

**USCG Auxiliary District 11 North  
 Operations Update  
 February 2020**



**2020 D11N OPTREX Calendar**

Date	Division	Location	Contact	Deadline for candidate names to be submitted to DSO-OP
April 23-25	8	Lake Shasta – Antlers Resort	TBD	March 14
June 26-27	12 and 1 (Victory)	Marina Bay, Richmond	TBD	May 15
July 18	3	Sacramento Yacht Club	Don Anderson	June 6
August 7-8	7	TBD	TBD	June 26
August 21-23	10	San Joaquin	TBD	July 10
August 28-29	11	Station Lake Tahoe	Bruce Martin	July 17
September 18-19	6 and 4	Santa Cruz	Chuck Cobery	August 7
September 25-26	Flotilla 5-5	Bodega Bay	TBD	August 14

**Reminders for Division Commanders and OPTREX Coordinators**

1. Send me the OPTREX Coordinator’s name and contact information
2. Create an OPTREX flyer that can be posted on the D11N website (let me know if you need a sample flyer)
  - Dates, times, locations
  - Indicate if food is provided – list the cost of food
  - List nearby hotels, restaurants
  - Indicate deadlines for members to send in applications
  - Include any important information for facility owners
3. ***The list of members going for first time qualification or re-qualification is due to me 40 days prior to the OPTREX.*** This means that members need to get their information to you approximately ***two months*** prior to the OPTREX.
4. **All members seeking qualification must complete all requirements prior to the OPTREX.**

## Risk Management Reminder

All surface operation personnel must complete the Risk Management Refresher by March, 2020. If you are a crew trainee and plan to qualify this year, you must complete Risk Management Refresher before you register to attend an OPTREX.

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### Boat Crew and Personal Protective Equipment (PPE) Requests

*Information from our District PPE Manager, Michael Brown*



If Crew Trainees need Personal Protective Equipment (PPE) including PFD, survival vest and equipment, and Anti-Exposure Coveralls (AEC), they should contact their Flotilla Commander and their Flotilla Materials Staff Officer. FC's/FSO-MA's will contact Michael Brown, our district PPE Manager. Michael coordinates all PPE requests. Flotilla Commanders and Staff Materials Officers, please remember our obligation to keep track of all PPE, ensure that the equipment is being inspected regularly and that the inspections are documented.

Here's the latest news on Boat Crew Equipment:

- Right now, many Boat Crew items are on backorder. We are out of knives and PLBs. Please be patient with any delays once you submit your Boat Crew equipment request. While we are waiting for a re-supply, be assured that I will contact members as soon as items arrive.
- All PPE should be inspected every six months by the Flotilla Staff Officer for Operations, Flotilla Staff Officer for Materials or by the Flotilla Commander. Boat Crew and Coxswains should test their PLBs monthly. Flotilla Materials Staff Officer should document all inspections.
- PPE can be returned at any time without an appointment by dropping off at DIRAUX during business hours. Before turning the gear back in, members should contact their Flotilla Operations Staff Officer, Flotilla Materials Staff Officer or Flotilla Commander and have their AF-538 finalized.
- If there are members in your Division who have stopped being active in the Boat Crew program or have left the Auxiliary, please make sure that their PPE is returned. I strongly encourage the FCs check and see who has been issued Boat Crew gear. Recycling of BCREW gear is essential to helping us maintain surface operations in the district, as the current gear shortages are magnifying the problem.

- Let me know if your Personal Locator Beacon or PLB Battery expires. You will be issued a new one when they come in. In the meantime, the unit is ok to use.
- ALL BCREW orders are to be emailed to me by the MA or FC. The following must be included:
  - Member first and last name
  - Flotilla number,
  - Member status: Trainee, Crew, Coxswain
  - Specific items requested
  - PFD size
  - Anti-Exposure Coverall size (S-M-L-XL-XXL-XXXL).
- In most cases, orders are filled each Wednesday before 1400. I can usually fill an order if I get it by 1300 on Wednesdays. Items are available for pickup without an appointment at DIRAUX during business hours. Please sign out with your name and date in the binder provided, and include the name of the person you are picking up for if you are not the person the items are intended for.

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**Paul's Tips**

*Navigation Reminders from Qualification Examiner Paul Verveniotis*

Navigation Tip of the Month

How Far Away is that Waypoint?

Imagine you are on patrol and your OPCON contacts you to respond to a boater who needs assistance at a given location. Where is that waypoint and how do you get there? Of course you are familiar with your chartplotter and can enter that waypoint and get underway. But with just a few seconds of mental math you can derive a rough solution and respond.

You are at the following location (which happens to be the coordinates of Blossom Rock Buoy in SF Bay):

37° 49.1'N  
122° 24.2'W

Also recall that a minute of latitude is equal to one nautical mile.



You are given the following coordinates of the boater requiring assistance (at Harding Rock Buoy):

37° 50.3'N  
122° 26.7'W

By quick inspection of the numbers you can see that both the latitude and longitude are greater than your current position so you know it is roughly northwest of your current position. The latitude is 1.2 minutes greater so they are 1.2 miles of “northing” from you.

Also note that the longitude is 2.5 minutes greater and therefore they are west of you. But those would only be miles at the equator and we are at latitude 38. At this latitude, the longitude scale is shorter than the latitude scale by an amount equal to the cosine of our latitude or about 80%.

So, 80% of 2.5 is 2.0, therefore they are 2 miles of “westing” from you.

The triangle is therefore 2 miles west and 1.2 miles north. If you guessed the actual distance of around 2.5 miles, you’d be close – it’s actually 2.35 NM.

