



Date: October 9, 2019
From: DSO-OP Stolz
Subject: Surface Response Report for October, 2019

1. Modernizing the Auxiliary
2. PPE Request
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1. Some exciting changes are happening to the auxiliary and specifically in 11NR. Bosn Finkelson has given us the go ahead to switch from the old and obsolete Boat Crew Seamanship Manual and start using the new Boat Crew Handbooks. The even better news is Bosn Finkelson will be sending out, to all surface operation personnel, "The OTO Chronicle" that will give additional information on how to make the change. Don't be alarmed when you see the size of the handbooks. Your required reading list in the Auxiliary Boat Crew Qualification Guide Volume 1, 2 and 3 remain the same.

For those of you that like to have printed manuals, don't forget the Coast Guard Association has negotiated with Office Depot/Office Max a special printing rate of 2.5 cents a page but you must have the Association card to get the discount.

2. PPE Request

Just a reminder that Mike Brown handles PPE request and concerns. He can best be contacted by his email at m.brown.uscgaux@gmail.com. He will need to know your name, ID number, flotilla, size, etc.

3. Risk Management reminder

Risk Management Refresher training is required of all surface operation personnel. This must be completed by March 2020. All initial crew candidates will be required to have taken this training prior to their OPTREX dock side oral and check ride. Take advantage of your earliest opportunity to take this training. Now that we have instructors there will be more opportunities to take this training.

4. As a reminder during Fleet Week, you may have a need to go to YBI. When visiting YBI, by vessel, the policy is to wear life jackets whenever on the docks. Chapter 4 of the Auxiliary Operations Policy Manual states:

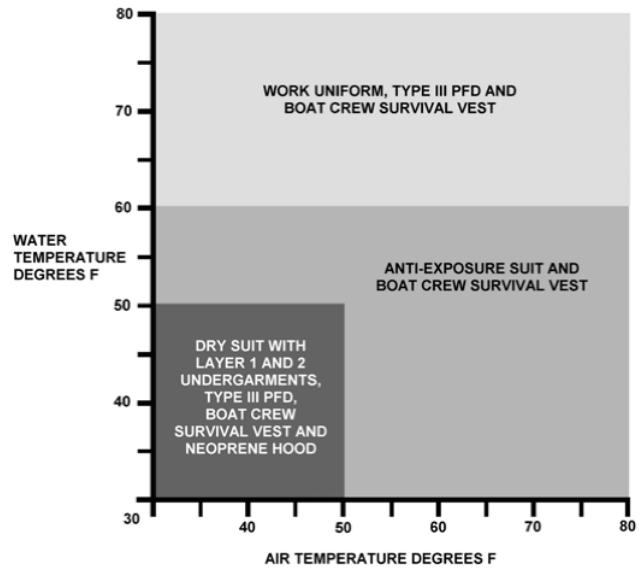
E.13.d. While Performing Evolutions Near Water Auxiliarists must also wear PFDs when performing evolutions near the water (such as when embarking or disembarking, line handling, or refueling).

By our nature we like to help people and it is not uncommon for anyone of us to help another boater at the docks so this is policy really holds true at any docks.

5. AOM reminder

Please go into AOM and verify that you have completed and submitted all active patrol orders. This includes patrol orders that were never used and still need to be cancelled.

6. Once again the seasons are changing and some of our AOR's waters are experiencing lower temperatures. Part of our pre-patrol preparation is checking the weather including water temperatures. Consult the chart below to determine the proper PPE prior to your patrol.



Air and Water Temperature - Required Survival Equipment

7. OPTREX update

We are nearing the end of the 2019 OPTREX season and I want to thank the OPTREX coordinators for all their hard work.

OPTREX Schedule 2019

UPDATED 09 October 2019

Date	Host	Check-ride date	Comments
October 18 - 20	Flotilla 55	October 19 th	Location: Doran Beach Park, Bodega Bay Contact: Wil Sumner
October 25-27	Flotilla 88	October 26 th	CANCELLED

Consult the district calendar for additional or missing information shown on this schedule

8. Line Handling Commands

There are many lists of line handling commands floating around out there but the following list is the only one that is authorized by D-11nr and our OTO. Please practice these on every patrol so you and your crew will become proficient in their use. Discard any other list you may have.

Enclosure (4) to COMDTINST M3530.2E

LINE HANDLING COMMANDS

This enclosure provides a list of standard line handling commands to meet the requirements of this manual.

<u>COMMAND</u>	<u>ACTION</u>
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 bit, cleat, or bollard.
HOLD (line number)	Do not let any more line out even though the risk of parting may exist.
CHECK (line number)	Hold heavy tension on the specified line but render it as necessary to prevent parting the line.
SURGE (line number)	Hold moderate tension on a line but render it enough to permit movement of the ship.
EASE (line number)	Let a line out until it is under less tension, but not slacked.
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.
SHIFT (line number)	Move a line to the specified location.
HEAVE AROUND ON (line number)	Take a strain on a line.
TAKE (line number) TO POWER	Take the specified line to the capstan or gypsy head and make ready to heave around (DO NOT heave around until told to do so).
SINGLE UP (line number)	Take in all but one bight so there remains a single part to the line. Can also be used to single up all normal mooring lines.
DOUBLE UP (line number)	Pass an additional bight on the specified line so there are three parts to the line. This can also be used to double up all normal mooring lines. Cutters without sufficient mooring line for three parts should just pass the bitter end of the single up to the pier.
AVAST or AVAST HEAVING (line number)	Stop taking a strain on a line with capstan.
CAST OFF (line number)	When using another ship's lines to secure your ship, it means to cast off the ends of their lines.
TAKE IN (line number)	Allow the pier line handler enough slack to take the line off the fitting and bring the line aboard. Used when secured with your own line.

Respectfully Submitted,