



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



**2020 D11N OPTREX Calendar**

Date	Division	Location	Contact	Deadline for candidate names to be submitted to DSO-OP
<i>April 23-25</i> <b>Rescheduled</b>	8	<i>Lake Shasta—Antlers Resort</i>	<i>TBD</i>	<i>March 14</i>
<i>June 26-27</i> <b>Rescheduled</b>	<i>12 and 1 (Victory)</i>	<i>Marina Bay, Richmond</i>	<i>TBD</i>	<i>May 15</i>
<i>July 18</i> <b>Cancelled</b>	3	<i>Sacramento Yacht Club</i>	<i>Don Anderson</i>	<i>June 6</i>
August 7-8	7	Jordanelle Reservoir State Park	Mike Thompson	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
<i>October 1-4</i> <b>Cancelled</b>	8	<i>Lake Shasta—Antlers</i>	<i>Carl Pierce</i>	<i>August 20</i>
October 16-17	12 and 1 (Victory)	Marina Bay, Richmond	TBD	August 27

**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**

In the 1 May ALAUX Communication, we learned that webinar format for the Risk Management Workshop has been approved. It will take some time to organize and schedule online training sessions. As soon as trainers are ready with the new format, we will send out notices to Division Commanders. **The REYR date for RM is 30 September.**

**The deadline for the 2020 Operations Workshop has been extended to 30 September.**

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



*Information from our District PPE Manager, Michael Brown*

Please continue doing regular PPE inspections using phone or webinar.

Use a cell phone or tablet to scan the PPE items

If the crewmember has their gear ready to be inspected ahead of a scheduled inspection, then the total time should take about 25-35 minutes. This timeframe is based on the average amount of gear issued (no extras e.g., helmets, float coats, etc.).

### Paul's Tips

*Navigation and Safety Reminders from Qualification Examiner Paul Verveniotis*

#### 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 San Francisco Bay):

37° 49.1'N

122° 24.2'W

Also recall that one 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. If you were to roughly sketch the triangle, you’d be very close if you guessed that the course is about 30 degrees north of due west, or 300 degrees True. At least you could proceed in the right direction while you fine-tuned your navigation plan.

Now, knowing your cruise speed is 15 knots and that 2.5 miles is one-sixth of what you can travel 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.

### News from the Field

Guess what boat owners do when they can’t get under way?

They work on their boats! Boat maintenance never ends. Here are some photos of Auxiliary facilities undergoing upgrades and other maintenance.

Boat owners work hard to make sure their facilities are always “ship-shape”!



This is a trailer tug John Hardin constructed to move his boat trailer. This tug is similar in concept to the tugs used to push commercial airliners back from their airport gates.

From John: “It’s nearly impossible to back my trailer into my very tight fitting garage using my tow vehicle. However, my new trailer tug makes the task supper simple. Of course, I’m more than happy to share my plans with any member having a problem stowing a trailer/facility in a limited space.”

Jim Losi has been very busy getting Servant in top notch shape. Here's what Jim has done . . . .

- Completed 200 hour major maintenance on both Honda engines (cost a small fortune but both engines are running incredibly well)
- Replaced both trim tabs
- Added new bottom paint
- Fine tuned the transducer
- Added an AED to the Emergency First Aid locker (had to purchase as nonprofit that would have donated backed out)
- Cleaned and sanitized entire interior of boat
- Repaired GARMIN slave chart plotter on the weather deck
- Replaced every battery in every device using them
- Purchased a samson post to be installed in two weeks



Paul Verveniotis just finished installing and reconfiguring all of his navigation equipment on Search Engine.

Here's Paul's comment:  
"I prefer discrete devices for each purpose rather than a combination unit that would lose all if it failed."



Terry Blanchard decided it was time for some major upgrades on Silver Charm.

"She has finally been hauled out and parked in her "special" spot, the only one in the yard with access to the right plug for the electric welder. The guys at the yard were kidding me as there is "no turning back now" as she has several holes and a cut made by a Saws-all. But that work came to a halt as they broke all the blades they had so have more that would be better on order. New doors/windows are to be shipped from Canada early next week. I wanted them to re-cover some of the pilot/co-pilot seat cushions/backs that had cuts or other problems. But even that has been slow. Bottom line is boat work tends to go very slow."



Virginia and Steve Luchetti doing some low-tech work on Aquamarine.

Sanding and varnishing teak rails. Managed to get 5 coats of varnish on!

Steve's comments: "I'm just the deck hand!"



## Reminders from our Operational Training Officer

Coxswains:

When is the last time you reviewed mishap reporting?

Do you know who to contact? Do you have Auxiliary SAR Incident and MISLE Case Data Entry Reports on board when you are on patrol? Does your crew know where you keep the forms? Have you discussed the forms with your crew?

DEPARTMENT OF HOMELAND SECURITY U.S. COAST GUARD CG-4612 (REV 01 APR 10)	<b>AUXILIARY SAR INCIDENT                  AND MISLE CASE DATA ENTRY REPORT</b> <small>(See instructions and privacy act statement on CG-4612-A)</small>		
MISLE CASE NUMBER:	ACTIVITY NUMBER (Optional):		
UNIT CASE NUMBER:	DATE:	TIME:	
MEMBER NO:	MEMBER LAST NAME:	INITIAL:	
<b>SECTION I - INITIAL NOTIFICATION DATA</b>			
TIME INCIDENT OCCURRED:	BODY OF WATER:		
TIME USCG NOTIFIED:	CAUSE OF DISTRESS:		
NATURE OF DISTRESS:	PERSONS ON BOARD:    ADULT:    CHILD:		
GENERAL NOTIFICATION METHOD (CHECK ONE): <input type="checkbox"/> DIRECT <input type="checkbox"/> 3 <sup>RD</sup> PARTY <input type="checkbox"/> HAPPENED UPON			
SPECIFIC NOTIFICATION METHOD (CHECK ONE): <input type="checkbox"/> PHONE <input type="checkbox"/> 911 DISPATCH <input type="checkbox"/> WALK-IN <input type="checkbox"/> VHF-FM CH [    ]			
GENERAL LOCATION:	LAT:	LONG:	
<b>SECTION II - REPORTING SOURCE DATA</b>			
NAME:	REG/DOC NUMBER:		
ADDRESS:	PHONE: (    )    -		

Crew and Coxswains:

Remember to conduct regular PPE inspections and report to your Flotilla Staff Officer for Materials. Right now, it's best not to check your PLB so the battery lasts longer.

- Can you access your knife quickly?
- Do you know which pocket contains your whistle?
- Have you double checked the knots that tie the equipment to your survival vest?

## End of Report