



**Homeland
Security**

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



Date: MAY 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

2015 UNDERWAY BOAT HOURS

2015 OPERATIONS EVENT CALENDAR

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

Greetings shipmates from Sector San Francisco!

Several recurring items require our attention. This month I'll share two...

1. Radio Guard, from the AUXILIARY OPERATIONS POLICY MANUAL: "For a patrol, a facility must have two-way communications with any Coast Guard unit; any Auxiliary station or detachment; any federal, state, or local agency (e.g., Army Corps of Engineers, police, fire department, etc.); or any local marina that agrees to maintain the scheduled communication guard, relay official information between the Coast Guard and Auxiliary facility, and must understand and agree to immediately report a communications loss to the Coast Guard if the reporting period is exceeded." If you are NOT operating inside the AOR of a CG Station, do not ask them to retain your radio guard, use an alternate authorized entity.

2. Crew Fatigue: All AUX facilities have the same crew fatigue requirements as a comparable AD crew on a CG boat would be subject to as described in the Boat Manual, Volume I. Only the Sector Commander can issue a waiver to fatigue standards and requests for waivers should be rare. Operators are required to manage crew mission time and report immediately when approaching limits.

When in doubt, just reach out! There are numerous "Seasoned Veterans" in the Auxiliary throughout our area that can assist you with questions, concerns, and general information so don't hesitate to ask. As always, safety is our number one priority.

Thanks for all you do, and please be safe out there!

v/r,
~CDL

CWO Curtis Barthel, AUXLO, SECTOR HUMBOLDT:

Curtis is on the road this month, primarily working with the Auxiliary. Told him after all his effort at Antlers he could have this month off for his report. Cannot tell you how hard he worked at Antlers. He was the first one on the water and the last one off, and then he cooked for us in the evening. Next weekend he will be doing the same thing at Clear Lake.

He will be so missed!!!!

I am leaving his April report on:

With the on the water activity kicking off, let's take the time to discuss some training stuff.

Prospective Coxswain and Crew are reminded that a lot of their tasks can be signed off without getting underway. For the underway tasks, take the time to go through them before you get underway, that way you can maximize your underway time. The OPTREX's are a great way to get a lot of on the water training, but you need to come prepared.

For those re-certifying it's the same thing. If you need to brush up on something, during your check ride is not a great time. If you haven't tied a knot in awhile, get in some practice. Coxswain, Chart Plotters are a great tool, but how many of your crew know how to use the one on your boat. What if something happened to you and they have to navigate home. Teach them how to enter waypoints and routes.

Lastly, break out those old school things we call charts. Get in some practice. Work on Time/Speed/Distance problems, converting seconds to tenths, calculating deviation, ETC. Have your OPS person set up a training exercise. If you need an example of one, please e-mail me (Curtis.J.Barthel@uscg.mil) and I will show you what I do.

Look forward to seeing as many as I can at Antlers and Clear Lake. And remember, I will be retiring in June with 2 kids going to college, so a Franklin paper clipped to the inside cover of your book may really help your checkride.....Just kidding

Curt

CWO Matthew D. James (OTO REPORT)

Happy May shipmates! April seemed to fly by this year. In between trips to Lake Powell last month, I participated in a workshop for the Coast Guard's Boat Forces Mishap Analysis and Assistance Team. I've been a member since the team stood up last summer. The week was a great opportunity to interact with experienced operators and leaders from the active duty boat forces world. We also had the opportunity to share our program with representatives from U.S. Customs and Coast Guard Cutter Forces. I wanted to share some lessons I gleaned from our conversations and assignments.

1. Mission Analysis is key. There was a case where the crew started out on a patrol or training mission with a particular goal in mind. They were proficient, all of the equipment was functioning, and they had performed a detailed risk assessment. Within a couple of hours, they had experienced a mishap that cost tens of thousands of dollars. What happened? The parameters of the mission changed and conditions had changed, but the crew was still operating with assumptions made at the dock hours earlier. How often have you started out on a MOM patrol that morphed into a SAR? When the mission set changes, take the time to perform another risk assessment. You might find that your facility isn't the best asset for the job.

