



Homeland Security

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



Date: May 2014
 To: Richard Thomas, COS, EXCOM, District Board/Staff
 From: D11N DSO-OP, Commodore Gail L. Ramsey
 Subject: District OPS Report/ Respectfully Submitted

HIGHLIGHTS:

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- AOM REMINDERS WHEN FILLING OUT FOR REIMBURSEMENTS**
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OTO NOTES:

Crew Fatigue Limits

It's time we discuss the fatigue limits established by the Auxiliary Operations Policy Manual. As the patrol season picks up, this subject will undoubtedly come up. Coxswains are responsible for adhering to the policy, but the entire crew has a stake in following good ORM/TCT principles. The following table is adapted from Table 4-1 in the Auxiliary Operations Policy Manual; I removed sections not relevant to the facilities being operated in D11N:

Boat Type	Maximum Underway Hours			Rest Hours Required
	Seas < 4 ft	Seas > 4 ft	Heavy Weather	
PWC's	Cannot operate in seas > 3ft. 6 hrs maximum per 24 period; rest period req'd	Do Not Operate	Do not operate	1 after each 3 hr block of ops. Cannot exceed 6 hrs per 24 hr period.

	every 3 hrs.			
Aux Facility less than 30' (Includes RBS)	8	Do not operate	Do not operate	8
Aux Facility greater than 30'	8	6	Do not operate	8

***Time spent anchored counts as “half time”.

The Boat Operations and Training Manual (BOAT), Volume I, was updated last winter and specified new requirements regarding towing your boat trailer that need to be addressed. For the purposes of mission planning and risk assessment, Crew underway time begins when the crew member reports to the designated place to prepare for the specific mission. Computation of such time ends when the mission is complete. *Crew underway time includes time spent accomplishing pre-mission and post-mission vessel checks as well as time spent trailering to the designated launch spot and time spent trailering to the facility’s home base.*

In a nutshell, you should never plan on being underway for eight hours straight. Mission prep and securing time counts against your fatigue clock.

Here’s a sample timeline that illustrates this concept:

Time	Activity	Cumulative Hours	AUXDATA MISSIONS
0630	Coxswain departs home with 27’ facility in tow, en route to launch ramp. Intends to tow facility home following patrol.	-----	01B TRANSIT
0725	Arrives at ramp, meets crewmember. Begins preps for launching.	.9	23A STAND-BY WHEN ALL CREW ARE ON SCENE. 7029 (99B) BEFORE CREW ARRIVES
0800	Preps complete, boat launched.	1.5	23A STAND-BY
0815	Break-in crewmember arrives. Pre-underway brief and checks completed.	1.75	23A STAND-BY
0830	Facility underway, establishes radio guard. Seas 1-2’.	2.0	01A, 02,22A, 24, 54A ENGINE RUNNING AWAY FROM DOCK UNDERWAY CODES
1200	Facility moors at local marina for	5.5	23A

	lunch		
1230	Facility resumes patrol	5.5	01A AND OTHER UNDERWAY CODES
1330	Coxswain returns to ramp, secures patrol. Recovers boat on trailer.	6.5 This coxswain recognized he still needed time to secure his facility and trailer the hour home due to traffic.	23A
1400	Facility recovered, washed down, gear stowed and debrief conducted. Crewmembers depart and coxswain begins tow home.	7.0	23A & 01B
1500	Coxswain arrives at home. Secures facility. Eight (8) hours rest now required before coxswain can assume a duty status again.	8.0	FORM 7029 (99B)

Underway operations require planning, foresight, and good communications between the coxswain, crew and OIA. You should never plan to exceed the fatigue limits. In my experience, things get complicated when you factor in trailering. You must factor in traffic and transit time into your planning. Given the great distances we sometimes cover and the dreadful traffic here in the Bay Area, odds are good that trailering can take a sizeable bite out of your underway time. Plan for it and mitigate for it.

