

**USCG Auxiliary District 11 North
 Surface Operations Update
 July 2020**



Virginia Luchetti – DSO

2020 D11N OPTREX Calendar

Date	Division	Location	Contact	Deadline for candidate names to be submitted to DSO-OP
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 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. However, coxswains should conduct a beta test order request to make sure the coxswain understands how to request orders in AuxData II and to verify that their facility meets AuxData II requirements. If there are any problems in requesting orders, please contact our Operational Training Officer, BOSN 2 Dustin Finkleson.

Fleet Week 2020 has been postponed until 2021

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)



Information from our District PPE Manager, Michael Brown

It is very important that all air and boat crew members continue to maintain their PPE during this continued, yet temporary, shutdown. The reason is simple: Once our restrictions are lifted, we want to be ready immediately to resume our vital missions.

Alex Bennett, SO-MA for Division 1, came up with an ingenious way to do remote inspections: Using your cell phone to scan the various crew equipment, the inspector can view the item and certify them acceptable for service in this manner. The whole process should take about 20-25 minutes if the gear is ready to be inspected

beforehand. GoToMeeting, and FaceTime are good platforms to use to conduct such inspections. This has been authorized by CHDIRAUX as well as our local DIRAUX, but only under the current orders of no face-to-face contact in official capacities. If anyone has any concerns or questions on this procedure, please don't hesitate to email me for solutions and details.

There's no need right now to be testing PLB batteries. Each battery test limits the life of the battery. Once we are actively patrolling again, resume regular PLB testing. If your PLB is expired or the battery close to it, don't worry; Just hang on to it and let me know via email that it will expire on such-and-such date, and I will add you to the list of replacement PLBs when we are operational again. It should be ok until then. Please note that the Auxiliary does not support new batteries. You can be issued a new PLB in that case as well.

Paul's Tips

Navigation and Safety Reminders from Qualification Examiner Paul Verveniotis

Line Handling Commands – Geek Out on Them

Yes, it's that topic again. We discuss them a lot in the Ops world, every year. And yet every year we have folks get underway and use them inconsistently or not at all. Why is that?



Now I'm not suggesting everyone turns into A.J. Squared Away. Who is that? Here are a couple of online definitions:

- A.J. Squared Away: (name for) a sailor who is always "squared away," meaning always has a perfect shave, perfectly ironed uniform, spit-shined shoes, haircut with less than 1mm of hair, etc.
- A.J. Squared Away: Naval term for the mythical sailor who has his s**t together.

There are some topics for which we need to be more squared away than others. No one will get hurt if your boots don't have a perfect shine. But mess up an alongside tow by miscommunicating a line command and you might bend the boat or lose some fingers. This is not an exaggeration.

Besides, it's in the pledge you took when you became a member – remember that? It goes like this: “I solemnly and sincerely pledge myself to ... abide by the governing policies established by the Commandant of the United States Coast Guard.” Where are the line handling commands? Well, they are not in the Boat Crew Qualification Guides, nor in the new Boat Crew Handbook (BCH16114.1) – they are in the Nav Standards (COMDTINST M3530.2F).

My good friend and fellow Auxiliarist Michael Brown was on a patrol on another facility last year and handling lines on the bow. When departing from the dock the following exchange occurred:

Coxswain: “CAST OFF LINE 1”
 Michael: “CAST OFF LINE 1 AYE” and dutifully (and tongue in cheek) removed the line from the bow cleat and tossed the line onto the dock.
 Coxswain: “WAIT!. . .Why didn't you bring the line aboard like we always do?”
 Michael: “You said CAST OFF LINE 1 – you didn't say TAKE IN LINE 1...”

The standard line commands include some that are more relevant to the cutter world – for example, our facilities do not have capstans. But these are some of the more important commands. Use them!

STAND BY YOUR LINES	Man the lines, ready to cast off or moor
SINGLE UP (line number)	Take in all but one bight so there remains a single part
DOUBLE UP (line number)	Pass an additional bight on the specified line
CAST OFF (line number)	Cast off from your boat and leave line on other boat or the dock
PUT OVER/PASS (line number)	Pass the specified line and provide slack
HOLD (line number)	Do not let any more line out even though it might part
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
AVAST HEAVING (line number)	Stop taking a strain on a line
TAKE IN (line number)	Allow enough slack to undo other end and bring the line aboard

Cutterman's Corner

Helpful Tips from Gary Kaplan

Coast Guard Auxiliary Cutterman
 Boat Crew Academy Instructor
 District 11 NR Assistant Staff Officer - Operations (Training)



Reporting Sightings II: Degrees Relative – 12 June 2020

The Coast Guard, in the Boat Crew Handbook, requires that sightings be reported in Degrees Relative. Many are still reported by the clock. It is not unusual to hear sighting reports given both ways by different lookouts on the same patrol.

We all grew up with an image of a clock face, not a compass, etched in our minds, so it is more natural, and easier to use. The change from clock to compass is not difficult, and with a little practice, it will soon become natural.

All you need do is take the clock designation, multiply by three and add a zero.

Examples:

If you sight a vessel at one o'clock:

$1 \times 3 = 3$, adding a 0 = 30, reported as Zero Three Zero Degrees Relative.

If you sight a vessel at 8 o'clock:

$8 \times 3 = 24$, adding a 0 = 240, reported as Two Four Zero Degrees Relative.

News from the Field

From ADSO-OP and SO-OP Division 3 John Hardin:

Training simulators

Whenever a second boat is unavailable for on the water crew training, consider creating and using a training simulator. Pictured below is a simple “u” attached to a small piece of wood simulating boat trailer eye. While moored dockside, the trainee can practice attaching a skiff hook to the simulator being held by a crew member on the dock. The simulator can easily be moved about mimicking a vessel on the water. Please see the pictures below.



Boat Trailer Eye Simulator



Boat Trailer Eye Simulator in Use

Reminders from our Operational Training Officer

Take advantage of the time off the water to get familiar with AuxData II. Make sure to contact your IS officer if you have any questions about reporting hours and activities.

End of Report