



**Homeland  
Security**

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

*Serving Northern California, Nevada, Utah*



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

**HIGHLIGHTS:**

**OTO CORNER**

**2013 HIGHLIGHTS & CHALLENGES**

**KUDOS TO OUR ACTIVE DUTY TEAM, DIRAUX, AUXLOs & OTO**

**REYR??? RECERTIFICATION**

**PATROL AREA COORDINATORS**

**TCT REQUIREMENT CHANGE (FOR THE GOOD) – AUXILIARY ONLY**

**UNDERWAY HOURS, COMPARISON 2012/2013**

**OPEX/OPTREXs – PLEASE GET ON THE 2014 SCHEDULE ASP**

**OTO CORNER:**

Happy November Shipmates.

**Towing, Part I**

This month, I'd like to start a conversation about towing and discuss a few of the finer points from Chapter 17 of the Boat Crew Seamanship Manual, COMDTINST M16114.5C, with a few of my personal observations and thoughts added. Towing another vessel is always a complex evolution that has the potential to turn dangerous in extreme conditions or when crews are careless. A safe, successful towing outcome hinges on the crew's professionalism, ability, and teamwork.

The safe operation of the facility and safety of the crew and passengers are always the Coxswain's first responsibilities. I strongly recommend that boat crew and coxswain get into the habit of conducting brief risk assessment prior to starting the tow evolution. This may be as formal as doing as conducting a briefing and GAR model prior to starting or simply reviewing the GAR score from prior to getting underway and updating it. No matter which method you choose, it is imperative that the coxswain directs the crewmembers' actions and assigns them their duties. Several times this past season, I watched crewmembers deploy heaving lines or attempt to pass a skiff hook without being told to do so by the coxswain. This is a dangerous practice and must stop.

Make a horseshoe around the distressed vessel prior to making your approach to pass the towing equipment. Keep an eye out for debris and hazards that may foul your propeller or get sucked into your intakes. Assess how the vessel is riding, is it stable? Listing? Make sure your crew is communicating to you what they see on deck as far as hazards and deck fittings.

Double braided nylon is the preferred line for toelines, bridles, and pendants. Those of you that patrol exclusively on lakes may be able to get away with polypropylene lines for towing, but the towing capacity is greatly diminished and you must use extra caution when towing larger vessels. When rigging your bridles, it's best to keep the angle between two legs less than thirty degrees. You can accomplish this by increasing the length of the legs. Generally speaking, since most of you exclusively tow vessels smaller than yours or similar in size, you're probably safe to exceed that thirty degree limit by half if necessary to have the bridle from your own transom clear your outboards.

This is a good place to throw in one of my observations of the various rigs I've seen over the past couple of seasons. I strongly recommend you consider a towing rig that allows you to adjust the scope of toeline paid out. Even on calm lake conditions, you may find yourself in a position where you need to shorten the toeline in order to get into a narrow marina entrance or clear a concentration of rafted vessels. Rigging one leg of the transom bridle with a snap-block or load bearing carabineer will evenly distribute the towing load to both trailer eyes while leaving you the ability to take in or pay out more toeline. I can put you in contact with coxswains who have successfully fielded similar rigs if you're curious. I have a healthy supply of kicker skiff hooks on hand. Contact me via the [D11auxnorthern@uscg.mil](mailto:D11auxnorthern@uscg.mil) email address if you need one for your facility.

Always, always, always have a sharp knife or hatchet on hand to cut the toeline in case of emergency. I wouldn't recommend you rely solely on the knife in your Boat Crew Survival Vest.

Next month, we will discuss the towing approach itself, passing the stern rig and setting course. In January, I will finish off the towing discussion with side tow and mooring the disabled vessel.

#### Looking for a few good Qualification Examiners

Are you currently certified as a coxswain or PWO and have been so for more than one year? Have you completed at least the eight hour TCT in the past two years? Are you comfortable objectively evaluating the performance of other Auxiliary members? Are you patient? Are you looking for another place to excel in our organization? Maybe being a QE is right for you...

Take a look at chapter six of the Auxiliary Boat Crew Training Manual. Touch base with COMO Ramsey or me to obtain an application or more information. I plan on convening the Boat Crew Advisory Board at some point before Christmas or shortly after.

Have a great Thanksgiving.

**2013 HIGHLIGHTS & CHALLENGES:**

This will be the last DSO-OPS report this year. December is a month of rejuvenation and rest. The onset of a great addition to the DSO-OPS reports by our Operations Training Officer, CWO2 Matthew James and his offering of the OTO CORNER. Every edition has been well received and appreciated.

This year has had many challenges. SEQUESTRATION funding problems that were first felt in the month of February, the introduction of the AUXDATA ORDER MANAGEMENT SYSTEM (AOM), in mid April, that still gives daily testing to our knowledge. The sharing of our beautiful Bay with AMERICA'S CUP 34, short advance scramble notices from the Coast Guard with various interesting activities , air drops from C130s for our recovery, giving information on derelict vessels, on the water transport of Coast Guard personnel for ATON and other missions.

