



**Homeland  
Security**

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



Date: February 2015  
To: EXCOM, District Board/Staff  
From: D11N RESPONSE TEAM (ASC, DSO-AV, DSO-CM, DSO-OP)  
Subject: D11N RESPONSE Report/ Respectfully Submitted

**HIGHLIGHTS:**

**CWO Colin D. Langeslay**

**CWO Curtis Barthel**

**CWO Matthew D. James (OTO REPORT)**

**AUX STAFF OFFICER REPORTS:**

**ASC-SECTOR SAN FRANCISCO REPORT – COMO V. CONNELL**

**ASC-SECTOR HUMBOLDT REPORT – CARL PIERCE**

**DSO-AV REPORT- LARRY OLSON**

**DSO-CM REPORT-COMO M. WILLIAMS**

**DSO-OP REPORT-COMO G. RAMSEY**

**2015 FLIGHT HOURS**

**2015 FIXED & LAND MOBILE HOURS – APOLIGIZE, PROBLEMS WITH AUXINFO, LOOK FOR REPORT IN THE FUTURE**

**2015 UNDERWAY BOAT HOURS**

**2015 OPERATIONS EVENT CALENDAR**

**CWO Colin D. Langeslay, AUXLO, SECTOR SAN FRANCISCO:**

Hello shipmates from Sector San Francisco!

As Commodore Gail Ramsey so eloquently put it, "what happened to January?".

**\*\*Hot Topic Opportunity!\*\*** The chance for anyone interested in participating in the **8hr Team Coordination Training (TCT) course on Saturday the 7th of March is open to a limited number of Auxiliarists.** The actual training normally only lasts 5-6 hrs and will be held at Coast Guard Island (CGI) Alameda. If you're interested please get your info to Commodore Ramsey for addition to the list.

During the recent PCA Fair I was very fortunate to get to see most every classroom of training happening Saturday morning, meet some members who I was finally able to put face to name, and was most appreciative of the opportunity to address the groups. It's humbling to see such dedicated people with passion for what they do come in on three day weekend, from as far away as Utah when you obviously could be doing other things so thank you. Especially awesome was the group of new members who I met. They represent our future and are the ones who'll carry the organization into the future after we're gone, to them I say a hearty welcome aboard shipmates! And a special thanks Commodore Ramsey for taking me around and for the warm introductions.

Be well shipmates!

v/r, ~Colin

## **CWO Curtis Barthel, AUXLO, SECTOR HUMBOLDT:**

From your OIA in Sector Humboldt Bay.

While this is our slow time up here, it is a good time for Coxswains and Crews to go over their boat gear and PPE and make sure it is still in good working order. Remember, we cannot save someone if the lifesavers can't make it there. Maybe we need to replace some mooring lines. Take that opportunity to teach somehow the fine art of splicing eyes in lines. Do those flashlights need new batteries. For those that trailer their boat, how does the trailer look?

This is also a good time to get in some charting practice before the summer QE sessions. No one wants to do chart work when the weather is nice, so why not practice now. Break out those charts and do some practice with other coxswains. If you need an actual nautical chart to practice with, e-mail me and I will mail one out to you. Make some routes. Practice plotting positions. Don't forget to also practice using range and bearings. I know not all boats have radar's, but you would be surprised how accurate a nice hand compass can be for getting bearings. After you create those routes with a couple of course changes, practice putting them into your GPS. When is the last time you put a route in your GPS? I know some of you are fisherman and have entered your secret fishing spots as waypoints, but nobody is going to break down at your secret fishing spot. Again take this opportunity to maybe train some of your crew.

Don't forget those Navrules. Again, not a fun subject, but an important subject. Winter, or at least what you Californian's call winter is a great time to brush up on those Navrules. Challenge a member of your flotilla to take the Navrules test.

Lastly, find a crew or coxswain to mentor. We have some great coxswains and crew out there, but we need more. Get someone excited about being on the water. Remember, being on the water and interacting with the public is the best way to promote boating safety. Plus, your boating, how bad could that be.

