediately:

A. Currently, operational units (aircraft, boats) are required to report a gar score number for each of their missions. This score can now be adjusted to reflect simply the color associated with the risk of conducting that particular mission (green, amber, red). The color can be further modified with a low or high descriptor (ie high green, low amber). Additionally, any individual risk factor that on its own warrants an assignment of amber or red, shall be identified and any mitigation strategies reported.

B. If an asset is launched or diverted for a short fuse mission request (sar, le, national defense), the crew is still required to report their updated risk assessment for their change in mission in the form of a color to the cognizant command center as soon as practicable. This requirement does not preclude aircraft commanders and coxswains from prioritizing the safety of operating their aircraft or boat prior to providing the command center with an updated risk assessment. Command center personnel should be aware that in a dynamic environment, operators may not be able to provide gar immediately.

2. Units are encouraged to develop tailored ORMworksheets and/or job aids to reflect specific hazards and elements that relate directly to their units' missions, environment, and assets. However, any tailored tools shall also contain the specific risk evaluation elements outlined in ref (c) and (d): supervision, planning, crew selection, crew fitness, environment, and event/evolution complexity.

ORDER MANAGEMENT SYSTEM (OMS) IMPORTANT!!

The below is information on the new ORDER MANAGEMENT SYSTEM (OMS) as we currently understand the program is supposed to run. Remember "we have to always be flexible" and that things change every day. District 14 is currently on the "live" program. We were supposed to go "live" in December but with problems that were found, primarily by our own sharp members, our "live" date has been pushed forward. Please follow the below instructions and play with the program as much as you can. Will advise you of all changes, if any, as our "live" date is known. Gail

To Our Operational Members:

As foretold for years, we are finally about to go live with a new, web-based Order Management System to replace POMS. The new system is available now for you to test and get acquainted with on-line (for testing, not for real orders or claims yet). This new system has many advantages over POMS. It is web-based, meaning

that you no longer have to have a computer where you have downloaded and installed Citrix software and thus can get to it by just going to the appropriate web site/URL and entering your user name and password, even from your laptop while traveling or other convenient options. It also is tied directly to AUXDATA (where all the patrol 7030 IS data goes), meaning that you will not see or need to print, forward, or otherwise handle any 7030's at all – once the claim is approved and processed, patrols/hours/etc. will all be automatically updated in AUXDATA as well. Auxiliary Orders Management is ALL digital, meaning you will “digitally” sign your claims (by entering your password again on the signature block(s) for owner/operator), and it will appear ready for final review/submission by the OIA (e.g., Sector SF or Air Station SF) on their view of the site the next time they log in. Reimbursements (via OIA and FINCEN getting the records quicker, no mail delays) can also happen faster. Auxiliary Order Management (AOMS) is NOT the “old POMS”, and things will be different. Everyone needs to learn the new system and everyone needs to get used 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 testing the system, just go to that web site and click on “Auxdata Order Management (for testing only)”, then on the next screen enter your user name (most are first initial and last name, e.g., “GRamsey”) and password (most will not know their initial password, so instead you might start the first time by clicking “I forgot my Password” on that first page, and it will ask for your member id and username and email you 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 that (it is required under this system to ever get paid, but most have already done this in the past as it is what POMS uses as well, and 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; you will find you will become familiar quickly with the new system. We plan to have some training sessions at future PCA Training Fairs and elsewhere, but the system will likely go live before then and “self-learning” on a web-based system (users actually trying it on-line) is often the best training. So please check it out now!

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.

OTO CORNER: New Year's Resolutions

Shipmates,

I know what you're thinking; why wait until January 1st to start doing things we should have been doing all year? I share the same viewpoint. But, I've also gotten into the habit of using the holiday period to rest, reflect, refocus and prioritize for the coming year. On the Gold side, January and February have typically been “quiet” months. We could usually focus a bit more on maintaining our equipment and gear, updating the training program, and getting our break-in Crew and Coxswains academically prepared for certification prior to the SAR season. I think this philosophy can carry over to the Silver side as well. Here are a few suggestions to get ready for the coming operations season:

1. Update your charts, publications, and Navigation Rules Handbook: Nautical Charts are updated weekly, but I'd venture to guess that many of you don't sit down weekly to pencil in updated soundings or reposition ATON on your charts. Winter is a good time to break out your charts (and maps for you inland lake-types) and inspect them for accuracy and serviceability. You can use the below link to pull up the summary Notice to Mariners for whatever charts you use:

http://msi.nga.mil/NGAPortal/MSI.portal?_nfpb=true&_pageLabel=msi_portal_page_61

Coxswains should also peruse their Navigation Rules Handbook (COMDTINST M16672.2D) refresh on the Steering and Sailing Rules and make sure the copy is readable and serviceable.

2. Clean Out and Update your "Go" Bag and First Aid kits: Many items expire in First Aids kits, especially the ointments and sterile bandages. Do some "winter cleaning" and replace expired items. You can find most of what you need at your local pharmacy. Likewise, you can also order replacement items from www.galls.com or www.landfallnavigation.com among other vendors. If you maintain a Go-Bag, replace batteries in flashlights and Handheld GPS units. Go through your QRC cards and update contacts and marina information.

3. Mentor a prospective crewmember or Coxswain: The quieter winter months are the perfect time to get your trainees off on the right foot academically. 60% of the tasks in the Auxiliary Boat Crew Training manual are in port tasks that could be completed in a classroom environment. Now is the ideal time to assign trainees those tasks, provide the instruction/mentorship and get them signed off.

As always, I'm here for you. Feel free to contact me through the D11Auxnorthern@uscg.mil email and suggest topics you'd like to learn about during the year or to request training. I'm happy to travel as the budget allows to conduct training.

Happy New Year to all! I look forward to seeing you on the water.

CWO2 Matt James
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TOTAL 2012 UNDERWAY HOURS FOR D11N

| 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) | 2,986.20 | 3,909.80 | 761.70 | 3,368.10 | 2,427.20 | 4,572.90 | 2,380.20 | 675.90 | 1,188.30 | 1,458.80 | 23,729.10 |
| GOVSUP - Government Agency Support (41,42,43) | 0.00 | 127.40 | 0.00 | 9.40 | 0.00 | 306.60 | 18.50 | 42.90 | 0.00 | 0.00 | 504.80 |
| MEP - Marine Environmental Protection (28) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.00 | 0.00 | 0.00 | 0.00 | 6.00 |
| MS - Marine Safety | 0.00 | 4.20 | 0.00 | 0.00 | 0.00 | 0.00 | 6.60 | 4.20 | 0.00 | 0.00 | 15.00 |
| SAR - Search And Rescue (23,24) | 21.00 | 118.80 | 1.10 | 54.10 | 108.60 | 333.60 | 63.90 | 35.20 | 8.40 | 9.80 | 754.50 |
| All Underway Missions | 3,007.20 | 4,160.20 | 762.80 | 3,431.60 | 2,535.80 | 5,213.10 | 2,475.20 | 758.20 | 1,196.70 | 1,468.60 | 25,009.40 |

OPERATIONS EVENT CALENDAR
AS OF: 3 JANUARY 2013

| DATE | SPONSOR | EVENT | LOCATION AND POINT OF CONTACT |
|-------------------|----------------|--------------|--|
| APR 7 | DIV 4 | OPTREX | REDWOOD CITY CONTACT DAVE NAUMANN |
| 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,

Gail Ramsey
D11N DSO-OPS
