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**WHAT'S IN A NAME?**

**OPERATIONS BY ANY OTHER NAME**

*By David Elliot, DC-O*

These past few years have seen a number of changes in Operations programs made to improve program effectiveness and safety.

Some of these changes have resulted in new opportunities for Auxiliarists, such as the new Telecommunications HF Program, including the AUXMON and SHARES activities. These have provided additional missions and the potential to recruit members with new skill sets, or to take advantage of those skills our members already possess, and now can be used to support Auxiliary and Coast Guard activities.

These efforts will continue, and now we are moving to some changes in the basic Department structure. The NEXCOM has approved several structural changes within the Operations Directorate, affecting both "O" and "M". This latest change is in the makeup of the Operations Department. Our name is now modified to the Operations (Response) Department. This change has been made to bring us more in line with active duty Coast Guard practice, and to improve communication and coordination between the Auxiliary and active duty units.

As part of this change, the Aids to Navigation Division has been transferred to the "M" Department; now titled the Marine Safety (Prevention) Department. The Operations (Response) Department has received the transfer of the Incident Management Division from "M", and we are looking forward to incorporating their planning activities and incident management background into our operations strategies.

The Department of Operations (Response) now is made up of the following Divisions:

- ♥ Surface Operations
- ♥ Air Operations
- ♥ Telecommunications
- ♥ Incident Management

♥ Educational Outreach  
 In future columns we will discuss the makeup, goals and structures of these divisions.

**DUSTING OFF THE "NAV RULES"**

*By Jim Mc Carty BC-OEI*

For those of us who reside in the northern sections of the country, the coming of Spring means preparing for another surface patrol season. We check and re-fit our facilities, inspect required equipment, and review standard operating procedures with our crews and CG Boat Stations with a feeling of anticipation and eagerness to get "under way". There is one piece of "equipment" that also needs to be dusted off...the little white Nav Rules book that we all carry with us in our satchels and sea bags.

For many of us, it's been several months since we engaged in surface ops; are we sure we are up to snuff on the required sound signals to give or respond to while underway? Are we confident in our knowledge of when a boat is the "stand on" vessel, or the "give way" vessel in crossing situations? Are we firm in our understanding of the display of lights and shapes and their meaning in any given situation?

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## DUSTING OFF THE "NAV RULES"

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The cynics among us presume that the vast majority of pure pleasure boaters neither know nor use the various "rules of the road" as they should be applied. In spite of this arguable position, we Auxiliarists need to know and follow these rules because invariably, someone will ask you about those rules; how embarrassing would it be to get stumped by one of those pleasure boaters? The sound signals required during routine maneuvering are commonly misunderstood by many boaters, even the most experienced ones.

To simplify the most common scenarios, we can simply imagine the classic overtaking situation, whether in a inland channel or narrow channel under International rules, or in open water.

♥ If we intend to overtake a vessel to his starboard....one short blast (1 second) is sounded, the vessel being overtaken is the "stand on" vessel. This means he should maintain a steady course and speed.

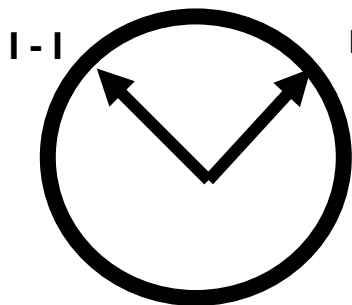
♥ If we intend to overtake a vessel to his port...two short blasts (1 second) is sounded, and the vessel being overtaken is the "stand on" vessel. This means he should maintain a steady course and speed.

♥ If we have engaged our engine in reverse, we sound three short blasts.

♥ If we sense danger, or are confused or uncertain of a situation, we sound 5 short blasts.

The "overtaking" scenario can be a little confusing, especially when it is so rarely used on the water. To keep the overtaking to port, and overtaking to starboard actions clear in your mind, imagine the clock face as your guide.

2 Short Blasts      1 Short Blast



As the vessel overtakes towards "11 O'Clock" port...we merely signal the "11" with 2 short blasts. As the vessel overtakes towards "1 O'Clock" (starboard)...we signal the "1" with 1 short blast.

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Hank Demler, Editor  
[hwdemler@comcast.net](mailto:hwdemler@comcast.net)

Remember also the subtle differences between inland (intent) and International (action) rules for the proper response to this maneuvering signal. When operating in "inland" waters the signal means 'I intend to overtake you on your port (2 short) or starboard (1 short) side', the stand-on vessel is required to acknowledge the signal by returning that same signal (or the danger signal), meaning I agree, and maintaining constant course and speed. Under **international rules** the signal means 'I AM overtaking you on your port, or starboard side'. **Additionally under International Rules, you start with 2 prolonged blasts** to get their attention, then 1 (overtaking you on your starboard side) or 2 short (overtaking you on your port side) blasts depending on which side of their vessel you intend to pass on.