Summer will be here soon, so let's make sure we are ready to serve the public and keep them boating safely.

Curt

## **CWO Matthew D. James (OTO REPORT)**

### **Line Handling Commands**

This topic came up several times over the past month. Wally Smith and I discussed them during the PCA Fair Coxswain Workshop; the OTO's discussed the use of standard commands during the OTO Forum at N-Train; and the National Response Directorate posted the commands on their website for general use. The Standard Line Handling Commands (and Helm Commands, for that matter) are promulgated in the USCG Navigation Standards Manual. I emailed an extract of the commands out to each coxswain last month. I covered these commands in depth in the February 2013 OTO Notes. They are also available here:

<http://www.rdept.wow.uscgaux.info./content.php?unit=R-DEPT&category=surface-best>

It's important that you use these commands. To me, the argument for standardization has less to do with the potential that you may augment an Active Duty Crew and more to do with the fact that we have more coxswains and crewmembers than we have facilities, which means many of you crew on more than one facility. If one coxswain tells you to "secure" line one,

does she mean for you to make it up and stow it, or to place it on a cleat. I've heard the term "slack" used three different ways onboard Auxiliary facilities. The standardization is a safety necessity. The likelihood of having your fingers smashed or damage to a vessel increases during tows and challenging mooring evolutions.

2015 Standard Meal Rates

CGHQ promulgated the updated meals rates for this year. Breakfast is \$3.45, Lunch is \$5.55, and Dinner is \$4.85. Unfortunately, the folks that operate AUXDATA/AOMS were not able to update the AOMS software prior to the change. This means those of you that patrolled during January were only reimbursed for the 2014 rates. AOMS should reflect the new rates soon. I'm unsure at this point if there is a plan to make up the balance owed.

PPE Waiver Procedures

Let's look at the "50/50 Box again" (full disclosure, this chart is from the older version of the RSSM. I assure you the new chart has no substantive changes):

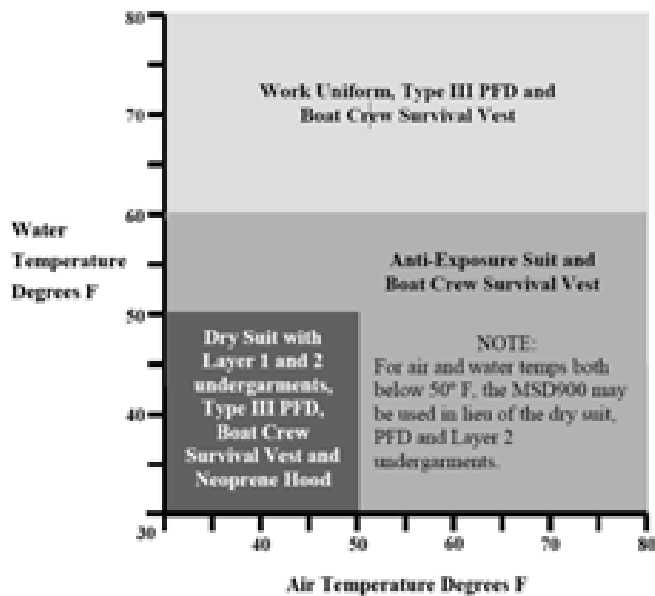


Figure 3-1: 50/50 Box

Let's say you scheduled a patrol in Suisun Bay one weekend in February. You check the local webpage that I recommended for your area last January (see the OTO notes) and determined

that the current water temperature is 57F. The forecasted air temperature for the day of the