2. Beware the everyday oversights. One unit suffered major damage when they struck a submerged object. Initially, they thought they had run over a sunken log or other flotsam. Upon further analysis, they discovered that over the years, they had been transiting ever closer in the vicinity of a charted hazard. Erosion and storm damage had slowly whittled away at a jetty that the crews had been piloting past every day for years using seaman's eye. They had stayed "fifty yards away from the end of the jetty" as a matter of caution, not realizing the end of the jetty was over 100 yards closer inshore from when that navigational guidance was first crafted. How has your AOR changed over the years? Lakes are lower, sea levels are rising, and storms come and go. Please make sure you are operating off the latest navigation charts or surveys of your AOR's.

3. The day of the mishap is a tough day to test your mishap response plan. You aren't required to have a written pre-mishap plan. But, do you know who to call when something or someone goes "crunch"? Do you understand your responsibilities for obtaining permission to begin repairs? Has your crew trained for how to get into the dock on one engine or how to respond in the event you have a major lube or fuel oil leak on your facility? These are all things you can rehearse or practice while underway.

Float Coats

I've had several requests for Float Coats in the past few weeks. We are not funded to issue float coats as part of the basic PPE issue. You are welcome to purchase float coats with your personal or flotilla funds. Contact me via the DIRAUX inbox if you need ordering info. You are welcome to receive hand me down float coats from local active duty units provided they contact me first to determine if they are still serviceable and the right documentation is completed.

Navigation Exams

Initial and Currency Coxswain candidates this season will be taking a new version of a navigation exam designed to cover the navigation tasks from the check ride sheets. Please take time to practice your basic plotting and piloting skills. There will be positions to plot, distances and bearing to measure, and time/speed/distance problems to solve. It shouldn't take much longer than fifteen minutes to complete the test if you are prepared. Some of you inland coxswains might be wondering why you are having to plot and pilot on coastal charts. We don't have navigation charts available for the lake you patrol on, yet the standard remains that

you be able to demonstrate the skills from the Auxiliary Boat Crew Training Manual. I know all of you are up the challenge.

V/R,
CWO2 Matt James

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

- Continuing Rescue 21 outages coverage: SECSF is continuing to request AUX marine VHF radio assets in support of Rescue 21 outages. AUX Land Mobile units near Bodega Bay and the AUX maintained repeater on Mt Um are supporting this mission, listening for distress calls while Rescue 21 is temporarily stood down for updates.
- AUXFS is working with Sector SF AUXLO to reach out to CG Cutters and Galleys in our AOR that have expressed an interest in FS support. The AUXFS trailer is undergoing a remodel to accommodate a brand new propane grill and other features that will allow on site use for special events.

ASC-SECTOR HUMBOLDT REPORT – CARL PIERCE:

Division 8 continues to support Coast Guard, Sector Humboldt:

Flotilla 8-6: Continues to support the Coast Guard Station Humboldt Bay:

1. The Coast Guard Station will continue to work and help members of Flotilla 8-6 to prepare for Crew QE at Flotilla 8-8 OPTREX, to be held at Clear Lake, 15-16 MAY. After the members pass the QE testing and become qualified crew, the Small Boat operation at CG Station Humboldt will continue to train with the new crew, and request their support in Humboldt Bay.

Flotilla 8-7: Continues to support the Noyo CG Station in the following areas:

1. Maintain the Helo Fuel Dump and stand ready to fuel the Helo when needed.
2. Complete monthly inspection of PPEs at Noyo River C. G. Boat Station and provide ongoing boat training for the station.
3. Continue to provide the C. G. with weekly maintenance of the exterior glass enclosure of the lens at the Pt. Cabrillo lighthouse as well as quarterly maintenance of lens.

Flotilla 8-11: Continues to support the Coast Guard station at Crescent City by:

1. Continuing to provide SAR coverage 24 hours, four days a week and availability 24/7 for call outs on a variety of assists on non-scheduled days.

2. Maintaining trained crews, by Coast Guard Standards, to operate the RB S11.
3. When requested, provide coverage for helo/swimmer training every month, weather permitting.
4. Maintain Coast Guard PPEs assigned to 8-11's use.

Flotilla 3-9, Division 3: Continues to support Sector Humboldt Air Station, Helo program:

1. Flotilla 3-9 provided a facility as a platform for training with Sector Humboldt on 10, 17, & 24 APR. They are scheduled to continue the support during May and the month of June at Whiskeytown Lake. Flotilla 3-9 completed a very successful OPTREX, 29 April through 3 May. A total of 21 candidates applied to be new or requalified Crew or Coxswains and all were qualified.

