UP TOP IN OPERATIONS
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National Preparedness Month 2009

By Murrianna K. Thomson, BA-OIM

September is National Preparedness Month and we all know that you, the reader, are ready to go at a moment's notice. If you have not already done so, the next logical step is for you to share your knowledge with your shipmates.

One way for you to accomplish this would be for you to create a member training for your September flotilla meeting. Two suggestions for this training are:

- Introduce and discuss individual to go bags/surge kits and bring your kit as a sample
- Prepare a presentation on emergencies that you could be expected to respond to in your area

Another way to increase preparedness awareness in your area would be for you to write an article on preparedness for your flotilla, division, or district newsletter. Does your flotilla have a blog? You could also write up something for the blog and have it posted in observance of National Preparedness Month. A simple Google search will guide you to many websites with information for you to use including federal sites such as Ready.gov, FEMA, and the Department of Homeland Security.

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3 and 6-Minute Rules for Navigation

Gary Taylor – DIR-Od

There are 2 basis rules that can be utilized to quickly figure out distance traveled on the fly.

The 3-Minute Rule is used to determine distance traveled over a 3 minute run at a constant speed. This will be the distance in yards. This rule is based on the fact that there are 60 minutes in one hour and 2,000 yards in one nautical mile.

To use the 3-Minute rule and a given speed, say 12 kts, you simply move the decimal point two places to the right to get the distance you would travel in 3 minutes in yards. In this example, at 12 kts, you would travel 1200 yards in 3 minutes.

To get the distance for one minute, divide the 1200 yards by 3 minutes for 400 yards. To get the distance traveled in 9 minutes, multiply the distance by 3 for 3,600 yards.

The 6-Minute Rule is used to determine distance traveled over a 6 minute run at a constant speed. This will be the distance in nautical miles. This rule is based on the fact that there are ten intervals of six minutes in one hour.

To use the 6-Minute rule and a given speed, using the same 12 kts, you simply move the decimal point one place to the left to get the distance in miles you would travel in 6 minutes. So, in our example at 12 kts, you would travel 1.2 nm in 6 minutes.

For the distance in one minute, divide the 1.2 nm by the 6 minutes to get .2 nm or 400 yards.

For the distance in twelve minutes, multiply

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3 and 6-Minute Rules Cont.

the 1.2 nm by two to get 2.4 nm.

It is helpful to use a speed that is easily divisible by 3 or 6 such as 6, 9, 12, 15, 18, etc. to convert the distance to a 1 minute increment.

Try these using your nautical slide rule and see if it isn't correct 100% of the time.

These two rules are very helpful for dead reckoning planning as well as on the go search pattern planning. Coast Guard small boat crews also use them on a regular basis.

"Semper Paratus" (Always Ready) Part II

By Murrianna K. Thomson, BA-OIM

Are you and your family ready now?

In Part I we addressed the need for everyone to make a plan for their family and to ensure they had an emergency kit for the home.

Now it's time to get you, as an Auxiliarist, ready for emergencies and disasters.

Start with your list of items that you have created for your personal use. Duplicate that list and now start adding items to it that you need to assist the Coast Guard with their mission.

Take some time and ask yourself, "What emergencies or disasters might I be called upon to respond to in my area?" "What are my Auxiliary skills and how might they be put to use?" "What are some things I use when I volunteer for the Auxiliary?"

Need some ideas? Pat Ermilio Directorate Chief for Division 10-01SR, created the following list that is in use around Division 10. http://a0141013.uscgaux.info/Documents/Suggested_Emergency_Bag_Contents.pdf She has been using it for eight years now. It was

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Warm Weather Patrols Hidden Dangers

Sources:
Richard C. Lavy, M.D.
United States Coast Guard Auxiliary

Richard Harkness, Consultant Pharmacist
Atlantic City Press June 6, 2005

I'll never forget my first and only fainting experience. I was a young, strong and very fit 19 year old Army recruit standing in formation with my platoon on a bright sunny day; it wasn't really hot…temperatures were a comfortable 80 to85 degrees at most. I had been standing at "attention" for about 10 minutes when the next thing I knew, I was "toes up" on the ground and surrounded by the members of my squad. As embarrassing as that incident was, I quickly gained a real respect for the effects that the sun, and poor preparation & training can have on even the young and the physically fit. Many of us are preparing for a summer patrol season. What can we do to be sure we are ready for warm and hot weather operations?

Heat exhaustion and the more serious (and potentially deadly) heat stroke can be a real threat to our health and performance on the water. Danger is not limited to temperatures of 95 degrees and high humidity; any time we are exposed to prolonged periods of sun and wind, we risk dehydration and the undetected danger of heat exhaustion. And so how can we minimize this danger?

First, we can prepare hours before we arrive at the marina by hydrating ourselves at least 2 to 3 hours PRIOR to getting underway. Avoid drinks like coffee & caffeine based soda. Drink water or fruit juices at home before you leave for patrol duty. Then, every hour or so, drink a full cup of water or juice while on patrol. Your body needs time to hydrate, so we don't want to wait until we feel thirsty to

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Warm Weather Patrols Cont.

begin the process…if you feel thirsty, you are already behind the "eight ball".