The stand-on vessel (under International) acknowledges the action with one prolonged, one short followed by one prolonged, one short, in either overtaking situation, \_\_. \_\_.

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## UP TOP IN OPERATIONS

### LIGHTNING PERSONAL PROTECTION

*Charles B. Ford BC-OES*

Whether or not you are on a boat, you may be in a situation where you are exposed to lightning strokes. This article is to give you some protection and steer you away from dangerous conditions.

The following is from the National Fire Protection Association "Lightning Protection Code". As a general rule for your safety during thunderstorms, the following applies. Do not go out of doors or remain out during thunder storms unless it is essential.

Seek shelter as follows: (The first listed being the best and the last the least desirable)

- a Dwellings or other buildings which are protected against lightning
- b Underground shelters such as subways, tunnels, highway over pass, caves
- c Large metal frame buildings
- d Large unprotected buildings
- e Enclosed vehicles with metal tops and bodies
- f Enclosed metal trains and streetcars
- g Enclosed metal boats and ships

- h All boats which are lightning protected
- i City streets which may be shielded by adjacent tall buildings

Certain locations are more hazardous in thunder storms than others and should be avoided if at all possible. Approaching thunder storms should be anticipated and the following locations avoided when T-storms are in the vicinity:

- ♥ Hilltops and ridges;
- ♥ Areas on top of buildings;
- ♥ Open fields and golf courses;
- ♥ Parking lots and tennis courts ;
- ♥ Swimming pools, lakes and shorelines;
- ♥ wires; isolated trees and open boats

What if none of the good locations are available? Try to get in a ditch, valley, dense woods, or low spots. Kneel, bend forward, put hands on knees, not on the ground.

In a small boat lie flat on the bottom so no part of your body is higher than the gunwale.

Be aware of the risk of lightning storms in your area; it varies from 90 to 100 per year in Florida to five or less

per year on the West Coast of the USA.



### DUSTING OFF THE "NAV RULES"

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meaning 'I understand', or with the danger signal . . . . . (5 short) and again maintains course and speed. See Rule 34 in your Navigation Rules book.

Here is another trick that may help you remember the 1 vs. 2 short. It is similar to the trick to help remember the colors of the navigation lights and which side of the boat they are on. All the short words go together. If you are facing forward, – left, red light, port side and right, green light, starboard side. So in relation to **your** boat, if you will be overtaking another vessel on YOUR port side (their Starboard) you use the 'short' version of 1 short blast, if you will be overtaking the vessel on YOUR starboard side (their Port) you use the 'longer' version 2 short blasts.

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## DUSTING OFF THE "NAV RULES"

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Remember there are two other situations to consider, Meeting and Crossing, the signals remain consistent with the clock shown above.

We encourage all OPS officers, Coxes and crewmembers to conduct member training on these and other Nav Rules, and/or to include these rules in all Ops workshops you may conduct.

A good "dusting off" of these rules can help prevent injuries, and improve our confidence as we begin another patrol season.

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## THE TWO THOUSAND HOUR PILOT

*By Dennis Caponigro*

In military flying there is the unofficial, but well known syndrome of the "two thousand hour pilot". This syndrome develops slowly, starting with primary flight training, progressing through the study of the aerodynamics of flight, advanced flight training, air combat maneuvering, emergency procedures, survival and evasion techniques, hundreds of hours of flight time, and ultimately results in honing the pilot's skills to the point of...complacency.

Complacency is roughly defined as "familiarity leading to a level of indifference" or again in military parlance...*what you don't know, you don't know...can kill you*. The pilot has become "too" familiar with "all aspects of flying", and tends to begin to overlook cues that are important to his or his crew's safety. He has too much confidence in his own abilities, and does not recognize the things...he does not know, he does not know.

In the evolution of pilot skills there are two major precepts designed to minimize

the two thousand hour pilot syndrome...*train to execute, and execute what you train*. As in most situations, execution becomes the difficult, if not, daunting challenge.

Training is the basis for survival in all aspects of flying. Survival training prepares one to recognize, assess, and resolve, potential threats and conditions.

There is, however, a half-life associated with all training. As this half-life point is approached, a process begins to develop, reducing one's ability to recognize, assess, and resolve ..... the beginning of complacency.

The antidote to complacency is continuous training. The operative word here is continuous. As in advertising, training must be continuous to be effective in combating complacency.

In military venues, training occupies in excess of sixty percent of all flight time. The investment of time and expenses associated with such endeavors, has historically, been justified. Offered as examples, are the effectiveness of the Navy's Fighter Weapons School, and the Air Force's Red Flag Exercises.

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## UP TOP IN OPERATIONS

### THE TWO THOUSAND HOUR PILOT

In Squadron D11N, a comprehensive recurrent training program has been developed, targeting the experienced pilot and observer population. The Aviation Education Training Course (AETC) program is, for all intents and purposes, a "post graduate" curricula, designed to "retread" well worn pilots and observers, in procedures and practices that, perhaps, have been forgotten or overlooked. The one day program, offered four times a year, is designed to provide knowledge and information, and reinforce long ago learned practices and procedures.