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

End of Report:

Submitted by Carl J. Pierce, DCDR Division 8
08 May 2015

DSO-AV REPORT:

AuxAir has been providing our regular patrol flights and, in addition, we have been assisting the LMR Group with special missions for them. We have added a new pilot, who is designated as an Aircraft Commander, which will permit us to fly more personnel transport flights along with other specialized missions, including off-shore patrols.

Our next Aviation Dinner Meeting will be on Tuesday, 26 May 2015, at the Holiday Inn, Dublin, starting at 1700 hrs.

Respectfully submitted,
Larry Olson
DSO-AV

DSO-COMS REPORT:

DISTRICT COMMUNICATIONS REPORT OVERVIEW

Land Mobile Policy - The Communications team continues its efforts to address Land Mobile operations to support the Coast Guard's mission requests. We completed the assignment to review the District's Land Mobile use policy and propose revisions. That report was submitted through the chain of leadership and management in April. It is anticipated that a revised policy will be approved and implemented in the coming months. Once the policy is approved it will be distributed to all members involved in the Communications Program.

August PCA Fair- We are in the planning stages to support with instruction the August 2015 Past Commanders Association Fair. The courses offered during DTrain were well attended and I anticipate even more interest at the PCA Fair. We expect to offer a module on the new

Land Mobile Policy to explain the program and receive feedback on its implementation. Those new members desiring to join the Communications team may desire to attend a course in which we will discuss the optimal "First Radio to Acquire". This will cover the myriad issues with purchasing that radio and the ancillary equipment to optimize communication; additionally it is anticipated that a discussion concerning advanced and more capable radios will be included.

VHF Nets-The weekly VHF/FM nets continue to occur. Fred Sellstom is organizing the effort in the California AOR and Morris Farmer continues along with Bill Rouleau in Utah. These weekly nets are valuable training for our Telecommunications Operators to test and become familiar with their equipment and to gain confidence in talking on the radio. We are working to expand the roster of Net Control operators. Please contact Fred Sellstrom if you are interested in that opportunity for the Monday California net. I might add that it is invaluable training and a great learning experience to perform Net Control duties; not only will you gain experience but also confidence.

Communications Exercise - We received information that a Communications exercise involving additional Districts will occur in 2016. Eric Simmons will be gathering information and he will share that with the Communications Team as we learn more.

COMMUNICATIONS ACTIVITY

As we commence the boating season, there will be a significant opportunity for TCO qualified members to function as radio guard or conduct Land Mobile patrols. Auxiliary Communications for the May Delta Blitz will be led by Fred Sellstrom and I appreciate his willingness to head up that Communications effort. Our members out of Reno are working to support surface patrols at Pyramid Lake and we appreciate their efforts. I urge members to take advantage of opportunities and contact your SO-CM or FSO-CM to discuss opportunities to train and to assist.

UNAUTHORIZED EQUIPMENT UPDATE

It has been noticed that some members have installed unapproved or unauthorized Amateur or commercial VHF radios in their operational facilities. These radios are not authorized for use on our frequencies and often exceed the 25 watt maximum power output. I ask those members who have such radios installed to install approved marine radios in their facilities. If there is confusion please contact me directly, or Kevin Sellstrom who is exceptionally knowledgeable of our requirements.

HIGH FREQUENCY NEWS

High frequency nets continue to occur many times on a weekly basis. For those who have the requisite equipment or are interested, please contact me for additional information.

COAST GUARD COMMUNICATIONS CHANGES

A major consolidation of Coast Guard Communication assets will occur this summer. I have copied and pasted the message as I received below.

Subj: COMMCOM IMPACT TO THE USCG AUXILIARY

1. How the Coast Guard manages and operates our radio stations is changing. What I refer to as the Communications System (COMMSYS) consists of the two Communications Area Master Stations (CAMS) and five associated Communications

Stations (COMMSTAs). Currently each AREA-6 shop has administrative and tactical control of the CAMS and COMMSTAs in their AOR. This summer that relationship and associated responsibilities will change. The change is being implemented under a Coast Guard Headquarters COMMSYS reorganization project called the Communications Command (COMMCOM). Neither our relationship nor monitoring/QA efforts with the Auxiliary will change with the migration to COMMCOM. Nor will any of our radio broadcasts or operations that the COMMSYS currently performs.

