



**Homeland  
Security**

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



Date: February 2014  
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**

**AUX SUPPORT AT MARINE EVENTS! IMPORTANT**

**DELTA WATER TEMP LINK**

**FLAG RETIREMENT CEREMONY**

**TCT DECISION FLOW CHART**

**QUALIFICATION MAINTENANCE REMINDERS**

**D11N 2014 UNDERWAY HOURS**

**OPS CALENDAR**

**OTO CORNER:**

Happy February shipmates!

Here's a recap of the PPE issuance procedures. I have had a few instances where members walked in to DIRAUX to request PPE with making an appointment or scheduling through the FSO-MA:

1. Contact your FSO-MA if you need new equipment or replacement equipment. Refer to the sizing charts on my web page.
2. The FSO-MA emails [d11auxnorthern@uscg.mil](mailto:d11auxnorthern@uscg.mil) with you information and sizing info.
3. I will acknowledge the request once I receive it and coordinate with the FSO-MA for delivery or pick-up.

The key point here is that I'm not always in the office; I'm on the road or out six days this month alone. So, if you walk in without an appointment, you may find a closed office door and no assistance available. Please follow this procedure. The current turnaround for filling a request is two weeks. That number will decrease now that I have some more help available.

We've entered Phase II of implementing the new PPE policy. Now that I have inspected nearly every flotilla, I have reconciled the new AF-538 forms I generated against the old records generated by previous DIRAUX staffer. A list was emailed out to FC's this week to determine the status of approximately 90 members whose records indicate they have PPE that wasn't inspected. Phase III will consist of me reconciling the new AF-538 forms against the AUXDATA records of certified Coxswain/Crew/PWO; in other words, if you have been

avoiding getting your gear enrolled and inspected I will eventually zero in on you. Please get with your FSO-OP/MA/VFC to get your equipment enrolled.

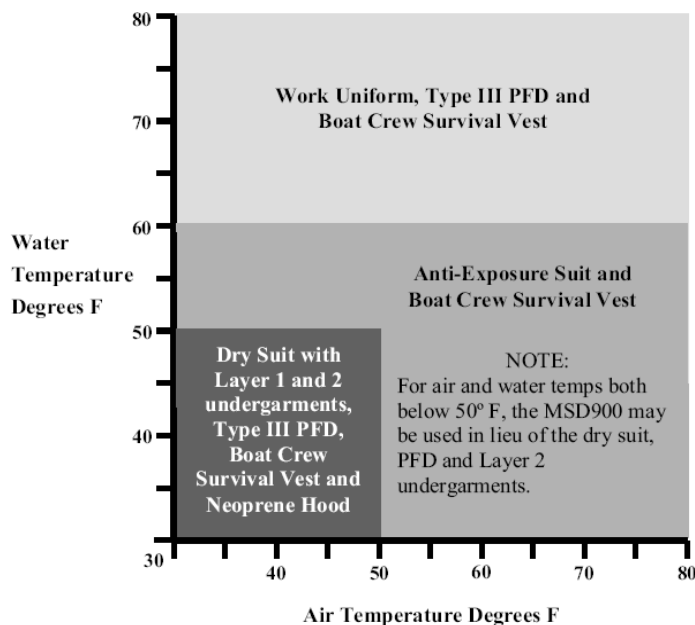
Speaking more about PPE: Gloves and Rain Gear are in and will be shipping out in the near future. That gear will be issued to members with a certain percentage of underway hours within their flotilla during the last calendar year. Goggles are also available for PWO and those of you conducting hoist OPS onboard SILVER CHARM or SUNRISE. Request the goggles via the PPE process.

**OPINIONS REQUESTED:** During N-TRAIN, the other OTO's and I exchanged a lot of great information. One idea that was brought up to me is a safety concern with inflatable PFD's. Our neighbors to the east, D8WR, requires that members successfully demonstrate the ability to swim unassisted prior to being issued a DIRAUX purchased inflatable PFD. The concern is that the PFD may not automatically inflate when the wearer enters the water thus requiring the member to swim for a short period until they can manually or orally inflate the PFD. My question is in two parts:

1. Is there merit in requiring our members to pass a simple swim test, say enter the water and swim 50 yards unassisted with any stroke followed by two minutes of treading water, prior to being allowed to patrol with an inflatable PFD?
2. If DIRAUX started buying inflatable PFD's, would you wear one if it came with the caveat that you must pass the simple swim test?

