



# Making Way For 35



Homeland  
Security

U.S. Department of  
Homeland Security  
**United States  
Coast Guard  
Auxiliary**



Official Publication of  
Division 35, Ninth District  
(Western Region)



Visit us on the web <http://wow.uscgaux.info/content.php?unit=095-35>

DIVISION COMMANDER

Maryellen Begley

DIVISION VICE COMMANDER

John Hopkins

June, 2014

## Operations Start With a BANG!

Sunday, 01JUN, Maryellen Begley, DCDR 35, had agreed to stand the first communication watch at Station Calumet Harbor. She had crewed late on a patrol to verify Aids to Navigation the preceding evening, so she stayed on board station.

Even before the watch opened, the telephone alerted the station to a boat that sank overnight and a charter boat had found two survivors. The Coast Guard launched initial search boats from Chicago Maritime Safety Station (CMSS) at Chicago Locks and from Calumet Harbor.

As further information developed, more Coast Guard assets were added. Two helicopters (from Waukegan and Traverse City) and a fixed-wing C-130 from Canada joined the search. Incident Command was established at 31<sup>st</sup> Street Marina by CWO4 Mark Stevens (who had been promoted the preceding Friday).

Jim Bell began his scheduled training patrol on PI-SAR and was promptly sent to conduct search patterns. Before commencing his search, he rendezvoused with the Coast Guard crews on scene and delivered much-appreciated water and food to the crews that had been scrambled out of their sound sleep. (Jim is known to routinely carry enough food to feed an battleship, and this day he went home empty.)

When it became evident that the Coast Guard crews would reach fatigue limits, Mike Scott and Ruth Aurigemma (from the ATON patrol Saturday night) were asked to respond and provide another SAR facility. Their initial duties were to “stand by”, but quickly Ruth employed her AUXFS training to help

the station’s duty cook. Mike was utilized plotting the locations where debris had been located and assisting in the watch room.

As the day progressed, more of the active duty crew was recalled to replace their crews when they reached fatigue limits. Auxiliarists pitched in to help fuel the returning boats.

Jim Bell came across a disabled PWC as he proceeded to refuel at Hammond Marina, and handled that assist. Mike Scott stood by at Calumet Harbor, prepared to respond if another case developed.

Even after Active Search was Suspending Pending Further Developments, the Auxiliary continued supporting. Jim Bell’s crew had reached fatigue limits, but NU-SAR remained available as the station determined what active duty crews remained available for SAR. In the meantime, Maryellen Begley (fueled by hi-octane coffee) continued on watch to complete the extensive MISLE computer reports required for every SAR case.

## Report from Memorial Day Parade

Ten members from Division 35 signed up to march in the Chicago Memorial Day Parade, and MSU Chicago was happy with that response. Regrettably, only five (5) members arrived to actually participate.

## NSBW Open House



## **BOAT CAMP 2014 is Coming!**

Air Station Traverse City had to cancel their static display for our Boat Camp. In the process, they suggested to Maryellen Begley, DCDR 35 that they would like to schedule hoisting exercises with our facilities to give them practical experience with recreational boats.

The registration deadline for Boat Camp 2014 has passed, and those not registered will miss a great experience. Visual Distress Signals, firefighting, damage control, marlinespike practice, and signaling – as well as great fellowship throughout the day!

## **Emergency Contacts**

Years ago, a member of the Coast Guard Auxiliary died in a diving accident. The individual was a bachelor, so when the police investigating the accident learned he was an Auxiliarist they came to the Coast Guard to contact Next of Kin.

Unfortunately, nobody in the Auxiliary was able to identify any living relatives to notify. After much digging, the police did find a relative to notify.

Since that time, the Auxiliary has added Emergency Contact information to the AUXDATA file.

Understandably, this information is seldom reviewed for accuracy. As relatives change addresses and/or telephone numbers, or as relatives die, the AUXDATA information may need to be updated.

Flotilla Information Systems Staff Officers (FSOs-IS) are encouraged to periodically print this report and share with their members for verification and corrections when needed.

## **In Case of Emergency**

Operations that include Search and Rescue can be strenuous and hazard. Members participating in these activities are encouraged to have important Emergency Information on their person (usually the right breast pocket, where the military would carry their I.D. card) whenever they are involved. This information should include:

- Persons to contact in case of emergency (ICE-1 has been adopted as a common entry in cell phones.)

- Medications – including dosages and frequency
- Doctors – Names and telephone numbers

Having this information handy may be important for saving your life.

## **Instructors – Remind Boaters to Label All PFDs**

During the search on 01JUN for people missing from a power boat that sank the previous night, search vessels picked up everything floating and recorded the location in attempts to develop a good search area.

There were many objects located: life jackets, fenders, coolers, garbage, etc. Unfortunately, most of them did not have any identification – so they could not be confirmed as coming from the distressed boat, nor could they be ruled out by knowing that they came from a different vessel.

