

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



2020 D11N OPTREX Calendar

Date	Division	Location	Contact	Deadline for candidate names to be submitted to DSO-OP
<i>April 23-25</i> Rescheduled	8	<i>Lake Shasta – Antlers Resort</i>	<i>TBD</i>	<i>March 14</i>
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
October 1-4	8	Lake Shasta – Antlers	Carl Pierce	August 20

Surface Operations have been canceled until further notice.

Please advise all coxswains and facility owners to refrain from requesting orders.

Risk Management and Operations Workshops

The deadline for completing the 2020 Operations Workshop has been extended to September 30th. We are still waiting to hear about the new deadline for Risk Management.

Paul's Tips

Navigation Reminders from Qualification Examiner Paul Verveniotis

How to Report Position While Underway



We are all familiar with the requirement to report our ops status and position to whomever is maintaining our radio guard, normally at 30-minute intervals. Of course the reason for this is to keep track of you for your safety, and to take action to find you in case something happens and you do not check in. Also, by knowing your position your OPCON can more efficiently assign assets in the particular AOR as needed.

I sometimes hear crews read off the numbers on their GPS to the third decimal place while reporting their position which is way too precise. For example, the latitude on the unit might read

37° 49.302'N

This should be reported as “Three Seven Degrees, Four Niner Decimal Three North”.

Why not report it all? Well, for a couple of reasons – the first is brevity, to keep the transmission as short and meaningful as possible. Additionally, a more detailed position does not add any value for this purpose.

Let's review what these digits represent. Recall that one minute of latitude (the “9” digit above) is equal to one nautical mile (2000 yards). One tenth of a minute (the “3” digit above) represents one tenth of a mile. That's only 200 yards – plenty accurate to find you if necessary. If you've taken the AUXSC&E (Auxiliary Search Coordination and Execution) course (which is great...) you learned that the sweep width and derived track spacing for a facility-sized target is roughly 1-6 NM depending on several factors so one-tenth of a mile reporting precision is plenty good.

The hundredth digit (the “0” above) is equal to plus or minus 20 yards – that's only two or three boat lengths. And the thousandth digit (the “2” above) is only plus or minus six feet! No one cares on which side of your boat you installed your GPS antenna.

Now, if you were reporting something that would benefit from the greater precision (such as during an MOB event) then additional accuracy would be appropriate to identify the last known position and the resulting CSP.

News from the Field

Reported by Division 3 – OPS Staff Officer John Hardin

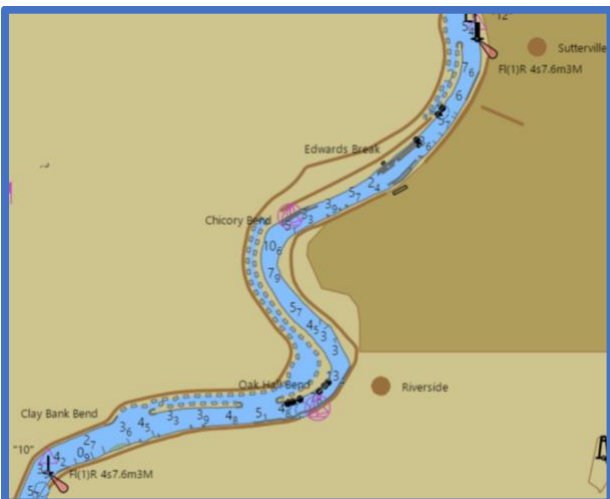
Capsized Vessel Upstream of the I Street Bridge

The LNM now indicates the correct position of the capsized vessel up stream of the I Street Bridge in Sacramento. We will continue to monitor the position of this vessel as natural variations in the river level may dislodge it from its current position causing it to become a hazard to navigation.



ENC chart below showing the levee breaches

Once the shutdown is over, I will again reach out to Mr. Michael Salsman D11 (dpw) PATONs regarding the signage on the levee breaches. The current signage doesn't adequately depict the magnitude of the hazards to navigation these breaches created. Mr. Salsman agreed to accompany me on my facility to view the levee breaches as soon as it can be scheduled.



Reminders from our Operational Training Officer

With all of our downtime due to COVID-19, we have lots of opportunities to time to practice virtual helm commands.

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