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**OPFAC
 READINESS**

*By COMO Gary Taylor
 DVC-OS*

I occasionally hear reports about an OPFAC that has been offered for use and accepted and at some time during the year of offer, the OPFAC is really not operationally ready for use.

Let's review the process for getting a facility offered for and accepted for use:

- ♥ Member has a facility inspection performed by a qualified vessel examiner using the appropriate form; ANSC 7003 for boats or ANSC 7008 for PWCs.
- ♥ The checklist for Requirements for an Auxiliary facility (Sections vi and vii) on the back is completed during the inspection.
- ♥ When completing the form, the member(s) also must check the boxes

above the signature line for an operational facility. One of the boxes states: "... I (we) agree to notify DIRAUX of any changes to this facility and state that all the equipment will be on board the facility when underway under orders."

- ♥ The member(s) signs the form and sends it to the DIRAUX.
- ♥ DIRAUX receives the form and either accepts the facility for use or not. If accepted, the member will be notified and will receive a Facility Inspection Decal and Operational Wreath to display on the facility.

All done for another year, right? No, there are expectations of the owner/coxswain before every time the OPFAC gets underway.

- ♥ If the OPFAC is sold during the year, the DIRAUX/OTO needs to be notified immediately so the facility can be removed from both AUXDATA and POMS.
 - As a side note, the owner must remove the Facility Decal and Operational Wreath prior to the sale.
- ♥ If the facility becomes inoperable because of a mechanical failure, damage, or some other reason, the DIRAUX/OTO needs to be notified right

away so he/she can officially place the OPFAC in "Charley" status. The Coast Guard needs to know what our "Ready" asserts are and where they are located. A boat without an engine is not ready.

- ♥ Every time before an OPFAC gets underway, a pre-underway check list needs to be followed and ALL required items must be checked to ensure they are working properly, not expired, and the facility is otherwise ready for operations.
 - When was the last time the expiration dates on the VDS were checked since the inspection was done – have they expired?
 - How about the fire extinguishers – have they gone into the red on the indicator scale?
 - Navigation Lights – they always work when needed - right?
 - Documentation or State Registration current – this one can slip up on a person.
 - Charts – are they current for the AOR?
 - Portable pump or means of dewatering – does it still work?

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OPFAC READINESS

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- Is all the required equipment still on-board and/or serviceable? Has the extra fire extinguisher been used and not replaced yet?
- Were the extra PFD's loaned to people in a boat to be towed and not yet received back?
- ♥ If any of the required items on the Vessel Facility Inspection and Offer for Use Form are not in compliance or are missing, then the OPFAC is technically not "Ready for Sea" and should not get underway as an OPFAC until the deficiency(s) is corrected.
- ♥ Some of the items are critical to the safety of the OPFAC and its crew. Some items may be waived by the Order Issuing Authority (OIA) on a case by case basis depending on the nature of the mission and the item. Let the OIA know what the discrepancy is and they will make the right call.

Bottom line, the owner or coxswain is responsible for ensuring the OPFAC is

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operationally "Ready for Operations". If it is not ready, the Order Issuing Authority (OIA) must be advised immediately, and of course the OIA must also be advised when Facility is ready again for operations.

Semper Paratus

E-10 FUEL ISSUES

By BMC John Dingley

Office of Auxiliary, Surface Operations Commandant (G-PCX)

This article has been removed at the request of the author so that most recent evidence and recommendations can be published. Please stay tuned for an article on E-10 Fuel Issues in the October issue.

We apologize for any inconvenience.

The Operations Editorial Staff

INFLATABLE PERSONAL FLOTATION DEVICES

*By CWO2 Mark Ferreira
OTO, D1S/R*

In recent years the use of inflatable PFDs has become more and more popular. Like every piece of Personal Protective Equipment (PPE) that is used there are advantages to their use and also disadvantages.

Some of the advantages would be that they are light weight and less cumbersome than regular vests.



Some of the disadvantages would be the required maintenance, they are not authorized for use in enclosed cabins, they can not be used when wearing a SAR Vest and they have no pockets for equipment.

In D1S/R, we have purchased equipment pouches for boat crew members who choose to wear inflatable PFD. These pouches, which easily fasten to the PFDs waist strap, can hold all of the required equipment that normally would be carried in the SAR Vest. Each pouch

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**INFLATABLE
PERSONAL
FLOTATION
DEVICES**

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for the survival knife contains tie down loops and has a separate storage place.

Both Stearns and Mustang offer a pouch at a GSA price of less than \$16.00 ea. For Life Savings Systems Co. (Stearns), the item is 481-P at the GSA Contract price of \$15.95 and for Mustang Survival Co. the item number is MA6000 and its GSA price is \$15.60. We issue two pouches if requested.

Before purchasing any PPE a member should refer to The Rescue and Survival Systems Manual COMDTINST M10470.10E and the relevant Order Issuing Authority.

The two most important things to remember are: "is it authorized" and "do you have 100% faith that it will do the job?" Stay safe and have fun.



**LIGHTNING
PROTECTION**
MYSTERY or MYTH
By Charles Ford BC-OES

There is often discussion among boat owners about the need for lightning protection for boats. Opinions vary. A popular opinion is that lightning rods "attract lightning" and should not be used. Although it is likely that if there are two similar sailboats with tall aluminum masts, one with full lightning protection and the other with none, the protected boat will receive the strike, it is also likely that, with properly installed and maintained lightning protection, the bolt will have been absorbed and grounded with minimal damage. However, if the unprotected boat is alone in an area, it would receive the strike with serious, if not deadly, results.

I have been aboard when my own forty six foot cruiser with tall aluminum radio antenna and a properly designed lightning protection system when it was struck by lightning. Although there were three people aboard, there were no injuries and minimal damage. The ship's compass was demagnetized and some fuses were blown.

I have mentioned "properly designed and installed". It is absolutely necessary that the system provide a continuous conductor equivalent to #8 solid copper wire from the top of the mast to an adequate ground plate on the bottom. A loose or corroded connection will break the continuity and cause a lightning strike to seek another path, probably through the hull.

Specifications for lightning protection systems can be obtained from both of the following organizations:

- ♥ ABYC American Boat and Yacht Council
613 3rd Street
Annapolis, MD 21403
Ph. 410-990-4460
- ♥ NFPA National Fire Protection Association
One Batterymarch Park
Quincy, MA 02269-9101
Ph. 1-800-344-3555

**THE OPERATIONS
TEAM AT NACON**

By Linda A. Nelson, DC-O

The Operations Department was represented well at NACON 2006. Several important operational

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THE OPERATIONS TEAM AT NACON

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initiatives were showcased at the meeting. Before the actual meetings commenced, Bob Shafer, DVC-OA held another very successful District Flight Safety Officer "C" School. Meanwhile, Linda and David Elliot, DC-Od attended the Operating Committee meetings where the anticipated changes to the Auxiliary Boat Crew Training Manual were reviewed with the District Commodores. Lindy Harrison, DVC-OE and Karel Kester, DVC-MS presented an excellent training program on Contingency Planning.

The service of Linda Nelson, Lindy Harrison and COMO George Pendergast was also recognized. COMO Pendergast was also assisting members by answering questions on POMS and presenting the NOAA Chart Updating and Aids to Navigation Awards.



Linda, Lindy and George receive awards from RADM Bone and RADM Petroske.



Lindy gives some sound advice on Contingency Planning at the local level.



NOAA Award presented to District 11NR by COMO Seibert, COMO Pendergast and CDR Alan Bunn.

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