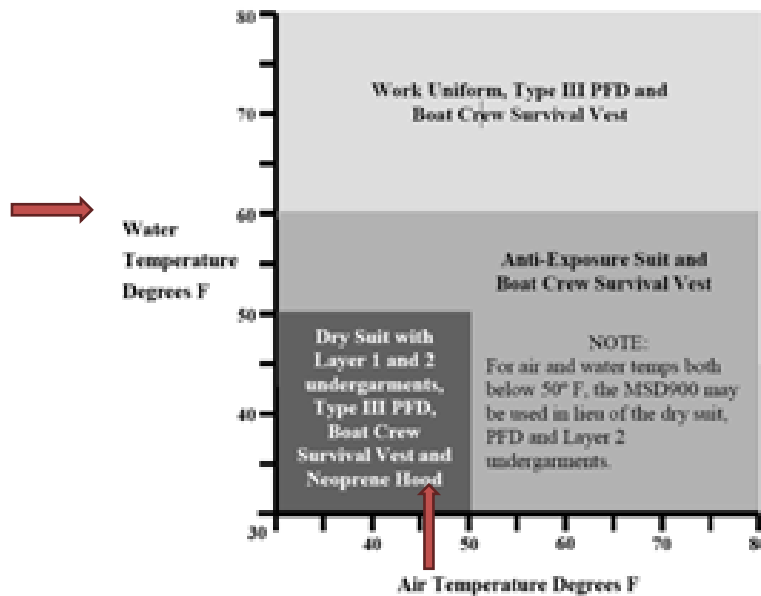


Figure 3-1: 50/50 Box

patrol is 62F.

In this case, you are required to wear Anti-Exposure Coveralls (AEC's) over your ODU's. I know many of you have issues with wearing the AEC. There are steps you can take to make wearing this gear more comfortable:

1. Remove your blouse. You don't have to wear your blouse under the ODU if it going to increase your fatigue and heat stress levels. Keep the blouse onboard the facility in case you plan on pulling into a public area for a meal or VSC's.
2. Wear a wicking layer. You are allowed to wear a dark blue wicking t-shirt under your PPE. It can make a huge difference in comfort levels, especially for longer days on the water. Same rule as the ODU blouse removal. You will need to put your blouse back on if you plan on going out to lunch or conducting any VSC/PE/PA OPS.

Be proactive if you anticipate requesting a waiver from the OIA to wear Type-III's and carry your AEC's with you. You shouldn't expect a prompt response from the OIA if you request a waiver at 0700 on a Saturday morning. If the prevailing weather pattern over the past few days indicates that you will be requesting a waiver, go ahead and give the OIA a heads up. They can communicate that intention up the chain of command so that there's shorter deliberation if the request comes through the day of. Waivers are only good for one sortie at a time and may come with limitations, i.e. must put AEC's on if you transit offshore. Remember that you must be properly outfitted in the PPE that meets the conditions you are expected to operate in. This means that even if the afternoon air temperature is expected to be over 70F, the morning air temperature of 55F still dictates you wear AEC's. If the heat stress factor of wearing AEC's raises your GAR, consider rescheduling your operations for a better weather window. Don't hesitate to communicate this factor to active duty units you may be supporting; chances are they may be able to move their schedule around to accommodate your needs.

What if your situation looks more like this: Air temperature is 45F and water temperature is 49F?

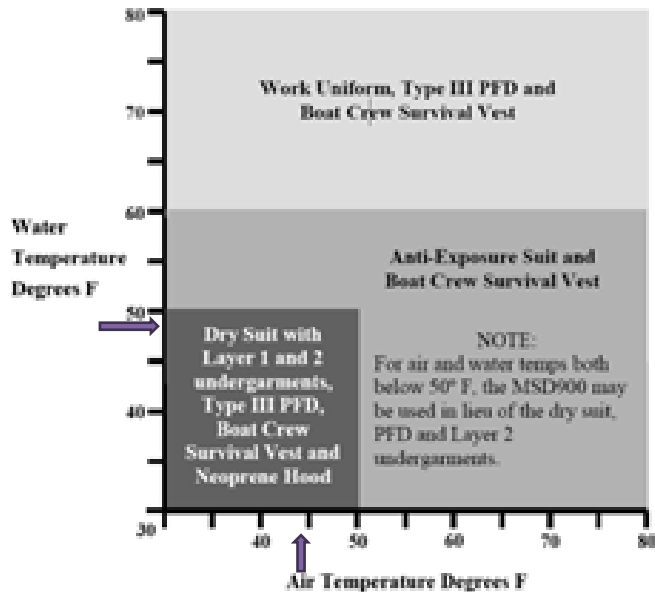


Figure 3-1: 50/50 Box

Now you are in the Dry Suit or MWCSS zone. With the exception of selected DIV 11 members, none of you are properly outfitted to operate in that environment.