2. Under COMMCOM, LANT-6 will take over administrative and operational control of the entire COMMSYS. The COMMCOM, which is the new name of CAMSLANT in Chesapeake, VA (NMN), will be the only command in the COMMSYS. The Coast Guard will decommission CAMSPAC (NMC), Kodiak (NOJ), Hono (NMO), New Orleans (NMG), Miami (NMA), and Boston (NMF) this summer. All radio systems and operations from all of these stations will continue as before, but all the facilities (with the exception of NOJ) will no longer be manned. NOJ will still maintain a live radio watch in Kodiak, but they lose their support staff, become a subordinate unit to the COMMCOM (NMN), and will be referred to as COMMS Det Kodiak. CAMSPAC also loses the majority of its staff and will no longer have a live radio watch. All of their radio operations, in addition to NOJ will be remoted to COMMCOM. NMC does keep approximately 23 people to support their contingency and training mission. They will be referred to as Mobile Contingency Communications (MCC) West, and will be a subordinate unit to COMMCOM.

3. In the end, the Coast Guard will continue to carry out all radio broadcasts and GMDSS alert and monitoring as normal. NOJ will do this for the D17 AOR, and COMMCOM (NMN) will do it for the rest of the Coast Guard's AOR, including NMO. For auxiliary in the LANT AOR, nothing should change for your reporting, tasking or POCs. Auxiliary in Hono or PACAREA (minus D17), your POC and reporting will change to COMMCOM. There will still be a Chief Warrant Officer at COMMS Det West, which I encourage you to keep in touch and work with. I expect to increase my request for AUXMON support, due to the un-manning of these radio stations, and expected increased delay for repairs. I appreciate your continued support!

4. POCs for each office are listed below. (REMOVED)

CONCLUSION

Thanks to the efforts of many members we are moving forward to recruit, train and provide opportunities to serve to our TCO qualified communicators. Rob Firehock has provided invaluable advice and counsel along with Fred Sellstrom, Morris Farmer, Kevin Sellstrom, and Eric Simmons. We continue to move forward.

COMO Michael L. Williams

DSO-CM

DSO-OPS REPORT:

Auxiliary Manual, Chapter 10, has been amended to specify under what conditions boat shoes are authorized to be worn with the Operational Dress Uniform (ODU). Section H.4.e on page 10-79 (AUX MAN) states in part that boat shoes of either dark blue or brown color are authorized for wear by Auxiliarists as an option to 8-10 inch black safety boots while wearing the ODU. Wearing of boat shoes with non-slip soles is a safety consideration on fiberglass hulled vessels underway or dock side. Boat shoe soles are non-marring and these shoes have no cause on an OPFAC to contain steel inserts for toe protection nor to have oil resistant soles. It is suggested that personal safety during operational evolutions is the main rationale behind the spirit and intent of this authorization. This section of the chapter on uniforms specifies that wearing of boat shoes is to be limited to operational activities where personal safety is a concern and that boat shoes are specifically prohibited for wear in public settings, including Auxiliary unit meetings. During all non-operational activities, the 8-10 inch safety boot is the prescribed foot wear while the member is wearing the ODU.

That the Auxiliary Manual, Chapter 10, sub-divisions H.3.e. and H.4.e. amended to provide authorization for the wear of boat shoes only when conducting vessel safety checks, when underway on an Auxiliary operational facility, when commuting to or from a point of Auxiliary patrol or safety check activity, or when specifically authorized by a Coast Guard

order issuing authority Auxiliary patrol or safety check activity, or when specifically authorized by a Coast Guard order issuing authority. Submitted by DNACO-MS.

General Hazardous Material course is recommended for all Auxiliarists and refresher course at least every 3 years. > IS-5.A: An Introduction to Hazardous Materials - FEMA This Independent Study course is intended to provide a general introduction to hazardous materials that can serve as a foundation for more specific studies in Marine Safety.