Perhaps you can plan on getting underway in the morning to work off the cob webs and get a good feel for what's going on in your patrol area. Then moor and standby for a couple of hours before resuming your patrol and finishing up. If you patrol a lake where you know boaters historically will need assistance in the afternoon, start your patrol later in the day, or spend your time anchored or moored to conserve fatigue time.

Similar standards apply to land mobile and auxiliary communications operations. These standards originate independently from each Sector; you should be aware of their requirements and plan accordingly. Just like underway operations, it's unlikely you will stand a full eight hour watch or patrol due to transit times.

Fatigue Waivers

I'll say it again: Do not plan to exceed the fatigue limits. The only Auxiliary missions that might justify exceeding the fatigue limits are urgent SAR or completing a long-duration tow.

Your Order Issuing Authority is responsible for granting fatigue waivers. That means even if AUXCOM or the local station are keeping your guard, the request to exceed the fatigue limits must be routed to the Sector commander. Do not wait until hour eight of your patrol to decide you need to request the waiver, especially if trailering is involved. The operator is responsible for notifying the OIA if they are approaching fatigue limits. If you find yourself fighting the

weather or engaged in a long tow or search that has potential to take you past your “bingo” point, brief your controlling station and request the waiver. Be prepared to address the following items:

Facility ID:	POB:
On scene WX:	Patrol Area:
Time patrol started:	Time you anticipate securing:
Updated GAR score:	Circumstance requiring exceeding fatigue standards:
Steps to mitigate increased fatigue:	

If the waiver is granted, be prepared to increase the frequency of your OPS/Position reports and possibly phone the Sector Commander Center once you have safely towed your facility home.

Those of you patrolling inland lakes and supporting other agencies should inform them of your fatigue limitations and our policies in order to align expectations.

Penalties for Exceeding Fatigue Limits without Waivers

Unfortunately, we have experienced a few incidents in the past months where coxswains who had the best intentions exceeded fatigue limits without being granted waivers. Below are the potential risks and consequences of not adhering to these policies:

1. Declined reimbursement; the OIA always has the ability to refuse reimbursement should they determine a facility owner or operator failed to follow established policy or procedures. This is not a preferred solution and has been rarely exercised in the past, but is a potential consequence.
2. Declined liability coverage; much the same as declined reimbursement, having a mishap where fatigue was a causative factor and you were operating beyond fatigue limits may result in Legal Services Command declining government culpability in damage or injury claim.
3. Warning issued; The OIA will notify you via email or phone if you are determined to have exceeded the fatigue limitations. Copies of these warnings are retained at DIRAUX.
4. Suspension of patrol orders; the OIA may elect to suspend your ability to receive approved orders for patrol for a specified time. I will require that you receive refresher training on fatigue standards from me or a designated QE prior to being allowed to resume patrols.
5. Revocation of approved Offer for Use or decertification of Coxswain competency; subsequent incidents following warning and suspension may result in administrative actions being taken to prevent you from participating as an owner or operator in operations program.

Auxiliary Boat Crew and Coxswain Check Ride Performance Standards

During the March Qualification Examiner Workshop, the QE staff discussed procedures and drafted a series of drill cards that establish the minimum requirements for successfully completing the initial crewmember or coxswain underway check rides. Applicable portions of

these standards will also be applied to the three-year currency check rides. I have made the electronic copies of these standards available on my web page:

<http://diraux.d11nuscgaux.info/OTOBulletins.htm>

The standards promulgated in the guides are not intended to replace or add to the requirements set forth in the Auxiliary Boat Crew Training Manual or the Boat Crew Seamanship Manual. The guides highlight best practices and procedures that have changed since the manuals' last revisions. I strongly advise those of you planning to go before a QE this season to review these standards and be familiar with the established "Go/No-Go" criteria.

