



**Homeland  
Security**

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

*Serving Northern California, Nevada, Utah*



Date: May 2009  
To: COMO Mike Williams, COS & District Board/Staff  
From: D11N DSO-OP, Commodore Gail L. Ramsey  
Subject: District OPS Report

### **YOUR WAKES:**

If you are doing training (side by side tows) and another vessel travels by at MACH ONE, the wake that is produced is very disconcerting and can easily damage the vessels in training. The same goes for traveling by marinas and wakening the sleeping vessels. Remember, we represent the Coast Guard and the general public does not know the difference between the Active Duty and the Coast Guard. The other thing to remember is 5 MPH does not necessarily mean you are not putting out a wake. Be aware of what your boat does, the hull design may mean you have to travel at 2 MPH or even less in order to not produce a wake.

### **MUSTANGS (ONE MORE TIME)**

Linda Vetter's below response to a question on MUSTANGS bears passing on:

Basically, pages 3-16 through 3-18 of the CG "Rescue and Survival Systems Manual" has a chart showing the requirements (e.g., water temp between 50-60 degrees and air temp below 80 degrees requires anti-exposure suits, such as the typical "mustangs", water temp below 50 degrees requires dry suits, etc.). It also specifically states that unit OICs and COs can issue waivers when circumstances permit – typically for this area that would allow some leeway when air temperature is in the 70's, etc. While this is designated as "per sortie", traditionally an Auxiliary safety patrol has been considered one "sortie" (unless there are significant changes during the day to location, weather, sea conditions, etc.).

The process for each patrol is that the coxswain needs to first check the conditions for the area of the patrol and determine what the requirements are (of course, the conditions can also change during the day). Linda Vetter suggested that all PACs obtain the information for their Stations/AORs as to how the CG assets in the area obtain their information, and have coxswains check these themselves (do not call the stations to have them do the checks for you!). Links to weather buoys or other sources can then be added to the D11N website Operations pages and coxswains notified as to proper sources to use. For example, one good site is at:

<http://forecast.weather.gov/preview.php?site=MTR>

Only if anti-exposure suits are required, but conditions are not far from the limits and waivers are desired, would the coxswain contact the local station to request a waiver (LTjg Tschudy will ensure that all Stations understand that they can perform this function for Auxiliary boats in their AOR – for those patrols without a local CG presence, such as inland lakes, Sector/Group will need to be contacted). The Auxiliary coxswain should be prepared when they call to provide the Station/Sector/Group with the current information used in the determination if a waiver should be considered which includes local air and water temperature, wind/sea conditions, presence of other assets, etc.

Remember stay hydrated and watch for overheating, especially when wearing Mustangs.

### **TIS THE SEASON FOR REQUESTING QUALIFICATION EXAMINERS:**

I need your assistance. How can we make it easier for you to request Qualification Examiners? We have the required documents needed, the form to request for just one or two QEs, the request form for an OPEX/OPTREX all on: <http://d11nuscgaux.info/downloads.html>

Problem, we are still getting candidates that have not fulfilled all their required tasks before going to a QE session.. Please share with me any suggestions you may have to make it easier for our members to fulfill this obligation. Just email me at: [Gail.L.Ramsey@USCG.mil](mailto:Gail.L.Ramsey@USCG.mil) .

Please understand that not all QEs are available at all requested times and some requested dates will need to be adjusted to supply QEs efficiently.

### **CURRENT CHART INFORMATION:**

In the May 2009 DSO-NS report from our District Jim Duncan brought a very important point to our attention. CHART 18661 (Mar 2009 Edition) has some very important changes. It has dropped 62 marina locations that were on the 29<sup>th</sup> edition due to the fact that they may not sell fuel, have berthing, pump outs and several other criteria. My suggestion is to not throw out your old chart. You may need the information in the future. The full report can be read at: [http://aton.d11nuscgaux.info/aton\\_reports.html](http://aton.d11nuscgaux.info/aton_reports.html).

### **NON-OPERATIONAL FACILITIES:**

As a matter of information, NEXCOM and the National Bridge recently made final the decision to eliminate “non-operational facilities” from the categories of vessels in the Auxiliary. CG - 5421 concurs with this action which is effective immediately. The Auxiliary Ensign may now fly only on either inspected surface facilities that display a current facility decal or on vessels owned by Auxiliarists that have successfully completed a Vessel Safety Check and that display a current VSC decal.

### **Uniform notes:**

During travels it has been noticed that hard devices have been worn on the ODU uniforms. Embroidered emblems can only be worn on the ODU. Embroidered emblems can also be worn on older, still serviceable, working blue uniforms.

Many questions and discussions have come up about the “Coast Guard unit ball caps”. Situations, in which a Coast Guard unit ball cap may be worn, if authorized, include:

- a. Wearing of the cap to, at, and from the unit in the course of providing the direct support for which it is authorized (appropriate for commuting, stops for gas, and drive-thru services).
- b. Wearing of the cap to, at, and from flotilla meetings (appropriate for commuting, stops for gas, and drive-thru services).
- c. Wearing of the cap to, at, and from flotilla fellowship events (appropriate for commuting, stops for gas, and drive-thru services).

