



**Homeland
Security**

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

Serving Northern California, Nevada, Utah



Date: October 2014
To: Richard Thomas, COS, EXCOM, District Board/Staff
From: D11N RESPONSE TEAM (ASC, DSO-AV, DSO-CM, DSO-OP)
Subject: District RESPONSE Report/ Respectfully Submitted

HIGHLIGHTS:

WELCOME to FY2015

ACTIVE DUTY REPORTS:

- CWO Colin D. Langeslay
- CWO Matthew D. James (OTO REPORT)

ASC-REPORT – COMO V. CONNELL

DSO-AV REPORT- LARRY OLSON

DSO-CM REPORT-COMO M. WILLIAMS

DSO-OP REPORT-COMO G. RAMSEY

WELCOME TO THE FIRST RESPONSE REPORT:

This is the first RESPONSE REPORT. This Report will combine the Auxiliary Sector Coordinator (ASC), District Aviation Report (DSO-AV), District Communications Report (DSO-CM) and the District Operations Report (DSO-OP). This is an effort to have every member know what is going on in the area of response that they are or may be interested in the future. Considering fairness to all, the format will be in order of alpha sequence:

Active Duty Reports

ASC-Auxiliary Sector Report

DSO-Aviation Report

DSO-Communication Report

DSO-Operations Report (on the water)

Welcome your suggestions and if you find this format will work for all. Hopefully this will reduce your email and consolidate important information into one report.

Langeslay, Colin D BOSN3 (AUXLO FOR SECTOR SAN FRANCISCO)

AOM REMINDERS

Please verify your receipts are legible; add receipts for **ALL** expenses, put in your engine hours; check boxes for meals; don't erase comments after patrol, only add a brief summary of the patrol. Scan all guest releases and save them under receipts along with your fuel receipts in AOM. Save that release so if the person is underway with you so you can again add that release to the orders.

If you have a SAR, be sure to fill out the CG-4612, Auxiliary SAR Worksheet and attach it with your fuel receipts and mention it in the Comments Section. The CG-4612 is available at this link: http://www.d11s.org/documents/OPFAC/CG-4612_SAR_Incident_Report.pdf
Towing mileage can only be a total of 100 miles, and take the auto/trailer fuel receipt off for land mobiles and trailering. You will be reimbursed mileage, not fuel.

OTO REPORT - CWO2 Matthew James:

Volunteering with Active Duty Units

Recently, I fielded a couple of requests for equipment from members who desired to volunteer at local Active Duty units. Finding ways to support active duty units is highly encouraged, but I cannot emphasize enough how important it is to know what you are getting into and what proper steps should be taken before you show up on the quarterdeck of a unit expecting to be put to work.

1. Communicate your desire to volunteer to the local unit: This one seems obvious, but I've seen these communications breakdowns more than a couple of times now. You should have a conversation with a member of the command cadre and gauge their willingness to train a new volunteer. Make sure they have valid employment for you.
2. Communicate with your Flotilla Commander: Your flotilla commander should have visibility on your intentions. In many cases, the Auxiliary Sector Coordinator may need visibility on what volunteer role you wish to fill at a local unit.
3. Determine what physical fitness or security requirements exist: If you wish to run as a crewmember on an active duty platform, you must meet the active duty physical fitness standard for your age group. The physical fitness test is required semi-annually. In many cases, operating onboard active duty platforms conducting their missions may require you to obtain a DO clearance. You will have to work with the unit Command Security Officer and DIRAUX to determine what security requirements exist. You may also need to meet Active Duty TCT requirements to fill the watch station you are pursuing.
4. Understand you are making a commitment that can have a long-term impact: Please do not commit lightly to volunteering at Active Duty units. Assigning a mentor and providing you with the required training will often pull those resources away from the junior Active Duty members. These resources will be squandered if you don't follow through with completing the training, or if you earn the qualification, but fail to meet the currency requirements. It only takes one bad interaction with a dropout volunteer to convince a Commanding Officer/Officer in Charge that their resources are better used on Active Duty members than Auxiliary members.

