



Up Top In Operations

Monthly Newsletter of the National Operations Department of the United States Coast Guard Auxiliary



From
the
helm...

Operations Department Has Been Busy!

Written by: COMO Robert C.
Colby, DC-O

We have been very busy here in the "O" department since I assumed the helm. Some of the major things that we have done so far are:

- Worked on the development of the Excellence in Operations E-Decal and the Commissioning Pennant programs. Both programs are now on temporary hold as we make refinements to them, but look to see more of both by next year.
- Developed an "O" Department Mission Statement that says what we are, what we do and what we should always strive to do.

- Worked with the "E" department on the refinement, approval and rollout of the On-the-Water Training Program. This is a really great program that all of you should look at. It gives a shot in the arm to the Operations program, the Public Education program and can help a lot in new member recruitment also.
- Have worked with G-OCX-2 on the development of the facility inspection portion of the Auxiliary Supplement to the new Vessel Examiners Handbook.
- Have developed a reference list of all the USA and most International SAR organizations.
- Had a very successful



session at N-Train for the DSOs-OP.

- Reviewed the new Air Operations Training Text for G-OCX-2.
- Have been working with the "I" department, OCX-1, and the Coast Guard Operations Systems Center on the development of the new AUXMIS System, especially as it relates to operations.
- Continue to support the FHWA-HF emergency radio net.
- Completely updated our monthly newsletter, "**Up Top in Operations**".
- Provided continued support for, and participation in, the Canadian Coast Guard Auxiliary International SAR

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Competition in Vancouver BC this fall.

What will we be doing in the near-term future?

- Planning for the 2002 International SAR Competition in the USA Great Lakes Area. We will need a lot of help with this; especially in the area of obtaining gifts, grants and donations from large sponsors to support the event.
- Submitting articles to the Coast Guard Magazine about Auxiliary operations and training.
- Developing a COMNDTINST for the QE program.
- Update and re-write the entire Operations Policy Manual.
- Develop an updated AN certificate.
- Continue to seek appointment for a department specialist (BC-OSA) on unit boat acquisitions and ownership.

What can you do to help?

- We need more OPFACS: Air, Comms and Surface. Do whatever you can to encourage members to become operational.
- Promote training and qualification for boat crew and coxswains. Using the

new Boat Crew Qualification Program, it has never been more user friendly.

Whew, we've been busy and it is not even summer yet! Are we having fun yet? I know that I am, but there is always room for more

(fun that is!)

Keep those cards and letters coming, we are ready to do whatever we can to help u'all in your daily DSO jobs. Just let us know what you need, and we'll do our best to assist.

Please Use Your Radio Properly!

Comms Corner

Written by: Warren Schneider,
DVC-OT

Forbidden Practices

1. Violations of radio silence.
2. Unofficial conversation between operators.
3. Transmitting on a directed net without permission (except for emergencies).
4. Excessive tuning and testing.
5. Transmitting the operator's name and personal sign.
6. Use of other than authorized prowords.
7. Unauthorized use of plain language in place of applicable prowords or operating signals.
8. Profane, indecent or obscene

language.

And, as a reminder, the 62nd anniversary of the Coast Guard Auxiliary celebration will occur on 20 October 2001.

Joe Rzucidlo and Dan Amoroso have been placed in charge of the event.

We are requesting a representative from each district to make this a successful endeavor.

If you wish to volunteer, please contact either:

Joe Rzucidlo
jr46@erols.com

or

Dan Amoroso
nm3s@prodigy.net



A Continued Discussion
on Dock Lines...

Transient Dock Lines

Written by: *Charles B. Ford,*
BC-OSS

Previously we have discussed dock lines with respect to their diameter and their necessary cleats.

Now we are going to think about the lines you need to have for use when you are a *TRANSIENT*.

You may be going to stay overnight or longer at a yacht club, a public dock, a restaurant, or even rafting with one or more boats at anchor. Whatever the case, you should have readily available the lines you will need.

“With an ‘eye’ spliced in one end, a thirty-foot boat = 30 + 3 or thirty-three feet from the tip of the ‘eye’ to the bitter end.”

You should have aboard six lines of sufficient length for use as spring lines and/or bow and stern lines for both sides of the boat. **SIX?** Why so *many*? Because you don't know what situation you will face at this new location. You may be assigned a slip built for a boat much larger than yours, where you will have to tie off the bow to piling on both port and



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starboard, quite far away from where the bow of your boat will be when your stern is close enough to the pier to get on and off your boat safely. In this case, you will also need at least one, and maybe two, spring lines as well as two stern lines.

Considering all of the above factors, each of your six lines should be at least as long as your boat plus 10 per cent. With an “eye” spliced in one end, a thirty foot boat = 30 + 3 or thirty-three feet from the tip of the “eye” to the bitter end. Some operators make up their spring lines one size smaller in diameter than the others since spring lines never take as much strain as bow or stern lines.

When splicing those eyes be generous in size. Remember, the piling on most docks is at

least 12” and more likely 14” in diameter, and you want that eye to slip over the piling easily. When deciding whether to buy double braid nylon, dacron, or three-strand twist nylon, consider several things, such as who is going to make those splices? Double-braid, while it is easier on the hands, is easily damaged by rough pilings, and three-strand twist has more stretch than braid.

Docking lines that get a lot use need care to keep them supple and clean. One method is to wash them each spring using fabric softener in the rinse and hang them out to dry. Store them out of direct sun if possible. If they get stiff, discard them because a stiff line is difficult to heave ashore effectively.

NEWSFLASH!!

The printing of the Boat Crew Manual should be in stock at ANSC by the end of May.

When they arrive, flotillas may order as many as they **NEED** for prospective crew and coxswain candidates. Please pass this to all concerned.

Thanks, *Bob Colby, DC-O*