Second, stay out of direct sun and wind when possible. Facilities should be equipped with a cover, bimini top or other shelter. Rotate your watch to insure that all crew members get relief from the sun, whether they feel it is necessary or not. Make certain your ODU or Working Blue uniform is not too tight, to allow for air circulation and good perspiration. Yes…perspiration is a key cooling component; we need to perspire to remove heat from our body. Be sure to wear the proper head gear and sun glasses, and be aware that the sun will reflect off the water and intensify the effects of the temperature on our body while underway.

Third, use a sunscreen with an SPF of 30 or higher. One application is not enough; re-apply your sunscreen every 2 hours to offset the effects of perspiration and wind that will tend to remove your protection from the skin. A good lip balm is also a good way to maintain your comfort level during patrols in the heat and wind. When packing snacks and lunches, it is also a good idea to include salty pretzels or other salt sources that will aid the body in retaining moisture and provide fuel to maintain good energy levels.

Remember that heat related medical problems can be magnified in people with heart, lung, kidney disease, or diabetes, or in persons who are older or obese. The responsibility for crewmember safety rests with each individual on board, not just the Coxswain. Take the time to prepare yourself for that summer patrol, and be alert for signs of heat related distress by your fellow shipmates. Have a great and safe Summer!

Bob Whyland, Editor
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"Semper Paratus" (Always Ready) Part II (cont.)

developed using suggestions found on FEMA's and other disaster planning websites and was field-tested in the wake of the 9/11 attack.

Now that you have thought about what you might need, add these items to your personal list. This is now your Auxiliary emergency kit. You may hear your kit being referred to as a "ready bag," a "to go bag," a "ditch bag," even an "Aux Go Bag." As they say, a rose by any other name, still smells the same.

All packed and ready to go? Good. Now you need to decide where you will keep your bag. Do you work many hours? Maybe your workplace might be a good place to stow your gear. Retired? You may be leaving from home. Do you have a shelf in your garage where you can stow it? Can't decide where to keep it? How about your car/truck/van/SUV? You will always have it handy, if you store it in your vehicle.

As your bag is a "living" thing, add and subtract items as you see fit. Never used that one item you thought had to be in there? Remove it and add that item you would have given your kingdom for on your last callout. This is your bag. Remember to check your bag once or twice a year to remove outdated items too. Now you are Semper Paratus too.

National Preparedness Month 2009 (cont.)

One more idea for an event would be for your flotilla to host preparedness training for your families. Why you might ask is it important that your families be prepared when you will be the one responding to an incident? In the event of a major incident (hurricane, tornado, flood, earthquake, or something manmade), if the Auxiliarist's family is prepared, they will be able to take care of themselves while he or she is responding to the incident. The knowledge that his or her family is well taken care of will provide peace of mind for the Auxiliarist to concentrate on the

mission post incident. If the training is held on a weekend, perhaps arrangements could be made to follow it with a fellowship opportunity, perhaps a potluck picnic, if the weather in your area will still be nice.

However you choose to observe National Preparedness Month, your actions will help ensure that Auxiliarists and their families are well prepared for anything that happens and thus enabling the Auxiliary to offer their full support to the Coast Guard.

Automated SAR Patterns

by Roy Graboff, DSO-OP D-11SR

A new Subpage, "Automated SAR Patterns" has been added to the CGAUX D11S Surface Operations Training website. The software was developed to be downloaded on computers and on laptop computers aboard OPFACS, which should be very useful and expeditious in calculating search patterns. Check it out at https://sites.google.com/site/uscgauxops/

The automated SAR patterns files must be downloaded to your computer and/or to laptop computers aboard OPFACS. The automated search patterns include the Expanding Square Pattern, Victor Sierra Pattern, Parallel or Creeping Line Pattern, and a First Responder Search which calculates set and drift from last known position (LKP) based upon the elapsed time from mishap and establishes a Commence Search Point (CSP).

To download the file, click on the "SAR.zip" file attachment below and save it on your hard drive. Then follow these steps:

1. Double-click this saved zip file on your computer
2. When the files unzip, double-click "SARMenu.exe"
3. Click "Extract all" to unzip the remaining files to a folder of your choice
4. Go to the folder you chose and double-click "SARMenu.exe" (Ignore the security warning and click "run" -- the files are safe because I created them)
5. The "DATUM Drift and SAR Patterns Calculations" menu should appear.
6. Single-click any item on the menu. The menus are intuitive and you'll have no trouble using them. Be sure to read "About this program."

One last note: If the screen has blacked-out areas, you need to right-click anywhere on your desktop screen, click on "Properties", then "Appearance" and make sure your window "color scheme" is **not** set to "Silver". Set it to "Blue" or anything else. If using Windows Vista, right-click anywhere on your desktop screen, click "Personalize", click on "Windows Color and Appearance", Select "Open classic appearance properties for more color options", and select "Windows Standard".

