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OPERATIONS DEPARTMENT NEWS

This will be my last article for this newsletter as I have requested to be relieved as Department Chief on the first of the year. The Operations Department is responsible for providing guidance to the districts on four programs. Those programs are Surface Operations, ATON Support, Air Operations, and Telecommunications. During the last four years I have had the pleasure of working with many of the DSO-AN, AV, CM, and OP's throughout the nation. Many unique problems have been researched and resolved; usually, but not always, as desired. The only way these problems were brought to the attention of the department was through the efforts of the DSO's. Individual members who, for one reason or another, could not resolve their problem at the flotilla or division level, followed the prescribed route and "ran it up the chain". This got it to the DSO and then on to the cognizant division in the department. Usually, just an interpretation of the existing policies was needed but in some cases it was found that there were conflicting policies or no policy at all to cover the situation. In these cases there were policy changes made to resolve the issue. The end result is member satisfaction. However, the only way that satisfaction was realized was by an individual member biting the bullet and bring the matter to the attention of those who could do something about it. Don't be bashful!!!

The new Department Chief will be COMMO Bob Colby who is the past commodore of D9CR. There are not expected to be any major changes in the divisions. The Surface Division will be monitoring the implementation of the new Boat Crew qualification program to include PWC operations. The ATON Division will continue their outstanding management of the ATON program and tabulation of statistics supporting each district. The AIR Division will continue to implement the new air program and the Telecommunications Division will continue to push for more Radio Facilities, especially in the high frequency arena where direct support to the Coast Guard and DOT is being realized. Now this might look like business as usual, and a lot of it is, but remember that we are in a world of change and there will be changes in these programs in the future. There can also be expected to be personnel changes on the staff and these will be announced when they become effective.

On a final note, I want to express my sincere thanks to all the DSO's that supported the department during the last four years. Without your support the department would have been dead in the water. The copies of your reports, responses to my frequent surveys and queries, and our frank and open discussions went a long way toward the successes we have had. To you I say BRAVO ZULU and to all I say:
FAIR WINDS AND FOLLOWING SEAS
Bill Herman, DC-O

For Better Boating Safety

THAT DANGEROUS FUEL

Handling and storage of gasoline requires special care and attention. Gasoline vaporizes easily and those vapors are heavier than air. They will sink into closed spaces such as cabins, lockers and bilge's. One fluid ounce of gasoline allowed to vaporize has the explosive force of two sticks of dynamite. Many of the larger cruising boats both motorboats and sailboats with auxiliary power have gasoline engines. Most small boats, runabouts, tenders, dinghies, and inflatable craft are powered by outboard motors with portable gasoline tanks. There are certain precautions that should be followed with this very dangerous fuel.

Never fill a portable fuel tank in the boat. Instead, place the tank on the dock at the fuel pump, fill it, replace the cap, wipe it clean and then place it in the boat. If you take your portable fuel tank to a gasoline station in your vehicle for filling, observe the same precaution. Fill the tank outside the vehicle and wipe it clean before placing it in your vehicle. Gasoline pumped from in the ground tanks at gasoline stations is usually cold. If you fill your portable fuel tank all the way to the top, the gasoline will expand when heated to the ambient temperature and will likely seep out at the cap. This could create an explosive mixture of gasoline vapor and air in your vehicle

Storing gasoline in portable fuel tanks on larger boats also requires precautions. Secure such tanks on deck in the open or only in well

ventilated compartments. If filling a built in fuel tank, be sure to keep the hose nozzle in contact with the fuel pipe. This will prevent the possibility of a static charge creating a spark. Wash off or wipe up any spilled gasoline as quickly as possible. Most explosions and fires on boats usually occur just after fueling with gasoline. Remember to always run the blower on your boat for at least four minutes before turning on the ignition. Treat gasoline with the same respect you would a box of dynamite.

Art Murray, BC-ONB



The National Operations Staff would like to send everyone Seasons Greetings and wish one and all smooth sailing in the New Year.



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