Encourage your boating friends to put their name (or vessel's name) on any object that might float. As well as helping search units when they are looking for somebody, it might help them to get equipment back if it blows or floats away accidentally. ☺

## **Boat Crew Training Patrols**

Our crazy weather continues to plague us into the boating season. Training patrols have been slow to get started, with Flotilla 3509 followed by 3512 to begin patrols when winds and seas have permitted.

Water temperatures are remaining close to 60°, which is the cut-off for requiring anti-exposure coveralls. Trainees should contact John Hopkins, SO-RS 35 if they anticipate starting patrols before the water temperature remains above 60°.

## **25 PFDs to Promote Safety**



## **Operation Overlord – Coast Guard on D-Day – 70 Years Ago**

**June 6, 1944:** The Allied forces launched the invasion on Fortress Europe, which had been reinforced by the German Axis in their attempt to conquer the world. As an element of the U.S. Navy during war, the U.S. Coast Guard played an important part in the success of the landings. Coast Guard forces were involved on Utah and Omaha Beaches.



There were three attack transports manned by Coast Guard crews (Samuel Chase, Bayfield, and Joseph T. Dickman), and two more manned by joint Navy-Coast Guard crews (Charles Carroll and Barnett). Ten LSTs (Landing Ship Tank) were manned by Coast Guard crews, but four of these were assigned to the British and operated with their task forces. A flotilla of twenty-five LCI(L) (Landing Craft Infantry) was commanded by a Coast Guard Captain.

Another unit – Coast Guard Rescue Flotilla – was created from sixty 83-foot cutters. “In planning for the Normandy invasion it was obvious that casualties to ships and personnel would be particularly heavy at the time of assault, and also for some time afterward. The Coast Guard’s primary function of saving lives and property at sea and its pre-eminence in small boat handling caused the planners to turn to this Service for rescue operations in this great amphibious undertaking. Although the idea of a rescue flotilla came late – only a few weeks before D-day – it had been created and was on the job. Sixty vessels and nearly 1,000 men strong were ready when the invasion forces got underway for the assault. The work of The Coast Guard Rescue Flotilla One (and only), under the command of Lieutenant Commander

Alexander Stewart, USCGR, was outstandingly efficient, vital, and heroic.

“After the decision was made to form this Flotilla, things happened – they had to! Necessities of war had brought about creation of a large fleet of Coast Guard 83-foot cutters for anti-submarine, patrol, and rescue duties. Coast Guard units from Maine to Key West were secretly ordered to sail scores of 83-footers to New York. Within days, these fast, wooden-hulled craft, manned by one officer and thirteen men, began to accumulate at Staten Island where they were loaded upon decks of Liberty ships, LSTs, and freighters bound for the United Kingdom. These cutters were ‘processed’ for their coming duties under the supervision of Lieutenant Commander Perry H. Simpson, USCG.”

CG-45 (83466) was being transported on the deck of a merchant vessel when they encountered fog. With typical Coast Guard ingenuity, the crew borrowed fuel from the life boats to power the cutter’s generator to power their radar, and used the radar to help the merchant ship navigate through the fog.

Each cutter was stripped of its weighty anti-submarine armament. Crews were given intense first aid instruction. Skippers received indoctrination in the complicated operation of the invasion itself. A small repair party of 42 motor machinist’s mates and carpenter’s mates ... tuned the engines to top efficiency and checked the hulls. On D-day, every 83-footer was operational and ready.



“The six-foot freeboard of these cutters posed a difficulty in getting on board men weakened from wounds, shock, and exposure. Therefore, to facilitate rescues directly from the water, scramble nets were



made and rigged fore and aft on both sides. To make room for survivors, all excess gear was stripped from the decks. To lift the wounded, regardless of weight, heavy iron davits were constructed and rigged with block and tackle. Huge first aid kits were furnished. Two Assistant Surgeons ... were assigned to the Flotilla by the U.S. Public Health Service. Classes were held morning noon, and night so that every man in the Flotilla would thoroughly know all phases of first aid. Extra stretchers together with thousands of blankets were supplied. Special rubber life rafts, which inflated themselves on contact with the water, were obtained from the RAF and supplied to each cutter. These proved of immense value in keeping groups of survivors afloat until rescues could be made by the cutters."



"Crew of CG-16 pointing to the tally board of 126 rescued soldiers."  
Photo courtesy of Terry Hannigan.

In the following pages, several heroic rescues are described. These boats towed disabled landing craft to the beach, so their cargo could be safely landed. Injured and stranded personnel were evacuated. As we read their exploits, we also recognize that most of these crews could be court-martialed under current regulations. They did what needed doing to save life.

"From this point onward, Coast Guard Rescue Flotilla One far more than justified itself. Its biggest job was,

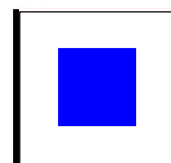
of course, on D-day. During the invasion, it made 1,438 rescues from the English Channel, but three month later these small craft were still picking survivors out of cold, stormy waters. Sometimes they rescued as many as 100 survivors a day."