Now, knowing your cruise speed is 15 knots and that 2.5 miles is one-sixth of what you can cover in an hour, your estimated time enroute is around 10 minutes (one-sixth of 60 minutes).

If you practice this, you’ll be amazed in how quickly you can come up with a reasonable estimate. Remember that this does not replace proper navigation and hazard avoidance.

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### News from the Field

#### Division 3 Operations Report – John Hardin

1. Recently, a flood control project was completed on the Sacramento River in West Sacramento. This project includes the intentional breaching and relocation of portions of the existing levee. This has resulted in the need to update the navigation charts in the area.

2. At the request of CG Station Rio Vista, Aux Vessel SIDEKICK investigated a report of a disabled S/V at anchor in the navigation channel downstream of the Tower Bridge in Sacramento. The disabled S/V's location and situation was reported to back to the Station. The S/V has since moved out of the navigation channel.

*Photos courtesy of John Hardin.*



### **Division 1 Surface Operations with Air Station San Francisco – Terry Blanchard**

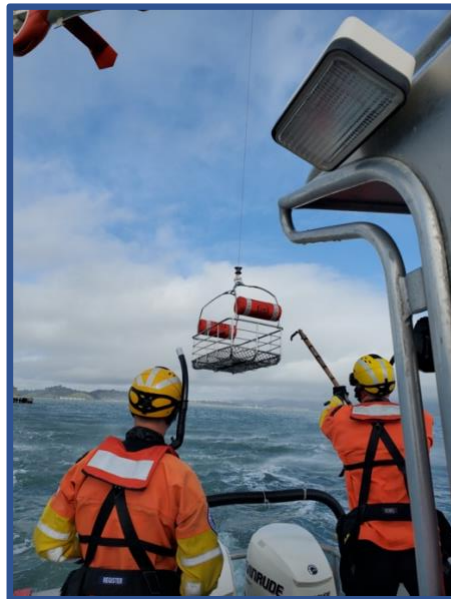
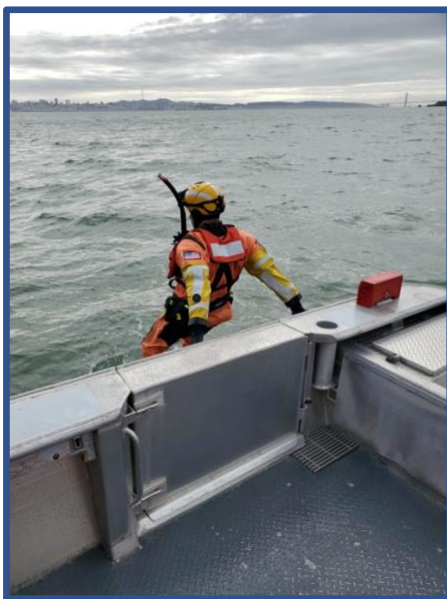
The Standardization Team (STAN Team) made their annual visit to the air station in January. Silver Charm conducted four patrols in support of that visit. The STAN Team exercise is essentially a qualification check ride for the helicopter pilots and crew. There is an evaluation team consisting of pilots, Aviation Survival Technicians (AST) (Rescue Swimmers), Aviation Maintenance Technicians (AMT), and Avionics Electrical Technicians (AET), who travel around over the year to every air station that flies the MH-65 Dolphin helicopter.

During the exercises, a helicopter goes out with one pilot from the team and one from the air station, along with one hoist mechanic on the team and one from the air station. To save weight they send usually two team ASTs and two air station ASTs up to YBI where Silver Charm picks them up. Then we begin the helo/boat and helo/AST work. Each team member is evaluating their respective air station counterpart during the exercise.

The STAN Team dates were January 23, 24, 27 and 31.

*Helicopter photos courtesy of Cassandra Mani.*





### **Boat Crew Training at PCA Fair**

A great big thanks to Curtis Han, Gary Kaplan and Terry Blanchard for the two days of Boat Crew training provided at the PCA fair. Twelve Boat Crew Trainees were able to complete the required swim test.



## Reminders from our Operational Training Officer

BOSN2 Finkleson wants to remind us about proper line handling and helm commands. When we are all speaking the same language and using the same terms, it makes communication during patrols much more efficient.

Here are a few of the more frequently used line handling commands:

Command	Action
Cast off (line number)	When undocking, this means to leave the dock or mooring lines at the dock.
Take in (line number)	Bring the line aboard. When undocking, this means to bring the dock line aboard. If you are involved in an alongside tow, "take in" means to ask someone on the boat being towed to ease the line so that you can bring the line aboard your boat.
Ease	Let the line out – "ease" the tension, but don't let the line go slack.
Hold	Do not let any more line out.
Slack	Let all tension off a line.
Put Over/Pass (line number)	Pass the specified line to wherever directed. Make sure there's enough slack to allow line handlers to place the line over the bit or cleat.
Take the Slack out of (line number)	Take all the slack out of a line, but do not take a strain.
Shift	Move a line to the specified location.
Single up	Take in all but one bight so there remains a single part to the line.

Here are a few of the more frequently used helm commands:

Command	Action
Rudder Amidships	Place the rudder at zero degrees.
Right (or Left) xxx degrees rudder	Apply the ordered rudder. Helmsman steers according to command given. For example, "Steady on course 256."
Increase your rudder to right (or left) xxx degrees	Increase the rudder angle the amount specified.
Steady, Steady as she goes, stead on course xxx	Steer the course on which the ship is currently headed or the ordered course. The helmsman should reply, "Steady, course xxx."

## End of Report