I'd like to hear some thoughts on this topic. Personally, I've had bad experiences with inflatable PFD's and prefer not to use them. But, they are the wave of the future and are more relevant to modern recreational boaters. You can email me at [matthew.d.james@uscg.mil](mailto:matthew.d.james@uscg.mil) with your thoughts.

### 50/50 Box....again....



With the winter weather comes the ever-present questions about hypothermia protective clothing and the requirements. There is a misconception in the air that Dry Suits are required when the water temperature drops below 50F. As you can see from the chart above (taken from the RSSM) both Air and Water temp needs to drop below 50F before dry suits are required. In nearly all cases thus far this winter, the air temperature has risen above 50F by mid-morning. When possible, schedule your patrols to start later in the morning. This may limit the number of times we have to cancel patrols. I will still consider issuing dry suits with OIA's backing, but in most cases I've seen thus far, the financial and administrative burdens of issuing dry suits have outweighed the potential gain in having the AUX resource available.

That's it for me. Sounds like the Sierras are finally getting some legit snow, so I might see you on the slopes instead of the water.

### **AUX SUPPORT AT MARINE EVENTS! IMPORTANT:**

In years past, event organizers may have fallen into the habit of requesting AUX support in the form of patrols for various regattas, races, fund-raisers, etc, directly from the local Flotilla. It is important that you steer requests for AUX support to the local station, sector, or Boating Safety Administrator for approval. In the Sector's case, they will determine if the event needs to be permitted or not. Permitted events typically will include a CG presence. Your presence though, is not usually for the safety of participants, but for that of spectators or to minimize the impact of the event on the waterway. There have been occasions in the past where event planners used CG resources as free safety platforms. Look no further than the recent AC34 races, SECTOR SF required the race organizers to provide their own safety and marshal boats, greatly reducing the number of CG/OGA assets needed compared to 2012.

Here's a process to follow if you are approached to support an event by the event organizer.

1. Gather as much information as possible, including point of contact information. Inform the organizer that you will pass the request along and that somebody should be in contact soon. Offer that they may contact you again if they don't hear anything. Do not promise CG AUX support, even if you supported this event in the past.
2. Pass along the request to your FSO-OP to pass on to the Station, OIA and/or State Boating Law Administrator for review and approval.
3. Once the event is reviewed by the OIA/BLA, they will determine if CG resources are needed. Most likely, your AUX Facility is the closest and best equipped facility to support; go ahead and submit a patrol request in AOMS.

***What if the event is not permitted or OIA/BLA determined that CG resources are not needed or appropriate?*** The OIA/BLA should contact the event POC to communicate their determination. In some cases, you may be the bearer of the news. Do not create a situation of "engendered reliance" by telling the organizer you will be out there anyway. You may tell the organizer that you do have a patrol planned that day and barring other tasking, you may be in the area, but do not commit to supporting an event that the OIA has not approved. In those cases, you may be outside the scope of your authorities and may be at risk financially and civilly.

**DELTA WATER TEMP LINK:**

[http://cdec.water.ca.gov/cgi-progs/getAll?sens\\_num=25&get\\_basin=8101&sort=](http://cdec.water.ca.gov/cgi-progs/getAll?sens_num=25&get_basin=8101&sort=)

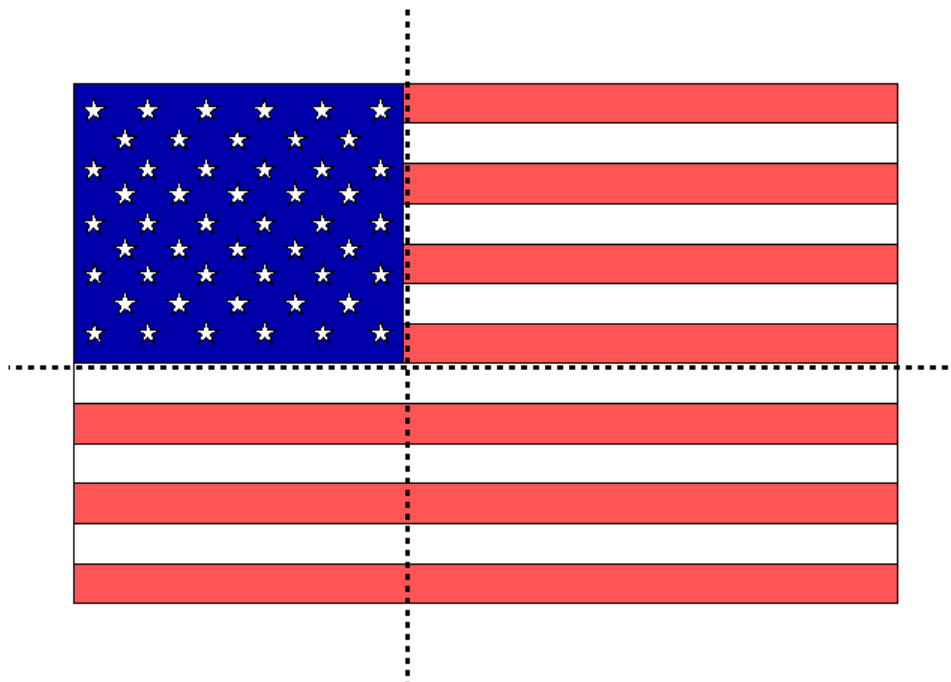
Current water temps through-out the Delta.