When it comes to obtaining PPE for use on Active Duty platforms, expect me to contact the supported unit commander prior to issuing the equipment. Your PPE will have to be maintained by the unit's Rescue and Survival Systems Petty Officer (RSSPO) in their program in order for them to meet Ready for Operations (RFO) and Standardization Team (STAN) requirements. I'll want a positive endorsement from the unit commander before issuing gear or transferring funds for cold weather PPE issuance.

SAR Worksheet Entry

The CG-4612, Auxiliary SAR Worksheet, is your primary means for recording information from any SAR assists you provide while on patrol. You should have at least one form available on your facility at all times. In those cases when you assist a fellow boater, obtain

the required information, fill out the form and attach it to your AOMS submission in the same manner you would a receipt. We are working with BSX-1 to upgrade AOMS to accept PDF documents, but that will take time.

Updates from the New Rescue and Survival Systems Manual

I'm still waiting for an ALAUX message to be released that details the changes to our program necessitated by the new manual. Here's my synopsis (that may or may not hold up):

1. The policies in the RSSM apply to all Auxiliary facilities under orders. This means the sections of the Auxiliary Operations Policy Manual that cover PPE are superseded by the new RSSM.
2. The Order-Issuing Authority (OIA) must weigh mission urgency against the prevailing conditions and ensure crews are appropriately equipped for the environmental conditions expected to be encountered.
3. The Rescue and Survival Systems Configuration Control Board (at HQ) will employ an Auxiliary subject matter expert (probably an OTO) whenever changes are proposed or new equipment is to be tested for boat crew use.
4. The manual defines minimum PPE requirements for crewmembers (Cox/BCM/PWC), as well as scheduled mission personnel and scheduled passengers. In short, scheduled passengers are now required to be in PPE appropriate for the environmental conditions. There are allowances for "ready issue" equipment to be maintained for scheduled passengers.
5. The manual specifies the "basic issue" for Auxiliary members: Type III, Anti-exposure coveralls, Boat Crew Survival Vest, Gear Bag, Gloves, and helmet and goggles if needed for help ops. Rain gear may be issued at members' request.
6. All crewmembers are required to carry a Personal Locator Beacon now. Guidance for issuance will be forthcoming. Plan on facilities being equipped with several PLB's.
7. All gear must bear professional markings. Auxiliary members are not authorized to wear the CG Ensign on their equipment. "AUX" or "AUXILIARY" must silk screened or embroidered. Painted on markings are no authorized. This will impact those of you still wearing old float coats discarded from the stations.
8. The manual only authorizes four models of inflatable PFD's. Two of those models designed specifically for law enforcement use and cannot be worn by Auxiliary. The two approved models are the Lifesaving Systems 485-CG and the Mustang MD-3183. Members wishing to wear those models on patrol must complete a personal qualification standard (PQS) that will be maintained in their records. This means anyone wearing other models of inflatable PFD's will not be allowed to wear those models underway starting on 01DEC14.

I'll be starting another round of flotilla visits in the coming months to provide training as well as issue the new equipment specified by the manual.

That's it for me this month. Operate safely please.

