



**Homeland  
Security**

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

*Serving Northern California, Nevada, Utah*



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

### **DSO-OP REPORT CONTENTS:**

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### **WORDS OF WISDOM FROM OUR OPERATIONS TRAINING OFFICER:**

*Mr. Kilburger will be contributing to the monthly DSO-OPS report. Below is the first installment.*

One of the marks of a good Auxiliary boat crew is consistency in terms of using standard terminology when making reports. Consider anchoring. When making reports to the coxswain, use hand signals to indicate the visual direction of the anchor line followed by a verbal clock position: "anchor tending at 12 O'clock". Another useful anchoring term is "anchor at short stay" which means the anchor line is more or less vertical (no slack in the line) with the anchor still on the bottom. This particular phrase is important in that it lets the Coxswain know, while in the process of retrieving the anchor, that all slack in the anchor line is taken in allowing him to prepare to "weigh" or break free the anchor from the bottom.

**LINE HANDLING COMMANDS:** Just a few in this report to start with.

**CAST OFF** (line number) – When you are secured with another boat's lines, it means to cast off the ends of their lines or leave mooring lines on the dock

**EASE:** Let a line out until it is under less tension, but not slacked.

**HOLD** (line number) – Do not let any more line out even though the risk of parting may exist

**MAKE** (line number) – Secure a line around a cleat, clear, bollard or Sampson post

**PUT A ROUND TURN ON** (line number) – Take a turn around a cleat to control slippage

**PUT OVER/PASS** (line number) – Pass the specified line to the pier and provide enough slack to allow line handlers to place the line over the bitt, cleat, bollard or Sampson post.

**SHIFT** (line number) – Move a line to the specified location

**SLACK** (line number) – Take all tension off a line

**TAKE THE SLACK OUT OF** (line number) – Take all the slack out of a line, but do not take a strain

## SAFETY COMMANDS:

COMING UP OR COMING DOWN: Throttling up or down

GOING OVER: Leaving the boat, be sure the Coxswain is aware and in agreement

## SUGGESTIONS FROM THE QUALIFICATION EXAMINERS (QEs):

This section will be continued in future DSO-OPs reports and will give you a heads up as to what to expect when you do an Initial or Recertification check ride with a QE.

*Coxswains never leave the helm.* If you need to leave, always assign a crew member the helm watch until your return. When anchoring put have your stern in the direction of drift so you *do not run over your anchor line.*

Qualification Examiners have not learned how to walk on water yet and if the line gets fouled around the propeller everything comes to a halt. To sit on the gunwale is an absolute “no no”. When underway always let your crew know you are “Coming Up”, when applying power or “Coming Down”.

Very embarrassing when you throw your crew, or the Qualification Examiner, overboard because of the lack of good communications. Safety is our prime concern.

## REPORTING HOURS ON 7030's

You can only claim underway hours on your 7030s as 1A, when you stop for lunch or other reasons be sure to show your time (when engines are not running) as 23A, Standby Bravo status.

## BOAT CREW GROUND SCHOOL:

Boat Crew Ground School will be offered during the February (Feb 20/21<sup>st</sup>) PCA Fair. This class will be a very in depth offering for those interested in becoming involved in Operations.

## DIVISION /FLOTILLA OPEX & OPTREX'S

Mr. Kilburger really wants to see all Recertifications as well as Initial Qualifications to be done at either an OPEX or an OPTREX. To send Qualification Examiners out for one or two members is not cost effective. So please plan an event well in advance, check your Flotilla/Division records, make certain those that are due for recertification plan on attending your event and that all the required tasks are completed for your members that are going for an Initial Qualification. Check the District Calendar for other Flotilla/Division events and make certain your members are aware of these in case they cannot attend their own operational event.

There have been many outstanding events this year sponsored by Divisions and Flotillas. These operational events have resulted in many members passing their initial and re-certifications. Congratulations to all for their hard work.

## **ALL DIVISION OPERATIONAL EVENTS:**

## **PRIOR REQUEST FOR QES NECESSARY**

<b>DATE - 2009</b>	<b>LOCATION</b>	<b>CONTACT</b>	<b>EVENT</b>
<b>OCT 16<sup>TH</sup></b>	<b>BRANNAN ISLAND – DIV 3 OPTREX -</b>	<b>DEAN LA CHAPELLE</b> <a href="mailto:deanvic@yahoo.com">deanvic@yahoo.com</a>	<b>No more signs ups, event full</b>
<b>OCT 24/25TH</b>	<b>LAKE MILLERTON, FRESNO FLT 10-5 OPTREX</b>	<b>DOUGLAS LAZO</b> <a href="mailto:Lazo2dm@juno.com">Lazo2dm@juno.com</a>	<b>QEs-AVAILABLE</b>

## QUALIFICATION EXAMINERS AVAILABILITY:

Please attend one of the OPTREXs events if you are in need of a Qualification Examiner for a check ride. This is the only year where Qualification Examiners have both 2005/2006 plus initial check ride duties to accomplish. We also have two Qualification Examiners that are currently disabled. All disruptions are temporary so please bear with the situation.

I do not know why if one runs the underway hour report vs. the member activities the hours are different. So I am showing both. The ATON hours do not show in the "Underway" report.

## UNDERWAY & MEMBER OPS ACTIVITY HOURS TO DATE FROM AUXINFO.

### UNDERWAY

[All Missions][11NR - Eleventh Northern][All Facilities][All Unit Locations][OPS][CY 2009][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	11NR - Eleventh Northern
AUXMP - Marine Patrols (01a,01b,02,03,22a,54a,55a)	1,635.30	4,095.10	895.10	2,265.50	613.20	3,594.30	1,035.40	519.40	1,687.30	806.40	17,147.00
GOVSUP - Government Agency Support (41,42,43)	24.00	197.90	0.00	0.00	0.00	0.00	3.00	0.00	0.00	0.00	224.90
MS - Marine Safety	0.00	0.00	8.60	10.00	0.00	0.00	0.00	0.00	0.00	0.00	18.60
SAR - Search And Rescue (23,24)	31.40	88.70	6.00	108.30	3.10	194.80	31.50	22.30	13.10	11.10	510.30
All Missions	1,690.70	4,381.70	909.70	2,383.80	616.30	3,789.10	1,069.90	541.70	1,700.40	817.50	17,900.80

### MEMBER OPERATIONAL ACTIVITIES

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	11NR - Eleventh Northern
ATON - Aids To Navigation (30,31,32)	24.91	39.50	23.00	13.00	57.00	0.00	155.60	32.00	36.20	13.50	394.71
AUXMP - Marine Patrols (01a,01b,02,03,22a,54a,55a)	2,613.70	4,992.90	1,127.90	2,858.70	680.90	4,412.20	1,144.50	746.90	2,136.80	970.40	21,684.90
CGOPS - Cg Operational Support (07,20,22,26)	2,851.49	3,454.32	151.40	1,157.00	397.20	0.00	413.75	193.00	300.40	598.93	9,517.49
SAR - Search And Rescue (23,24)	216.50	371.40	60.20	202.40	52.80	417.30	14,065.10	94.20	69.40	312.50	15,861.80

Stay safe,

Respectfully Submitted,  
Gail