The Following Articles were Submitted By: ***Mary Ann Chapman,*** Auxiliary Sector Coordinator, Sector Seattle, and ***Noel Paterson,*** Auxiliary Liaison to Sector Seattle Response Department, Surface Operations

Puget Sound Operations Callout Exercise

"The freak storm that swept through the area this morning caught many recreational boaters unprepared. Boats are adrift, sailboats have been demasted, and a number of boaters are in distress. The Auxiliary as has been asked to muster and stand by at their facilities for deployment throughout the region."

This call went out to coxswains and crews in the Puget Sound area on May 30, 2009, but there had really been no storm. It was a Sector Seattle operations callout drill. Auxiliary personnel had been advised that a callout drill would occur and were prepared to act, but the exact time was not divulged. Crews responded from as far north as

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Callout Exercise Cont.

Semiahmoo, just below the Canadian border, to Olympia, at the far southern reach of Sector Seattle's AOR. Response times ranged from five minutes to two hours and 15 minutes.

This is was the first drill in what is planned as a series to increase readiness of vessels and personnel in the western portion of Sector Seattle. Coxswains had received a drill plan instructing them to have ready-formed crews muster at their facility, or in the case of trailerables, to muster at the location where the boat would be launched. Though prior notice was given, valuable lessons resulted as to crew organization and time required to assemble a crew. Several participants requested a repeat drill without notice.

Future drills planned include no-notice drills, actually launching of facilities, and possible inclusion of AuxAir. The drill plan for this event will be posted on the Response Department web site.

CONDUCTING A SUCCESSFUL CALLOUT DRILL

This is a generalized plan. Modify it and fill in blanks to tailor it to meet any special local requirements.

This exercise plan describes a "starter" callout drill, in which participants are given some notice of intent to stage the drill. After this initial drill, more complex drills and drills with no notice may be attempted.

The exercise design team can decide the parameters of the notice given. The drill may be scheduled for a weekend or a particular day, but to provide circumstances as realistic as possible, the start time should not be announced, and it should not be the usual start time for patrols. A late morning or early afternoon start time is more realistic.

Involve members at all levels in planning of the drill. Members who are not crew-qualified can serve at the Exercise Communications Center or as evaluators. This is an excellent way to involve new members in an exciting, meaningful event.

Depending on the way your Auxiliary units operate and interrelate with the region's Sector or Group, involve as many people as possible and practical. Division Commanders and Flotilla Commanders can help build enthusiasm for the project. SO-OPs and FSO-OPs should be involved in motivating participation and signing participants up for the drill and ensure that an accurate list is given to the Exercise Management Team.

Having Sector/Group personnel involved can add to the drill's effectiveness and usefulness.

Be sure those who agree to participate realize they are making a commitment. If they cannot participate, they must let the exercise management team know not to expect them. Safety considerations require that once they are expected to arrive at a mustering site, the exercise team will not stand down until they are located.

This drill can be used to develop regular "standing" crews, with alternates, who keep gear packed and ready to go. Encourage participants to view it in that light.

Trailered vessels with "standing" crews can add flexibility to the Auxiliary's readiness to meet a variety of tasking and launch locations.

To further improve readiness, SO-OPs, FSO-OPs, and coxswains should maintain

current contact information and availability (days, time of day, vacation absences, etc.) of potential crew members.

Set a firm deadline for receipt of evaluation forms. Schedule an After-Action and Lessons Learned meeting, preferably in person, as quickly as possible, and issue a report soon thereafter. Follow up with plans for a similar drill with no notice, and/or for a more complex exercise.

The Service Mark

(AKA Racing Stripe)

Contributed by:
K.C.Murphy, IPDCDR/DSO PA, D 5 NR

The Racing Stripe, officially known as the Service Mark, was designed in 1964 by the industrial design office of Raymond Wey Associates to give the Coast Guard a distinctive, modern image. President John F. Kennedy asked for this after the firm had completed work on Air Force One. This symbol was first used in 1967. It consists of a narrow blue bar, a narrow white stripe between, and a broad red bar with the Coast Guard shield centered. The stripes are canted at a 64 degree angle, not uncoincidentally the year the Racing Stripe was designed. Auxiliary vessels maintained by the Coast Guard also carry the Racing Stripe in inverted colors and the Auxiliary Emblem.

The Stripe has been adopted for the use of other coast guards, such as the Canadian Coast Guard, the Italian Guardia Costiera, the French Maritime Gendarmerie, the Indian Coast Guard, the German Federal Coast Guard, the Philippine Coast Guard, the Netherlands Coastguard and the Australian Customs Service. (Source – Wikipedia Encyclopedia)

Renamed Department - Response

As a part of the restructuring of the Coast Guard Auxiliary National Organization, the Operations (Response) Department has been renamed the Response Department. Former Operations Department Chief, David Elliot, has been promoted and is the new Assistant National Commodore for Response and Prevention. Robert Shafer has been named the Director of the Response Department and COMO Gary Taylor has been named Deputy Director. For further information on the restructuring of the National Organization, click here: http://auxpa.org/weblog/blogs/

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