CWO2 M. James, OTO 11N

FROM: Vic Connell, ASC SECSF
RE: ASC OCT District Board & Staff Report

1. Rescue 21 migration coverage: SECSF requested several AUX land mobile assets for MON 22SEP in support of a migration of Rescue 21 for the period from 1800-0000. AUX Land Mobile units in Bodega Bay and Lake Tahoe supported this mission. Additional AUX Mobile Radio units for Rescue 21 migration coverage have been requested and assigned for 16OCT and 30OCT.
2. AUXLO transition: this summer there has been a lot of staff transition going on at SECSF. Many SECSF new staff have arrived, but there are still some gaps in duty coverage with most staff assigned multiple collateral duties. This can result in some delay in response to AUX questions to SECSF Staff. Our new SECSF AUXLO, CWO3 Colin Langeslay, arrived approx. one month ago and has been orienting to his new duties.
3. Fleet Week: planning is underway for AUX support to Fleet Week events. Linda Vetter has recruited multiple vessels for the four day schedule of events and Simone Adair has a team working on shore-side support with the Fleet Week organizing committee. Jeff Price will be providing CG comms support on PATCOM and there are requests for AUX mobile support at SFO for Fleet Week VIP arrivals. The CG Active Duty will be staffing the SECSF Comms Trailer on SF Muni Pier. There will be no AUX Comms trailer assignments this year.
4. There is transition underway in procedures, policies and guidelines regarding requests from SECSF for AUX land mobile dispatch for both urgent and non-urgent requests. More info on this will be forthcoming from DSO-CM.
5. It is important for AUX Coxswains and Land Mobile Operators to follow proper procedures when requesting authorization for supporting a private event, even if there has been a long tradition of supporting that event. In most cases, the event organizers must have received a permit from SECSF for the event, and if so, the SECSF AUXLO will then decide whether CG or AUX will provide additional support.

AUX-AIR DSO-AV, Larry Olson:

OPERATION SALMON SENTINEL: Auxair was asked by LMR to provide daily flights along the coast between Sand Point in the North to Pigeon Point in the South. These flights were to be conducted daily between 17 Sep and 31 Sep and were for the purpose of counting fishing vessels in these waters and locating concentrations of commercial fishing vessels. Air crews were instructed to make real time radio reports to Station Golden Gate and/or Station Bodega Bay. AUXAIR was able to respond to this request and we did have a flight each day during this period. We did provide real time information to the interested Stations; and forwarded such information to Sector, the Air Station, and NOAA.

ANTI-DRUG PATROLS: Along with responding to special requests such as SALMON SENTINEL, we continue to provide regular patrol flights along the coast in both Bravo and Charlie Sectors in support of the anti-drug program. Our twins work with the CG Cutters, while the singles concentrate their efforts along the coast line.

RESCUE 21 RADIOS: The Coast Guard is supplying Rescue 21 radios to auxair in order to facilitate confidential radio traffic between aux aircraft and regular CG facilities. Aux pilots, air crew, and observers are undergoing training in the use of these radios. We expect all aux

aircraft to be equipped with these radios within the next few weeks. We are starting with the AUXAIR facilities that are working along the coast.

SWIM TEST & SAFETY WORKSHOP: Auxair will hold their next swim test and egress training on Saturday, 11 Oct, at the pool on CGI. We will start at 0930. Then, on Saturday 01 Nov, we will have our Aviation Safety Workshop at Air Station Sacramento. This is an all day training event primarily for auxair members, but all Auxiliarists are invited.

SPECIAL TRAINING SAFETY EVENT: There have been five mishaps over the past three to four months, involving aux aircraft, in several districts around the country. These resulted in two or three minor injuries and some major damage to aircraft. All five mishaps were different in nature and causes, with the most unusual being the unplanned sudden deployment of a 20 to 30 (some say 54) man multi-casualty life raft inside a single engine aircraft. The raft was being loaded in the small aircraft at a CG air station, when it suddenly inflated. No one was injured, but the aircraft was probably destroyed.

As a result of these mishaps, all auxair units in the Coast Guard will be going through a special Safety Training Event. All of us will be completing this special training event by the end of October. In our case, we will complete this training by 01 Nov, at our annual Safety Workshop.

NEW AIRCRAFT JOINING OUR PROGRAM: We are pleased to have a Cessna 182 joining our fleet of aux aircraft. This is a high-wing, four-place, airplane that has good power, speed, carrying capacity, and performance. This will be an excellent aircraft for performing many of auxair missions.