"These vessels proved of great value aside from their actual rescues. CG-8 (Ensign Richard S. Peer), was sent to stand by a large troop-laden British steamer which had received a direct bomb hit and panic on board had broken out. There were many casualties, and the ship began to burn fiercely. Ensign Peer discussed the situation over his loud hailer with the skipper of the steamer, and indicated that he was standing by to take off casualties and survivors if and when necessary. This conversation could be heard by all in the stricken vessel, and the presence of this one small craft had a quieting effect on the panicky personnel. (The Task Force Commander, on board CG-8, later reported)... 'The cool and determined manner in which Ensign Peer informed the master that he was standing by had a most heartening effect on the men and I consider his handling of the whole situation is deserving of the highest praise.' "

Information taken from *U.S. Coast Guard in World War II* by Malcolm F. Willoughby pp. 248-51

## Nautical Communications

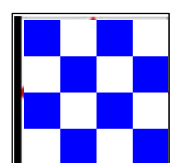
Historically, flag hoists (displays) have been used to communicate between ships in sight of each other. The most important messages have been abbreviated to one or two flag hoists that are recognized universally.



Sierra – I am operating astern propulsion



Charlie - Affirmative



November - Negative

## **Public Education – The Unsung Life Savers!**

To: DSO-PE  
From: SO-PE 35

*Dick Chappelle is one of our premier PE instructors in Division 35. He's been teaching ABC and ABS for 25-plus years.*

*He teaches ABS in three 4-hour sessions -- i.e., more hours than the Auxiliary specifies -- and he covers knots and lots of other stuff that's not in the minimal syllabus. This e-mail from one of his recent students puts into dramatic perspective my conviction that any attempt to shrink the scope of ABS is not only ill-advised but dangerous.*

*I think this e-mail should go up the Chain of Leadership. But you're the boss on that.*

Best regards,  
Phil Aszling, SO-PE Division 095-35

-----Original Message-----

Sent: Tue, May 27, 2014 12:34 pm  
Subject: RE: Boating incident This Weekend

Phil:

It's not often that we get this kind of feed back from our students, but we were most fortunate to receive one from a couple that recently graduated from our ABS class. Thought you might be interested.

Semper Paratus  
Dick

*E-mail from the student appears in column to right*

### **Did you know?**

Only two flotillas (3509 and 3512) responded to the question last month to identify what training they would like to see offered next fall at Mead Center.

They have requested Operational Specialty Courses that are required for AUXOP (Operational Member) and interesting for all members.

> Subject: Boating incident This Weekend  
> Date: Mon, 26 May 2014 19:21:09 -0500

>

> Hi Dick and Kathy,  
> John and Mary Rosenbaum here from your boating safety course at Cabellas. Just wanted to relay a story from this weekend.

John and I were out on Lake Michigan on our way back from Chicago and John was scanning the water while driving. Suddenly he thought he spotted something in the water ( we were at least a mile off shore), so he turned the boat around to check. We discovered that it was a young couple in their early twenties on a PWC. She was driving and he had fallen off. She was sober, but he was very inibriated. He could not get get back on the PWC.

It was obvious that he was hypothermic, as his skin looked blue. He had an ill- fitting life jacket on INSIDE OUT! It was so loose that it was slipping over his head and he was going under the waves! John immediately directed me to throw the life ring which we now keep on deck because of your class. We did have to throw it twice, thankfully we have a line tied to it (also because of your class). We were able to get him to grab onto the life ring and pull him to the boat. He was so hypothermic and exhausted from struggling in the water that he could not climb the ladder onto the swim platform. John had to literally drag him onto the boat using techniques learned in your course.

We managed to get him warmed up and safely back to the beach! We just thanked our lucky stars that we were sober, in the right place at the right time, and that we knew what to do!!! This young man would not have lasted much longer and surely would have drown. After we got him to shore we both remarked again about how your safe boating class helped us save the life of this young man.

Thank you again for all of the knowledge you and your fellow instructors shared with us. Because of this, we were able to save a life this weekend.

> John and Mary

> P.S. I learned to drive the boat this weekend, all the way from the marina and back. I've also learned how to operate the radio. :)

June 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5 Division Mtg 1900 @	6	7
8	9	10 Flo 35-1 Mtg 1930 Flo 35-7 Mtg 1900 @	11	12 Flo 35-9 Mtg 1900 @	13	14 Div 35 Boat Camp
15	16	17 Flo 3512 Mtg 1900 Flo 3516 Mtg 1930	18	19 Flo 3511 Mtg 1930	20	21
22	23	24	25	26	27	28
29	30	1	2	3 Division Mtg 1900 @	4	5

July 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
29	30	1	2	3 Division Mtg 1900 @	4	5
6	7	8 Flo 35-1 Mtg 1930 Flo 35-7 Mtg 1900 @	9	10 Flo 35-9 Mtg 1900 @	11	12
13	14	15 Flo 3512 Mtg 1900 Flo 3516 Mtg 1930	16	17 Flo 3511 Mtg 1930	18	19
20	21	22 Flo 35-6 Mtg 1900 @	23	24	25	26
27	28	29	30	31	1	2