**KUDOS TO OUR DIRAUX, AUXLOs & OTO:**

Every day LTJG Mark Leahey, from SECTOR San Francisco and CWO Curtis Barthel (BOSN), from SECTOR Humboldt work through our orders, solve our problems and do it with promptness, professional knowledge and all in all save our hides and pocketbooks on a daily basis. Mr. James and CDR Sumrok give us outstanding support as Active Duty leaders from the District Office.

When listening to members complaints from other Districts I hope you know how fortunate our District 11N is with the work effort this team of Active Duty that care and make our jobs easier. We have been blessed.

**PATROL AREA COORDINATORS PACs:**

Not all Districts have Patrol Area Coordinators (PACs). This job is so important and saves so many errors. We all would rather have an error pointed out by a fellow member than for an Active Duty to have to do it. The PACs are following orders from the AUXLOs and doing their best to make you look good. Thanks to all the PACs for their efforts, you are appreciated!!

**REYR???. Recertification:**

Many operational members are receiving REYR notices this year. Over 70% of these are failure to take the mandatory 1 HR TCT Class and the D11N OPS Workshop. If you receive a REYR notice please request the FSO-IS to verify what is lacking. Perhaps the task was not entered or another reason. Please keep track of when you are due for your NAV Rules (if a Coxswain), your mandatory 8 (now 4) Hour TCT, your 12 hours underway and when you are due for your QE Check ride. All this valuable information can be obtained from AUXDATA in the "TRAINING MANAGEMENT REPORT" to be run by your FSO-IS.

A member who fails to meet annual currency requirements for the year shall make up the missing hours as a trainee, under the supervision of a certified coxswain the following year. (Ex. If the member only completes 4 hours the previous year they must complete 8 hours as a trainee to regain certification.) Once the missing hours are completed the member is no longer a trainee. The member must then complete 12 additional hours to maintain certification.

Members who fail to complete the triennial check ride must complete the check ride before being recertified.

Members who fail to complete all of the required hours for one to four years must complete twelve hours as a trainee to regain certification and 12 additional hours as a fully qualified member to maintain certification. Members who fail to complete the triennial check ride must complete the check ride before being recertified.

Members who do not have underway hours for a period of five years or more must re-qualify by completing all required tasks for the desired position.

### **TCT Requirement Change (FOR THE GOOD) – AUXILIARY ONLY:**

In the Workshop entries: the 8 hour TCT entry has been changed to read 4/8 hour TCT. So either the 4 or 8 hour TCT will satisfy the currency maintenance requirement.

Aux Facilitator Selection Process (For 4 hour TCT only)

1. TCT Facilitators will be nominated by Flotilla or Division Commanders and shall be approved through the Auxiliary Chain of Leadership and Management to the cognizant DCAPT, with an info copy to the DCO.
2. Nominees approved by the DCAPT will be submitted to DIRAUX for final decision and appointment as TCT Facilitators.
3. Nominees shall have the following qualifications:
  - A. Certified Instructor and either certified Coxswain, or certified Instructor and non-current Coxswain who has logged at least 250 Coxswain hours in AUXDATA.
  - B. Certified Instructor and either certified First Pilot or Aircraft Commander, or certified Instructor and non-current First Pilot or Aircraft Commander who has logged at least 150 Pilot hours in AUXDATA.
4. Nominees shall be selected based on proven excellence in these fields and their ability to communicate effectively. Initial appointment as a TCT Facilitator will be for three years, after which the member must be reappointed. This provides opportunity to reevaluate Facilitators based on their performance or participation. If a Facilitator is not reappointed after three years, their appointment will expire.
5. DIRAUX will have the sole authority to appoint or remove TCT Facilitators.

### **AUXDATA ORDER MANAGEMENT (AOM) UPDATED INFORMATION:**

1. If you are planning on being Coxswain on a Facility that you do ***NOT*** own and the owner will be on board, only the owner can request the orders, in AOM, not the non-owner Coxswain. The owner can request any qualified Coxswain in our District.
2. If you are planning being a Coxswain on a Facility ***without*** the owner on board the bottom of the back page of the 7003 must be signed, by the owner, and submitted to DIRAUX so the appropriate entry can be made into AUXDATA. Once recorded in AUXDATA, the ***non-owner*** Coxswain can request orders in AOM. This also needs to be signed if the owner is on board but wishes the Coxswain of record to request the orders. Be certain that the Coxswain and owner decide if the owner or the Coxswain should be reimbursed. Be aware who-ever is designated to be reimbursed will also be reimbursed for

SAMA (Standard Auxiliary Maintenance Allowance). The member responsible for Facility maintenance should receive the SAMA funds. A separate OPS-8 is not necessary.