CONTINUING WITH OTHER MISSIONS: Along with flying the special missions, we continue to provide flights in support of other programs. As examples, we are patrolling the Monterey Bay Marine Sanctuary for NOAA; the Farallones Bird Sanctuary for NOAA; special photo missions as requested; fam flights for personnel from the various CG Stations; abandoned boats in the Delta; SAR missions; and other flights as requested.

Respectfully submitted,
Larry Olson
DSO-AV

AUX-COMMUNICATIONS – DSO-CM, COMO MIKE WILLIAMS:

Greetings all,

It has been my pleasure to continue my service the Auxiliary, as DSO-CM. A short summary of my career will reveal that I served on Active Duty with the US Army for over 24 years. My initial assignment was an Artillery Forward Observer, thus some experience with vhf radios, multiple assignments in the Field Artillery followed including an assignment as an Office in Charge of a Pershing Nuclear Mission Battery, Command and Control Center relying multiple communications including SSB, VHF, Tropospheric Scatter, as well as land line. I was fortunate to be selected to serve as Commander for the Fulda Military Community, Fulda Germany supporting the Eleventh Armored Cavalry Regiment. Following my retirement from active duty I was recruited to join the United States Coast Guard Auxiliary, it

has been my pleasure to serve in all elected positions from Flotilla Commander to District Commodore. I appreciate the countless members of the Auxiliary who continue to volunteer their time, talent and resources to support the missions of the Auxiliary.

I was appointed as the DSO-CM in mid-August 2014, subsequent to the appointment I have been gathering information, and reviewing the policies, (Education) that pertain to the Auxiliary Communications Program.

The mission I have received was to establish a program that provides an opportunity for all Telecommunication Operators, (TCO) to participate in Land Mobile and other missions or opportunities based upon their training, experience, time and willingness to serve. The expectation is that assignments will be fair, unbiased, transparent and available to all trained members as their time permits.

In performing this somewhat limited SWOT analysis, along with the District Commodore, Rod Collins, and Sector San Francisco Auxiliary Sector Coordinator, Commodore Vic Connell, it was apparent that modification to current policy would provide for optimal support to the Sector, as well as our other partners throughout the District.

Land Mobile Operations

Training and becoming qualified as a TCO is a critical certification for all those who aspire to become qualified to perform those duties and accept missions as a Land Mobile or Fixed Station Operator. The primary education is completion of the TCO PQS. Each Division has a qualified mentor who may provide positive training opportunities for candidates. Once the tasks have been signed off to the satisfaction of the Auxiliary Telecommunications Qualification Standard can be found at

<http://www.uscg.mil/hq/cg3/cg3pcx/missions/TC-PQS.pdf>

Upon completion of the all required tasks the final three pages, 34-36 once signed by the appropriate CM staff officer must be signed by the DSO-CM to qualify the member candidate. There are two options in order to complete the process. Preferred method is to scan the last three pages after being completed and emailed to mikewms05@comcast.net. I will print or attach an electronic signature and forward to DIRAUX for their administrative action.

Another method is to mail the completed last three pages to DIRAUX who will then scan the document, email to me and I will then complete the form and return to DIRAUX.

Radio offer for use form must be completed by each member who desires to obtain authorization to use a radio designated for Auxiliary Communications. The form must be completed by the member; the radio must be inspected and signed by an authorized FSO, SO, or DSO-CM. The form is located at

<http://forms.cgaux.org/archive/a7004.pdf>

Finally each potential TCO-LM operation must have on file an approved Vehicle Facility Offer for Use. This document may be found at <http://forms.cgaux.org/archive/a7065.pdf>

In summary: complete the TCO-PQS found at

<http://www.uscg.mil/hq/cg3/cg3pcx/missions/TC-PQS.pdf>

Submit Radio Facility Inspection and offer for use at <http://forms.cgaux.org/archive/a7004.pdf>

Submit Vehicle Offer for Use at <http://forms.cgaux.org/archive/a7065.pdf>

Non-Emergency Land Mobile Patrols

1. All non-emergency Land Mobile patrol requests received from SECSF, (Sector San Francisco), will be tasked through the SECSF AUXLO, (Auxiliary Liaison Officer), and ASC, Auxiliary Sector Coordinator, Vic Connell.; this includes all Fleet Week activities as it pertains to Communications. ASC is the only authorized individual to

initiate the process of receiving and seeking qualified AUX members to accept the mission tasking.