Practice, practice, practice....During a recent OPTREX, we noted several candidates were not fully prepared to be evaluated. One weakness of the OPTREX system is candidates are often forced to work on facilities they are unfamiliar with and with crews they haven't worked with before. If you find yourself in that position, you should make plans to go out and practice with that facility and crew prior to your check ride. Please understand that the QE session is not supposed to be a training evolution, you should come prepared to be challenged and fairly evaluated by the QE staff.

I'm happy to schedule a sortie with you and your facility prior to a QE session if you think you would like the training.

PPE Miscellanea

You should not be adding flotilla/facility/EMT/American Flag patches to any piece of your PPE. This includes equipment you may have purchased with your own money. Modifying the equipment beyond the established maintenance standard can compromise the serviceability and detracts from the uniform appearance of the Auxiliary.

Along those lines, I have several requests lately for additional lanyards so that extra equipment can be secured in members' survival vests. Building off of this same topic from last month, there are no requirements to have additional equipment secured by lanyards in your vest. So, if you choose to carry flashlights, compasses, or anything else in your vest they don't require lanyards.

That's it for this month. See you on the water.

AOM REMINDERS WHEN FILLING OUT FOR REIMBURSEMENTS:

With the OPTREX season upon us, CG Sector personnel have been noting some issues with patrol claims, so all Coxswains/Owners/Operators need be reminded of the following:

You can only claim meals for a member if you provided that member that meal (and never for active duty or guests, only Aux. members). The computer defaults to give everyone meals, it is your responsibility to go in and uncheck each person's meal that you did not provide. Based on the start/stop time of the patrols, the computer may indicate multiple meals per person. Again, if you did not provide those multiple meals, uncheck all extra entries. Especially for OPTREXs, it is hard for Sector to allow payment for any meals, knowing most people paid for their own meals while they were ashore during the OPTREX.

Additionally, at OPTREXs people often switch crews during the day, and many are only aboard for part of the day (such as during the sign-offs, not during transit to/from the venue). You must indicate in the comments section info about what hours people were aboard if not for the entire patrol so that the IS personnel can properly adjust AUXDATA inputs. Seeing the same members on different boats being claimed for all the hours and for the same meals is obviously incorrect. Making the CG Sector OIAs track this and try to correct things slows down the processing of orders, as they have to manually go through each set, account for the members, and then make sure they are not on another set. Again, as coxswains/owners, it is your responsibility to uncheck those meals that you did not actually provide.

Of course, also remember to indicate change in mission type on the itinerary lines to show when you are tied up ashore (23A stand-by) and not underway during a patrol. The actual underway time should match reported Engine Hours as well.

During some normal patrols as well as OPTREXs we find the same Coxswain is changing crews. Be certain to list in the comments section, the times each crew member is on and off boat the water for crew changes. This is the only way IS Officers can collect the accurate data for input into AUXDATA.

AUXDATA ORDER MANGEMENT SYSTEM (AOM) CURRENT QUIRKS- OPS-8s:

Providing you (the owner) for the Facility will be on board you can enter any qualified Coxswain you desire into AOM. The magic words of “All certified Operators) no longer works.

Requesting Patrol Orders

Dept of Homeland Security
United States Coast Guard
CG-5132

Coast Guard Auxiliary Patrol Order

Aux Order Number

Facility: MAVERICK : CF1252PV	Owner: DAVID R. NAUMANN : 1174713	<input type="radio"/> Owner is Operator	Select Operator
Facility Name : MAVERICK	1174713	<input checked="" type="radio"/> Owner On Board	1177104
Facility ID: CF1252PV	DAVID R. NAUMANN	<input type="radio"/> Owner Not On Board	GAIL L. RAMSEY
Call Sign: 231562	3701 CREAHER CT		46 YORK DR
Facility Type: C	SAN JOSE CA 95130-1308		PIEDMONT CA 94611-4123
Inspection Date: 07/13/13			
Crew Required: 2	Reimburse: OWNER		

The Coxswain of choice or the owner can click “Owner On Board”, enter name or member number of who will be the Coxswain of record, then double click the name. You can also click who will be reimbursed, just remember whoever is reimbursed also will receive SAMA and meals funds.