**SECTION VII OPERATION OF AN AUXILIARY FACILITY BY A NON-OWNER - C Completed by Owner**

When I am on board as a crew member I authorize the following Coxswains to operate my facility under orders.

Name	Member Number	District	Division	Flotilla

When I am not on board I authorize the following Coxswains to operate my facility under orders.

Name	Member Number	District	Division	Flotilla

I choose not to have anyone operate my vessel other than myself.

Owner (s) Initials for Section VII: \_\_\_\_\_

Attach additional sheets as necessary if you have more than two persons who may operate your facility. If permitted in your district, you may designate additional operators in your district to operate your facility while you are onboard by entering "ALL" in the name field.

**COPY 1 - MEMBER**

**CALENDAR YEAR 2013 HOURS BY DIVISION AS OF NOV 3<sup>RD</sup>, 2013**

Cube questions should be directed to Harry Schoepe, BC-ISL@cgaux.org. Cube last refreshed on Sunday, November 03, 2013.

[All Missions][Sector San Francisco][All Facilities][All Unit Locations][U/W - Underway][CY 2013][All Statuses][All Positions][All]

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
<b>AUXMP - Marine Patrols (01a,01b,02,03,22a,54a,55a)</b>	1,955.10	6,864.80	585.40	2,551.20	1,307.50	4,148.00	884.30	646.50	1,140.80	923.60	21,007.20
<b>GOVSUP - Government Agency Support (41,42,43)</b>	0.00	153.70	0.00	64.70	10.00	0.00	77.70	25.40	8.00	0.50	340.00
<b>SAR - Search And Rescue (23,24)</b>	15.60	87.70	2.00	94.90	7.50	421.10	95.50	23.80	2.00	0.50	750.60
<b>All Missions</b>	<b>1,970.70</b>	<b>7,106.20</b>	<b>587.40</b>	<b>2,710.80</b>	<b>1,325.00</b>	<b>4,569.10</b>	<b>1,057.50</b>	<b>695.70</b>	<b>1,150.80</b>	<b>924.60</b>	<b>22,097.80</b>

Considering the two week “STAND DOWN” and the SEQUESTRATION our hours still look very good. Congratulations to all of you!! FOR COMPARISON, 2012 CALENDAR YEAR

HOURS AS OF NOV 2012

[All Missions][Sector San Francisco][All Facilities][All Unit Locations][U/W - Underway][CY 2012][All Statuses][All Positions][All Operations][All											
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)	3,062.60	4,020.50	792.80	3,380.30	2,451.20	4,485.90	1,249.90	684.30	1,188.30	1,416.20	22,732.00
GOVSUP - Government Agency Support (41,42,43)	0.00	127.40	0.00	9.40	0.00	212.60	18.50	42.90	0.00	0.00	410.80
MEP - Marine Environmental	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	9.00	0.00	0.00	6.60	4.20	0.00	0.00	24.00
SAR - Search And Rescue (23,24)	21.00	118.80	1.10	54.10	108.60	330.10	69.10	35.20	8.40	9.10	755.50
<b>All Missions</b>	<b>3,083.60</b>	<b>4,270.90</b>	<b>793.90</b>	<b>3,452.80</b>	<b>2,559.80</b>	<b>5,028.60</b>	<b>1,350.10</b>	<b>766.60</b>	<b>1,196.70</b>	<b>1,425.30</b>	<b>23,928.30</b>

**OPEX/OPTREXs – PLEASE GET ON THE 2014 SCHEDULE ASP:**

Please work with your Division and chose the 2014 date for your Operational Event. Be certain to check the District Calendar as well as the OPS Calendar so there are no date conflicts. One event per Division with the exception of DIV 5 (one in the Ocean and one in the Delta) and DIV 3,(one at Lake Shasta and one in the Delta). The above areas are so far apart and require different types of Facilities.

**OPS CALENDAR**

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

AS OF: 5 NOV 2013				
DATE	SPONSOR	EVENT	QEs	LOCATION AND POINT OF CONTACT
OCT 4,5,6 CANCELLED	FLT 5-5	OPTREX	YES	BODEGA BAY WILL SUMNER 707-763-1565
OCT, 26, 27 CANCELLED	FLT 3-10	OPTREX	YES	DELTA DEAN LACHPELLE 916-686-6065
NOV 23	FLT 5-5	OPTREX	YES	BODEGA BAY WILL SUMNER 707-763-1565
<u>2014</u> <u>OPERATIONS EVENT CALENDAR</u>				
APR 30th thru MAY 4TH	FLT 03-09	OPTREX	YES	ANTLERS – LAKE SHASTA CONTACT CARL PIERCE 530-949-8513
MAY 10TH	FLT 1-7	OPTREX	YES	BERKELEY YACHT CLUB

Respectfully Submitted, Commodore Gail L. Ramsey, DSO-OPS D11NR