2. Tasking will flow through the appropriate District Staff Officer (DSO-OP, CM) to the geographical based PAC (Patrol Area Coordinator) seeking qualified members to support the requested mission. Once members have been selected for the mission, the PAC directs the member to submit via Auxiliary Order Management (AOM) appropriate request for orders. The PAC and/or ASC will inform the tasking entity. Land Mobile operators will submit request for orders via AOMS, which will be reviewed and initially approved by the PAC. This same procedure will also apply to Surface Facility support.
3. The tasking of AUX Land Mobiles and request for assistance from the Sector San Francisco, or subordinate organizations must include appropriate instructions to insure that the essential mission tasks are understood, and that point of contact information at Sector is included as well.
4. The PAC, ASC, or DSO-CM has authority to recommend approval of LM orders. The Order Issuing Authority, (OIA); (SECSF AUXLO) has the ultimate approval authority for all orders Surface or LM facilities.
5. To reiterate, all non-emergency requests for Land Mobile assistance will flow thru the SECSF AUXLO and ASC for appropriate tasking!
6. Required information to be added in the comments section of the AOM order request.
 1. Patrol Intentions:
 2. Radio Guard:
 3. Other AUX Facilities:
 4. Other CG/OGA:
 5. Operator Info:
 6. Time mission starts to time mission ends
 7. Other amplifying information

Example:

1. AUXCOM Support--OPEX
2. Radio Guard: Utah State Park Rangers
3. Blessings, Red Dragon, Lucky Anne, Challenger 76, Rover, Z Boat, Whatever,
4. None
5. John Doe 1234567***800*555*1212
6. 0800-1800 Local
7. QE sign off session, AUXCOM located East of Marina in parking lot

DIRAUX Directive relative to Land Mobile Patrols

12 Apr 2013

To: Coast Guard District Eleven-Northern Region Auxiliary members
Subj: DISTRICT ELEVEN NORTHERN REGION (DIINR) POLICY FOR LAND MOBILE PATROL (LMP) AUTHORIZATION

1. Auxiliary Land Mobile Patrols (LMPs) must be authorized by the respective Order Issuing Authority (OIA) in accordance with the Coast Guard Auxiliary Manual and other

governing directives. This memo provides limitations, scheduling, and reimbursement protocol to be followed when utilizing LMPs to support Coast Guard and Auxiliary missions.

2. Limitations: LMPs are limited to a maximum duration of eight hours. LMP time generally starts when the operator begins travel in support of a mission and ends upon return to home or to a final destination. Any extension in time must be approved by a Coast Guard OIA such as Sector San Francisco, Group Humboldt, or a sub-unit. Generally, LMPs will only be employed for a maximum of 100 miles, round trip, unless the OIA deems that mission requirements dictate otherwise. In any event, environmental conditions, operator fatigue, and other risk factors should be considered in the decision to mobilize.

3. Scheduling: As much as practicable, LMP operators will submit requests for travel orders into the Auxiliary Data Order Management System (AOMS) before travel begins. The Patrol Area Coordinator (PAC) for the AOR where the requested patrol will be conducted is responsible for validating the LMP mission and activating the travel orders in AOMS. Other PACs may activate requests for orders only if he/she is familiar with the AOR and the primary PAC is unavailable. For patrols requested by the OIA or a delegate, the name of the active duty requestor must be noted in the "Remarks" section of the ANSC- 7030 form.

4. Reimbursement: LMP operators will only be eligible for travel reimbursement (per mile) for missions initiated by the OIA (or sub-units) such as Command Center call-outs and missions in support of marine patrols and events where LMP communications are required to maintain radio guards or coordinate operations and logistics, as determined by the respective PAC. All other LMPs are eligible for non-reimbursable orders only.