**FLAG RETIREMENT CEREMONY:**

Surprisingly I have received two requests for the below information. Please be certain to read the last paragraph.

When the United States flag (Old Glory) becomes worn, torn, faded or badly soiled, it is time to replace it with a new flag, and the old flag should be "retired" with all the dignity and respect befitting our nation's flag. The traditional method of retirement is to incinerate the flag, but this does not mean that one should simply drop the entire flag (intact) into a fire.

A flag ceases to be a flag when it is cut into pieces. In addition, it is easier to completely incinerate the flag, if it is cut into smaller pieces. A flag should never be torn up like an old bed sheet. It should be cut up with scissors or shears in a methodical manner. The corners of the flag should be stretched out over a table top and someone should cut the flag in half, vertically (be careful not to cut up the blue star field (see the figure)). Then, place the two halves together and cut them in half, horizontally. You will end up with four pieces of flag, one being the blue star field.



**NOTE:** The reason we do not cut the blue star field is it represents the union of the fifty states and one should never let the union be broken.

While the Scouts are performing the flag dissection, other Scouts should start and tend a medium size, wood fire (preferably in a metal drum or incinerator). Once the flag remnants

and fire are ready, you perform the following ceremony. The Scouts maintain a vigil over the fire until all traces of the flag remnants are destroyed. Then, the fire is extinguished and the ashes are buried. The burial can be completed with a moment of silence while taps is played by a bugler.

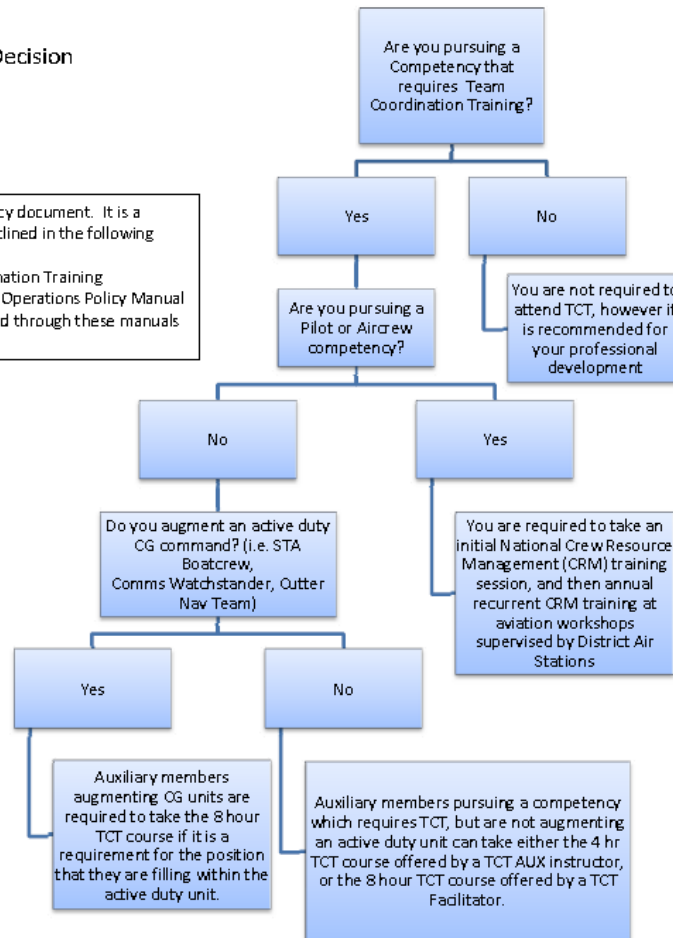
**NOTE:** Before accepting a flag for retirement, the recipient should obtain information about its history. For example: Where has it flown? How long? Any memorable events happen at that site? This information should be used in the ceremony.