If there is any doubt about the propriety of wearing a Coast Guard unit ball cap due to potential interaction with the public, then the Auxiliary ball cap shall be worn with appropriate uniforms.

No Ball Cap of any kind (active duty or Auxiliary) is permitted to be worn by Aux members wearing the Tropical Blue Long uniform. It is clearly *NOT* authorized for wear by Aux members wearing Trops.

### **NIGHT NAVIGATION AND PILOTING EXERCISES WAVIRS:**

The question has come up asking if the night navigation and piloting exercises are mandatory in this District for Crew and Coxswains. Although it states in the qualification guides that the night exercise is "Waiverable by DIRAUX" it is mandatory in this District. This task needs to be signed off by a mentor. To suddenly find yourself out on a night SAR when you have not been out before at night can be a very sobering experience. Even if you never plan on going out at night the experience is invaluable. Try to go out on a Facility that is well equipped electronically and see how valuable radar, a chart plotter, and a good GPS can be.

Some tasks need to be talked about (locks and dams for instance) so the QE will see that you are aware of problems that can be encountered. All tasks should not be initialed by the mentor

### **POMS SUPPORT:**

All POMS problems/Concerns/Suggestions must be reported via the Problem Management function of POMS. If you cannot access POMS or the Problem Management function of POMS, report your Problem, Concern and/or Suggestion to your Local POMS Administration Team. Start with your Patrol Area Coordinator (all listed on the "Staff" WEB page on the D11 Web Site <http://ops.d11nuscgaux.info/surface/staff.html>), next DSO-OP, then OTO. Your POMS Administration Team can be identified through your Operations Chain of Administration

### **POMS WINDOWS VISTA INSTALLATION GUIDE:**

All, the below POMS information is an item to save. Contact phone calls are received concerning this information. "Posted by POMS Support Team (Admin) on Tuesday, May 12, 2009 - 12:08 pm:

Windows Vista Installation Guide

There is a Windows Vista Installation guide at:

<http://www.statronics.com/poms/>

Access the POMS Web Site (above) and move your mouse over the Help button, then over the Citrix Client Installation button, then left mouse click on the Windows Vista button.

While you have access to the Citrix Client and Citrix Link for POMS on the Citrix Client Installation for Windows Vista page, you should download the Vista Installation Guide and review the Guide before attempting to install the Citrix Client and using the Citrix Link.

NOTE: If you have a firewall, you must insure that TCP Port 1492 is opened for Citrix Client access.

### **PEPIRB REPLACEMENT BATTERIES:**

All Coxswains and PWC Operators should have been issued a PEPIRB. If you have not received one please let the office know so one can be issued to you. YN3 Stacy Curtin ([Stacy.L.Curtin@uscg.mil](mailto:Stacy.L.Curtin@uscg.mil)) is in charge of replacement batteries and initial issuing of the PEPIRBs.

The Life span of the PEPIRB batteries is about five years. Please advise YN3 Stacy Curtin if your battery is due to be replaced in 2009. The expiration date is located on the back of the PEPIRB. The PEPIRB needs to be registered every two years with NOAA. If you have not registered it within the last two years please do so.

PEPIRB Registration Address:

NOAA Sarsat Beacon Registration

E/SP3, Room 3320, FB-4

Email: <http://www.beaconregistration.noaa.gov>

Fax: 301-568-8649

Help Line: 301-457-5678 or 1-888-212-7283

Blank forms are available at DIRAUX if needed.

NOAA will send you a new bar code to be placed on the PEPIRB. After you receive the new bar code, remove the old code and place the new code in its place. Once you receive the new code please notify YN3 Stacy Curtin in order to keep the PEPIRB records up to date.

### **OFFER FOR USE FORMS:**

This office your "Offer For Use" Facility forms with both sides fully filled out with current and accurate information, not just copied from years pass. I have yet to find a vessel that increases in value. Also, trailers are not part of the Offer For Use forms.

### **EVENTS CALENDAR:**

Please email your Operational Events to me for this Calendar as well as the District Calendar.

2009	UNIT	LOCATION	CONTACT
JUNE 6-7	OPTREX – DIV 7	JORDANELLE RES	TBA
JUNE 13/14	OPTREX DIV 12	ENCINAL YACHT CLUB	NICK TARLSON
AUG 6-9	OPTREX – DIV 7	STRAWBERRY RES	TBA

SEP 27-28	OPTREX DIV 5 & FLT 51	BRANNAN ISLAND	TBA
OCT 16,17,18	OPTREX FLOTILLA 3-10	BRANNAN ISLAND	Carla Rose @ rosette8704@gmail.com
OCT 22,23 24	OPTREX FLOTILLA 10-5	MILLERTON	

Respectfully Submitted,  
Gail