I've had a few questions about operating in air temperatures below 40F while the water remains above 50F. Referring again to the table, you can see that those temperatures still land you in the AEC zone. I submit to you though that the fatiguing impact of cold weather like that really needs to be factored into your risk assessments. Wait for a warmer day if possible. Follow your OIA's procedures for obtaining waivers. Understand that operational commanders do not take waivers lightly. I always considered waivers to be the exception rather than the rule when I was in command.

#### Anti-Exposure Coveralls Need to Come Out of Service

I emailed all FSO-OP's last month about older anti-exposure coverall models that need to come out of service due to insufficient SOLAS tape being installed. Sometime over the past few years, the regulations for the minimum amount of visible SOLAS (reflective tape) tape increased. I examined three of the common models we have out in service and discovered two models don't meet the specifications. Please respond to your FSO-OP's if they have reached out to you. We need to make sure we are operating with compliant gear.

#### Approved Inflatable PFD's

During the OTO/DIRAUX forum at N-Train, it was confirmed that only the approved models in the Rescue and Survival Systems Manual will be authorized for Auxiliary use while on patrol. Those models are:

- Mustang MD-3183 v22 Inflatable PFD with Hydrostatic Activation.
- Lifesaving Systems Inc. CGA-485 Inflatable Life Preserver.
- Mustang MD 0450v22 Inflatable PFD.

You must complete the applicable PQS for whatever model you purchase or wear. The PQS is available through me and you must return a copy for me to place in your records. It is likely a rigorous swim test will be mandated within the next couple of years in order to wear an inflatable

PFD. Effective immediately, you must cease wearing any other model of inflatable PFD while on patrol under orders.

Come to D-Train!

The director has been gracious enough to offer mileage reimbursement up to 200 miles for members to attend D-Train. All of you should have received the email outlining the procedure to be followed. I strongly encourage all FC's, FSO-OP's, and FSO-MA's to attend the PPE Program Administration Class I'm teaching. You should walk out of there armed with the info and skills you need to keep your Flotilla humming in that program. Hope to see you there.  
BOSN James

**ASC-SECTOR SAN FRANCISCO REPORT: COMO V. CONNELL**

**ASC Web Page:** Thanks to Irene Wetzel, DSO-CS for creating an Auxiliary Sector Coordinator web page, linked on our D11N web page for both of our Sectors (San Francisco and Humboldt Bay). This web page details procedures on how Auxiliarists and Active Duty at Sectors should be communicating – making sure to keep the ASC and AUXLO in the loop. ASC web page can be reached by going to District web page, then clicking on the “Leadership and Organization” link, then clicking on “Programs and Staff”, then clicking on “Sector Coordinators”.

**DTRAIN Sector Awards:** Sector SF AUXLO and ASC have sent out information to all D11N CGSTAs and AUX Divisions soliciting submissions for the COMO Robert Phifer Award, as well as other individual or team awards that could be presented at our DTRAIN Awards luncheon and dinner ceremonies. Those AUX divisions wishing to be considered for the Phifer Award should consult with their respective CGSTA AUXLOs and together work on a joint application, which should be submitted to Sector SF AUXLO BOSN Colin Langeslay no later than 27 FEB for consideration.

**ASC-SECTOR HUMBOLDT REPORT, CARL PIERCE:**

The Auxiliary is continuing its support with the Coast Guard through Flotilla 08-07 and Flotilla 08-11. These two have developed an ongoing working relationship with the Coast Guard at Noyo River, Sector Humboldt Air Station and Crescent City.