DIRECT OPERATIONAL CLEARANCE:

Some members still believe those involved in Surface Operations need to have a Direct Operational Clearance (DO). A letter that came out in 2011 changed that. The letter states:

DO is defined as Auxiliaries whose qualifications involve the following: (From COMDINST M16790 1G

1. Air Operations.

2. Command Center Operations Center Communications Center watchstanding.
3. Auxiliary elected and staff officers as determined by Active duty Operational Commander, Director of Auxiliary, or the Chief Director. Minimum elected officer DO requirements are contained in Appendix C.
4. As directed by a Coast Guard command authority for any Auxiliarist who, due to the nature of the support they provide, has a clear, articulable, and recurring need for a security clearance (e.g. an Auxiliary watchstander whose duties require access to and handling of classified material along with commensurate need to know).

In 2013 another letter came out that stated that Fingerprint Techs no longer needed a DO clearance. Hope the above clears up any confusion.

OPS & 1 HOUR TCT WORKSHOP:

This link is an alpha list of those members who have taken the D11N mandatory OPS Workshop. The links to the OPS and 1 Hr mandatory workshops are located here:

<http://ops.d11nuscgaux.info/operations.html>

These workshops are to be given at a Flotilla or Division level. Be certain to have the Workshop Sign Up sheet, (Form # 7039 - Workshop Mission & Attendance Report (04-07) Rev003), filled in by the attendees and IS officer enter the names of those attending in AUXDATA.

OPS CALENDAR 2014 2015:

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

<i>OPERATIONS OPEX/OPTREX EVENT CALENDAR</i>			
JUN-7	DIVISION 5	Vallejo, Contact: Curtis Han	
AUG 2-3	Division 6 OPTREX	Santa Cruz, Contact Wally Smith	
AUG 8-9th	Division 7	Utah -	
AUG 23-24	Division 11	Lake Tahoe, Linda Haynes	
SEP 13-14	Flotilla 5-5 OPTREX	Bodega Bay, Wil Sumner	
SEP 19-20	Flotilla 88 OPTREX	Braitos Marina, Clear Lake, Contact: Bruce Rogerson	
OCT 11-12	Division 10	Millerton CA, Contact: Rod Rollins	
OCT 17-19	Flotilla 03-10	Delta, Contact: Dean LaChapelle	
	2015		
APR 30- MAY 3rd	Flotilla 3-9	Antlers, Lake Shasta, Contact: Carl Pierce	

D11N 2014 UNDERWAY HOURS:

Cube questions should be directed to Harry Schoepe, BC-ISL@cgaux.org. Cube last refreshed on Sunday, May 11, 2014.

[All Missions][Sector San Francisco][All Facilities][All Unit Locations][U/W - Underway][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 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)	509.30	456.80	64.00	963.40	578.10	7.60	261.20	12.00	123.40	213.70	3,189.50
GOVSUP - Government Agency Support (41,42,43)	0.00	0.00	10.00	0.00	42.00	0.00	22.00	0.00	0.00	0.00	74.00
MS - Marine Safety	0.00	0.00	0.00	0.00	0.00	0.00	13.80	0.00	0.00	0.00	13.80
SAR - Search And Rescue (24)	1.00	12.80	0.00	2.80	28.10	0.00	3.60	0.00	0.00	1.00	49.30
All Missions	510.30	469.60	74.00	966.20	648.20	7.60	300.60	12.00	123.40	214.70	3,326.60

DIRAUX CURRENT OFFICE HOURS:

DIRAUX OFFICE HOURS: 0730 to 1530 Mon thru Thurs

ID card and New Member Processing

Mon thru Wed 0730 to 1300 By Appointment Only

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 FRIDAYS ARE BY APPOINTMENT ONLY.

Respectfully:

COMO Gail L. Ramsey

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