Flotilla 03-10 does have a flag retirement ceremony at their (OCT 17/19<sup>th</sup>) October OPTREX each year. If you do not care to have your own ceremony please respectfully send the flag (properly wrapped) to Dean LaChapelle or if you like give the flag to the DIRAUX office, attention to me and I will be certain the flag arrives at the event. Include any interesting information that your flag participated in.

**TCT**  
**FLOWCHART:**

Coast Guard Auxiliary TCT Decision  
Flowchart  
Revised January 22, 2014

NOTE: This flowchart is not a policy document. It is a reflection of the requirements outlined in the following instructions:  
COMDTINST 1541.1 Team Coordination Training  
COMDTINST M16798.3E Auxiliary Operations Policy Manual  
Any questions should be addressed through these manuals or through CG-BSX-1



**QUALIFICATION MAINTENANCE REMINDERS:**

Per ALAUX 037/10 Per ALAUX 037/10

Boat Crew Qualification Program (BCQP) Currency Maintenance (effective 01 January 2011): In clarification of maintenance hours for Personal Watercraft Operator (PWO), coxswain, and boat crew member, Auxiliarists are required to perform at least 12 Currency maintenance hours per calendar year after being qualified as a boat crew member. If an Auxiliarist is a PWO and boat crew member, then at least 18 annual currency maintenance hours must be performed, with at least 12 of those hours performed as PWO AND at least six hours as boat crew member. If an Auxiliarist is a coxswain and PWO, then at least 18 annual currency maintenance hours must be performed, with at least 12 of those hours in any combination as coxswain or boat crew member, AND at least six hours as PWO. BCQP currency maintenance requirements are summarized as follows:

Boat Crew Member only At least 12 hours/year

Coxswain only At least 12 hours/year (all hours may be performed in any combination as Coxswain or Boat Crew Member)

Coxswain and PWO At least 12 hours/year in any combination as Coxswain or Boat Crew Member, AND at least 6 hours/year as PWO

PWO only At least 12 hours/year

PWO and Boat Crew Member At least 12 hours/year as PWO AND at least 6 hours/year as Boat Crew Member

**D11N 2014 UNDERWAY HOURS**

[Cube questions should be directed to Harry Schoepe, BC-ISL@cgaux.org. Cube last refreshed on Sunday, February 02, 2014.](#)

[All Missions][Sector San Francisco][All Facilities][All Unit Locations][OPS][CY 2014][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 San Francisco
AUXMP - Marine Patrols (01a,01b,02,03,22a,54a,55a)	OPS	28.60	24.40	7.60	95.80	40.80	29.10	12.50	238.80
SAR - Search And Rescue (23,24)	OPS	0.00	0.00	0.00	0.00	4.80	0.00	0.00	4.80
All Missions		28.60	24.40	7.60	95.80	45.60	29.10	12.50	243.60

**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](#):

<u>2014</u> <u>OPERATIONS OPEX/OPTREX EVENT CALENDAR</u>		
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<i>28 FEB - 01-Mar</i>	<i>MANDATORY QE MEETING</i>	<i>QES NOT AVAILABLE</i>
APR 30-MAY 4	Flotilla 39 OPTREX	Contact: <a href="#">Carl Pierce</a>
MAY 3-4	Division 10 OPEX	Lake Kaweah Contact: <a href="#">Rod Rollins</a>
MAY 10	Division 1 OPTREX	Contact: <a href="#">William Burns</a>
JUN 7	Division 5 OPTREX	Contact: Curtis Han
AUG 2-3	Division 6 OPTREX	Santa Cruz, Contact <a href="#">Wally Smith</a>
SEP 19-20	Flotilla 88 OPTREX	Braitos Marina, Clear Lake CA Contact: <a href="#">Bruce Rogerson</a>
OCT 11-12	Division 10 OPTREX	Millerton CA Contact: <a href="#">Rod Rollins</a>
OCT 17-19	Flotilla 3-10 OPTREX	Sacramento/San Joaquin Delta Contact: <a href="#">Dean LaChapelle</a>

Respectfully Submitted,  
Gail Ramsey, DSO-OP