- a. Flotilla 08-07 continues to work closely with Coast Guard at Noyo River C. G. Station with ongoing boat training for the station. They also perform PPE inspection on the three boats stationed at Noyo River C. G. Station.
  - b. Flotilla 08-07 supports the Sector Humboldt Air Station by maintaining the Fuel Farm located in the flotilla's AOR.
  - c. Flotilla 08-07 continue to provide the Coast Guard with weekly maintenance of the exterior glass enclosure of the lens, and quarterly maintenance of lens, itself, at the Pt. Cabrillo lighthouse.
2. The Auxiliary through Flotilla 08-11 is continuing to support the Coast Guard Station at Crescent City.
    - a. Flotilla 08-11, after completing Coast Guard training, continues to man SAR coverage 24 hours, four days a week using the RB SII Boat provided by the Coast Guard.

- b. Through the use of the RB SII boat, provides coverage for helo/swimmer training on a monthly basis.
- 3. The Auxiliary through Flotilla 03-09 is looking forward to providing coverage for helo/swimmer training when water levels and temperatures increase above their current level.

I will continue to work with CWO Curtis Barthel at Sector Humboldt.

End of Report:  
 Submitted by Carl J. Pierce DCDR Division 8  
 02 FEB 2015

**DSO-AV REPORT:**

AuxAir continues to fly an average of three to four flights each week in support of various requests from Sector and the Air Station. A major development has occurred at the National level impacting auxair in all Districts. We now have a new maintenance policy which has replaced the former time-between-overhaul (TBO) program. Under our new policy, engine hours and/or months of service are not considered; instead we must do a commercial level inspection every 100 hours or annually, which must include a laboratory examined oil analysis with trend monitoring. We all believe this is a safer and more reasonable maintenance program and that it will result in more aircraft being eligible to participate in our auxair operations.

Our next AUXAIR dinner/meeting is scheduled for next Tuesday, 10 Feb 2015, at the Holiday Inn, Dublin. Additionally, we are preparing for our Spring Aviation Safety Workshop, to be held at CGI, on Saturday, 11 April 2015.

Respectfully submitted,

Larry Olson  
 DSO-AV

**AUXAIR 2015 PATROLS TO DATE:**

[Click question mark to get help. This page is for help only. Data last refreshed on Sunday, February 22, 2015.](#)

[AUXMP - Marine Patrols (01a,01b,02,03,22a,54a,55a)][Sector San Francisco][All Facilities][All Unit Locations][ABN - Airborne][CY 2015][All Statuses][All Positions]

Mission Hours as values		11NR - Div 03		Sector San Francisco
		OPS	ABN - Airborne	
MOM	-(01a) Maritime Observation	OPS	59.70	59.70
		ABN - Airborne	59.70	59.70
AUXMP - Marine Patrols (01a,01b,02,03,22a,54a,55a)			59.70	59.70

**DSO-COMS REPORT:**

**COMMUNICATIONS REPORT**

Greetings to all District 11 Northern Region Communicators, a very special thanks to our DIRAUX volunteers who have completed the migration and updating of AUXDATA to include those members who previously had completed the Auxiliary Communications Specialty Course prior to the implementation of the Telecommunications Operator PQS. This migration has increased the number of TCO's significantly.

The Communications staff has been coordinating with not only Sector San Francisco but also National Communications leaders to clarify updated policy and procedures

In coordination with our Gold Side clients, CM staff continues to work on a review of the Land Mobile program in D11. Issues include surveying current resources, reviewing risk management policies and practices, confirming Coast Guard needs and expectations, and exploring ways to maintain a robust LM team District-wide that is responsive to operational requirements. Staff is also working to sort out issues in the HF program and the Telecommunications Operator (TCO) certification process. At D-Train we hope to be able to present an update on these issues and provide further guidance on opportunities in the Communications' program generally.

Our DTrain instruction will be of significant interest to all District Communicators or those who desire to participate in the Communications Program.

Deputy District Staff Office Communications, Rob Firehock will update those attending on the District Communications program.