The above Document was converted from a PDF to Word Document; original document is available upon request.

Telecommunication Operator Roster

Currently DIRAUX staff members are updating the Districts roster of Telecommunication Operators, this includes Land Mobile, Fixed Station, HF, and VHF qualified members. This has proved to be a very challenging and time consuming task. Discussion is underway to incorporate all those members who were "grandfathered" i.e., having completed the AUXCOM specialty course prior to the implementation of the TC-PQS into AUXDATA. Those who are "grandfathered" should consider completing the TC-PQS.

Auxiliary HF Contingency Communications

The United States Coast Guard Auxiliary HF contingency net will be celebrating our 75th Anniversary Radio Day for those who desire additional information please contact your Division SO-CM who will have additional information.

Respectfully Submitted.

COMO Michael L. Williams

DSO-CM

SURFACE OPERATIONS – DSO-OP COMO G. RAMSEY:

AUXDATA Order Management System (AOM): The "Delete" button is now supposed to be repaired. We realize it was a bit frustrating to try to DELETE orders that you were not able to undertake.

You need to have your Electronic Funds Transfer (EFT) paper work in if you are to be the member that is to be reimbursed for a patrol. Right now we are finding that it takes eight days to two weeks before AOM is aware you have submitted the form. The direct link to the

EFT Form is:

https://www.fincen.uscg.mil/secure/EFT_ACH%20Member%20Enrollment%20Form.pdf

Suggestion, if a member is even considering being reimbursed by the Coast Guard for anything in the future be sure they fill out and submit the EFT Form *now*. Also, if the member changes their email or other information they need to submit a new EFT.

GOING FROM COXSWAIN TO CREW?

A coxswain wishing to downgrade from coxswain to crew must send a letter to the District OTO requesting this downgrade. This member must also complete the currency tasks for crew. A coxswain that fails to complete their three-year currency tasks is not automatically down-graded to crew. A member in this status who desires to be down-graded must first send a letter to the OTO making the downgrade re-request and then complete the QE check ride for crew currency.

END OF FISCAL YEAR:

Thank **YOU** for completing your orders in AOM for FY2014.!!!

OPERATIONS 2014 EVENT CALENDAR:

The year is slipping away quickly. Please work with your members as to when your 2015 Event will take place. Remember to please check the OPS Calendar and not infringe on a date already spoken for. Also if QEs come from afar it will be easier for them to find lodging, at the government rate, when another popular event (bicycle races, school registrations, music festivals or ??) is not occurring in your area.

[For flyers, regarding these events please go to the District Calendar:](#)

OPERATIONS OPEX/OPTREX EVENT CALENDAR - - 2014 & 2015

	2014	
OCT 17-19	Flotilla 03-10	Delta, Contact Dean LaChapelle
	2015	
APR 30- MAY 3rd	Flotilla 3-9	Antlers, Lake Shasta, Contact: Carl Pierce
May-09	Division 1	Berkeley Yacht Club, Contact: R. Celia
May 15-16th	FLOTILLA 8-8 OPTREX	LOCATION & CONTACT TBC.

UNDERWAY HOURS TO DATE:

Respectfully, COMO Gail L. Ramsey Primary e/mail: Deltapony2@juno.com Office Phone: (510) 437-3500 Cell: (510) 708-4629	DIRAUX OFFICE HOURS: 0730 to 1530 Mon thru Thurs ID card and New Member Processing Mon thru Wed 0730 to 1300 By Appointment Only
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	<p>Personal Protective Equipment (PPE) issue, by appointment only. Tuesday is the designated "AUX Tuesday" walk- in days when most of the staff is available for customer service. ALL SERVICES ON OTHER DAYS ARE BY APPOINTMENT ONLY. DIRAUX E/Mail Address: D11AUX Northern@uscg.mil</p>
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