All flight crew members are strongly encouraged to participate in this type of program if one exists in your District/Division. If you don't have a similar program, maybe you should start one. Perhaps the effort will allow one "to know what he or she does not know"

[Ed Note – Not a bad policy for surface operations coxswains and crew as well. We have moved from 5 to 3 year QE check rides, but removed the annual tasks. Consider running mock/trial QE check rides every year with your crew and Coxswains to keep

the basic skills sharp so that we will remain....

### *"Semper Paratus"*

#### FIRE ARE YOU PREPARED

*By Charles Ford BC-OES*

If you have not ever been on a boat that is on fire you may not be prepared for the shock to yourself and more especially to your passengers. I feel I can speak freely since on three occasions I have been aboard a pleasure craft on fire. In another case I came aboard a stranger's boat to extinguish the fire with his extinguisher.

How can you be prepared? In the first place know where your extinguishers are located. Learn how your units can be removed from their brackets. Learn how they are operated (do they require removing a locking pin or lifting a lever, breaking a seal or removing a cap?). Perhaps the most common mistake is not holding the unit vertical. In general all CG approved units have effective instructions on the CG Approval label. However the print is fine, it may require rolling the unit to see all the words. In short, **now** is the time to read the label, handle the unit, and explain its use to

your crew, not after the fire has started.

The smallest USCG approved unit will, in the hands of a minimally trained operator, extinguish a gasoline fire of 5 square feet. Perhaps you would like help. Have your Flotilla or Division training officer arrange a training session. The local Fire Department may be able to help and you may even be able to use their local fire academy training facilities.

### The DVC Question of the Month

You are cruising and know that there are rocks ahead off your starboard side. You take a bearing of 015M with a hand held compass to a buoy marking this area. To remain clear your next bearing should be not less than or not more than this one? What is this bearing called?

### "FIELD TEST" OF HF COMMUNICATIONS

*By Bill Scholz, DVC-OT*  
aka AUXCOMMSTA NF114AG

"C3N" may appear as just another piece of Auxiliary jargon; but on the weekend of

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**UP TOP IN OPERATIONS**

**“FIELD TEST”**

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June 23 and 24 it was in full swing.

This weekend marked the first attempt at taking the CGAUX HF stations to the field. Because our HF program is designed primarily as a contingency communications intended to provide comms to the CG and the Auxiliary “when all else fails”, it is important to test that capability by simulating what it would be like if we had to operate our stations from some remote location, installed in a tent, operating on batteries (or some other “off the grid” source of power), fighting mosquitoes and a host of technical issues that simply don’t exist when we are in the comfort of our homes or vehicles.

So, beginning at 1800Z on 23 JUN07, a 24 hour period of almost continuous operation was conducted by a number of CGAUX HF stations. A net schedule was put together consisting of 18 specific HF net sessions (averaging 30 minutes each in length) for each District and Region. In addition, there were a total of 12 broadcasts (using digital modes), of formal CG traffic originated by the Chief

Director of Auxiliary and addressed to the Commanders of all CG Sectors and Sector Field Offices and all AUX DCO’s and VCO’s.

As this is written, we are only 2 or 3 days past the completion of the exercise. Performance data is being gathered from all the DSO-CM’s and a formal “after action” as well as “CALL” (Corrective Actions -- Lessons Learned) report will be issued in mid-July.

Oh, the jargon? – “Charlie Three November” is much easier to say than “United States Coast Guard Auxiliary HF Contingency Communications Net”

**Answer to DVC question**

- ➡ Your next bearing should be not less than 015M on your hand bearing compass.
- ➡ This is a danger bearing.

<b>US COAST GUARD AUXILIARY OPERATIONS CONTACT INFORMATION</b>		
<b>PROGRAM AREA</b>	<b>STAFF MEMBER</b>	<b>E-MAIL ADDRESS</b>
Department Chief	David A. Elliot	DC-O@cgaux.us
Deputy Department Chief	Robert T. Shafer	DC-Od@cgaux.us
Aids to Navigation	Frank J. Larkin	frankjlarkin@verizon.net
Aviation	Byron A. Moe	byronmoe@comcast.net
Communications	William H. Scholz	w1hjcw@aol.com
Surface Operations	Gary A. Taylor	gtaylor@alaska.net
Education	Bruce C. Pugh	DVC_OE@yahoo.com
CG-3PCX Operations Division Chief	LTJG Kathryn C. Dunbar, USCG	Kathryn.C.Dunbar@uscg.mil
CG-3PCX Aviation and Recreational Boating Safety Branch Chief	LTJG Shannon F Scaff, USCG	Shannon.F.Scaff@uscg.mil
CG-3PCX Surface Operations Branch Chief	BMC Russell Woodill, USCG	Russell.Woodill@uscg.mil