Kevin and Fred Sellstrom, ADSO'S-CM will present a very informative course on the one of the most critical components of our radio systems, the Antenna. This instruction will enable those attending to take advantage of the many years of experience of Kevin and Fred in providing expertise in recommending the appropriate antenna for your fixed land station or land mobile facility. I wish the opportunity to attend this type of instruction was available when I first started on the communications journey. This instruction is valuable for both High Frequency as well as VHF Land Mobile or Fixed Station operators who are contemplating installing or upgrading their base station or land mobile facility.

I have been asked to share the following Executive Summary with all District Communicators.

### **USCGAUX**

#### **Executive Summary of NATIONAL GMDSS IMPLEMENTATION TASK FORCE**

##### **Newsletter and Summary Record of 8 January 2015 Meeting**

**(Executive Summary constructed by Gene Kellogg, BA-RTI)**

Complete Summary Record can be downloaded at <http://rtcm.info/TFSR-80.doc>

- **The Coast Guard Reports: The following presentations were made by the persons indicated:**
- **The Coast Guard Report on Task Force Petition to Require Emergency Beacons on Recreational Vessels Offshore**

Jeffrey Ludwig reported that the Office of Boating Safety had largely completed the data analysis and was now moving into the regulatory phase that starts with a request to the Coast Guard's Marine Safety and Security Council to authorize project origination.

- **Status of the Rescue 21 Coastal VHF-DSC Network.** Captain Paul Boinay reported on the status of the project with the following highlights:
- **The Coastal Network.** The U.S. Atlantic, Pacific and Gulf of Mexico coasts excluding Alaska, are fully operational as are the offshore islands Puerto Rico, the U.S. Virgin Islands, Hawaii, Guam, and the Northern Mariana Islands Saipan, Tinian and Rota. The

U.S. Great Lakes, while not technically a GMDSS area, are also fully operational on VHF-DSC.

**Declaration of Sea Area A1.** At the previous Task Force meeting the Coast Guard announced its intent to declare Sea Area A1 operational in the coastal areas excluding Alaska. Sea Area A1 exists when the area is covered by continuous DSC channel 70 watch ashore from one or more shore stations. Subsequent to the meeting, the Coast Guard formally announced plans for Sea Area A1 in the Federal Register on 20 January 2015. The FCC is expected to make its own announcement setting a termination date for DSC waivers granted to certain mandatory vessels. There were questions about how Declaration of Sea Area A1 would affect NAVTEX MSI broadcasting (noting that MSI broadcasts on 2 MHz had been discontinued). It was agreed to examine MSI aspects in more detail at the May Task Force meeting.

**The FCC Reports:** Ghassan Khalek reported with the following highlights:

- **Comments on Docket 14-36, NPRM on changes to Part 80:** The FCC has reviewed the comments received and still plans to make adjustments to the Rules on the following issues:
  - 1.) Use of hand held VHF radios ashore within 3 miles of the vessel
  - 2.) Recognize the AIS SART.
  - 3.) Enable Digital messaging on voice channels.
  - 4.) Selected changes to part 80 relating to license transfer.
  - 5.) Update Rules to recognize new specifications for SEND devices
  - 6.) Clarify rules on radar
  - 7.) Require EPIRBs to be able to send position data when activated.
  - 8.) Update Rules to recognize new specifications for MSLD devices
- **Waiver Request for a Wrist Mounted Personal Locator Beacon (PLB).** Ghassan confirmed that the FCC had received a request for waiver from Breitling to authorize a wearable PLB but did not think it had been authorized as yet.
- **Gordy Garrett's Power Point Presentation of Survival Principles and Selected SAR Cases.** Gordy has done a fantastic job of tracking SAR cases for the Task Force and his work will prove very beneficial to the NSBC Campaign. His presentation began with a recounting of the four principles of survival: Distress Alerting to SAR authorities; Position Indicating; Active Signaling for on-scene locating; and survival awaiting rescue through flotation and protective clothing. Gordy's SAR cases, selected from many in 2014, include both successful outcomes and outright failures. Several Task Force members in attendance asked for copies of the slides for use in promoting safety on the water. The slides are also available by email to any Task Force member on request to Jack Fuechsel at [gmdss@comcast.net](mailto:gmdss@comcast.net).