IMPORTANT REMINDER: All FEMA ICS test results have to be entered into AUXDATA by the DIRAUX office in order for you to obtain actual credit. Many members who are going for Crew, COXN or PWC Operator are signing up for OPEXs but cannot go for before a Qualification Examiner without all required tasks showing in AUXDATA. When you take a FEMA test on-line and pass, you will receive an email stating you have passed. Always save that email and also send to DIRAUX requesting it be input into AUXDATA.

2. If a patrol requires a very long drive the day before to get to the lake, how is it figured into the patrol for timing purposes? Since closing a patrol requires that there be no gaps in the timeline, do we count the overnight sleeping time as standby to link the trailering to the patrol? Since the trailering occurred the day before, will the system even allow it to be counted as part of the patrol?

A: Patrols are anywhere from 0001-2359. Absolutely I would approve orders where they were trailering to location. Add comments what the situation is, and remember we only reimburse up to 100 miles. Trailering counts as .5hrs per actual hour. Submit another patrol request for following day to cover actual on water time etc.

3. Speaking of standby time, the last info I have (from June 2014) is that standby time does not count against patrol hours, and trailering time counts .5. I recall that some time ago standby also used to count .5 against patrol hours. Can you tell me what the latest policy is?
 A: Per the Operations Manual: "Time spent conducting trailering activities and at a sheltered anchorage counts as 50% underway time (e.g., one hour spent at a sheltered anchorage counts for ½ hour accumulated crew underway time)."

4. Is it valid to have a patrol where there is trailering time and standby time with no actual patrol time?
 A: Yes? Just leave off the standby time if you're not actually going to respond to SAR etc. or else it would appear strange and like you were only attempting to gain the hours for personal reasons and meals.

All below stats are what has been entered into AUXDATA

AUXAIR Patrols for CY2015:

[Cube questions should be directed to Harry Schoepe, BC-ISL@cgaux.org. Cube last refreshed on Sunday, May 10, 2015.](#)

[All Missions][Sector San Francisco][All Facilities][All Unit Locations][ABN - Airborne][CY 2015][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
OPS	4.80	349.40	0.00	13.90	0.00	0.00	0.00	0.00	0.00	91.60	459.70
ABN -	4.80	349.40	0.00	13.90	0.00	0.00	0.00	0.00	0.00	91.60	459.70

Land Mobile Patrols for CY2015:

[Cube questions should be directed to Harry Schoepe, BC-ISL@cgaux.org. Cube last refreshed on Sunday, May 10, 2015.](#)

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
RADIO	0.00	62.90	0.00	7.20	106.00	0.00	0.00	0.00	59.70	3.80	239.60

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

[Cube questions should be directed to Harry Schoepe, BC-ISL@cgaux.org. Cube last refreshed on Sunday, May 10, 2015.](#)

[All Missions][Sector San Francisco][All Facilities][All Unit Locations][U/W - Underway][CY 2015][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
OPS	504.90	887.20	66.00	488.90	755.90	61.10	443.60	21.80	141.80	308.50	3,679.70
U/W - Underway	504.90	887.20	66.00	488.90	755.90	61.10	443.60	21.80	141.80	308.50	3,679.70

OPS CALENDAR: NOTE DATE CHANGES FOR SOME EVENTS!

	<u>For flyers, regarding these events please go to the District Calendar:</u>	
<i>2015 OPERATIONS OPEX/OPTREX EXENT CALENDAR FOR DISTRICT ELEVEN NORTH</i>		
APR 30-MAY 3RD	FLT 3-9	ANTLERS, LK SHASTA, CONTACT: CARL PIERCE
MAY 15TH-16TH	FLT 08-08	LAKE COUNTY OPTREX- CLEAR LAKE
JUN 13TH	DIV 5	TBA - WIL SUMNER
AUG 7TH-8TH	DIV 7 OPTREX	UTAH - <i>NOTE DATE CHANGE</i>
AUG 22ND-23RD	DIVISION 1	LOCH LOMOND YACHT CLUB
AUG 29TH-30TH	DIV 11, LK TAHOE	CONTACT: LINDA HAYNES
SEP 12TH-13TH	FLT 06-07	SANTA CRUZ: CONTACT INFO TBA
TBA	DIV 10	MILLERTON: CONTACT ROD ROLLINS
SEPT 26TH	FLT 05-05	BODEGA BAY

Respectfully,

Gail Ramsey

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