Note: NSBC (National Safe Boating Council) should not be confused with the National Boating Safety Advisory Council (NBSAC)

#### **FROM THE NATIONAL COMMUNICATIONS WEB SITE**

##### **Caution Using LED Light Bulbs**

Word of caution when using LED light bulbs. A member of the communications team was having difficulty copying the signal from a D1N, VHF repeater, and could not understand

why. He stated, "I had installed some LED replacement light bulbs and when we turned on the light, the VHF receiver input was desensitized."

After reading the LED bulb package carefully, it states in very small print, "may cause harmful interference to sensitive marine band radio equipment. Do not install near sensitive life-saving marine communications equipment" a word of caution for all members of the Coast Guard Auxiliary.

Thanks again to all our District Communicators.

COMO Michael L. Williams DSO-CM

**DSO-OP REPORT:**

If you are in the Bay Area and have anyone that needs TCT, Mr. Drew Molla, D11 CC, is doing a class here on Coast Guard Island on Sat 7 March. Let me know if you are interested. I know this is a duplicate from what BOSN3 Langeslay had in his report but want to make certain you have the information.

Please have your IS Officer run the Training Management Report in AUXDATA and inform all who are due for their three year QE check ride if they are due. Now is the time to plan to attend one of the below events and stay current in your Certifications.

The first OPEX will be the Flotilla 3-9 event "ANTLERS", at Lake Shasta. Always a fun event and we gain participants from other Districts as well as from the majority of D11N divisions. Every year we have members arrive just for the social companionship that occurs as well as to crew on boats, other than their own, and to walk around the campground to observe the fascinating "Teardrop" trailer annual get together that normally occurs on the same weekend.

The OPS event calendar only shows those dates that will have Qualification Examiners attending. For all events please see the District Calendar.

**Underway Marine Patrols 2015 Missions: 01a, 01b, 02, 03, 22a, 54a, 55a**

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 11	11NR - Div 12	Sector San Francisco
<b>INTERCEPT - (55a) Air/Vessel Intercept</b>	0.00	0.00	0.00	0.00	0.00	0.00	6.90	0.00	0.00	6.90
<b>MOM - (01a) Maritime Observation</b>	90.60	121.60	9.00	65.30	355.90	5.50	13.50	0.00	9.00	817.40
<b>REGATTA - (02) Regatta/Safety Zone Support</b>	0.00	0.00	26.00	0.00	0.00	0.00	0.00	28.00	7.00	61.00
<b>TRNQUALS - (22a) Ops Training (Qualifications)</b>	0.00	15.80	0.00	0.00	0.00	0.00	57.10	0.00	0.00	72.90
<b>AUXMP - Marine Patrols (01a,01b,02,03,22a,54a,55a)</b>	<b>90.60</b>	<b>137.40</b>	<b>35.00</b>	<b>65.30</b>	<b>355.90</b>	<b>5.50</b>	<b>77.50</b>	<b>28.00</b>	<b>16.00</b>	<b>958.20</b>

***2015 OPERATIONS OPEX/OPTREX EXENT CALENDAR FOR DISTRICT ELEVEN NORTH***

APR 30-MAY 3RD	FLOTILLA 3-9	ANTLERS, LAKE SHASTA, CONTACT: CARL
MAY-09TH	DIVISION 1	BERKELEY YACHT CLUB, CONTACT: R. CELIA
MAY 15TH-16TH	FLOTILLA 08-08	LAKE COUNTY OPTREX- CLEAR LAKE
JUN 13TH	DIVISION 5	TBA - WIL SUMNER
JUL 31ST - AUG 1ST	DIV 7 OPTREX	UTAH
SEP 12TH-13TH	FLOTILLA 06-07	SANTA CRUZ: CONTACT INFO TBA
OCT 3RD - 4TH	DIVISION 10	MILLERTON: CONTACT ROD ROLLINS

Respectfully, Gail L Ramsey, DSO-OPS