



Making Way For 35

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



Homeland Security

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

August, 2014

No Division 35 August Meeting

It was voted at the July Division 35 meeting that the August regular meeting would be cancelled.

Eastland Disaster – The Greatest Loss of Life in a Great Lakes Shipwreck

99 years ago, the passenger vessel Eastland rolled over on the Chicago River near the Clark Street Bridge, killing over 800 people. Families were boarding to take a company excursion to Michigan City.

<http://www.eastlanddisaster.org/history/what-happened>

http://en.wikipedia.org/wiki/SS_Eastland

Radio Channel Usage is Changing

In recent months, we have been hearing the active duty directing civilian vessel to “switch to channel 23A” in spite of its designation as a Government frequency. This is happening more frequently, because one of the features of Rescue 21 gives Search and Rescue stations access to only one working frequency at a time. When they want to change the working frequency, they have to contact the Sector office and ask them to reprogram the channel for them.

When the Sector is too busy to make this change, or the station is too busy to make the request, they ask the vessel calling to utilize whatever channel is available on the Rescue 21 console.

RADIO HISTORY: Do you remember when VHF-FM channels were first authorized for marine communications? Channel 22A was a Government

frequency; the public would switch to channels 12 or 14 to talk with the Coast Guard.

New Boating Laws signed for Illinois

On July 7, Governor Quinn signed three new boating laws at 31st Street Marina Harbor.



Photo from Tribune web site.

One law requires boaters involved in an accident involving serious injury or death to consent to chemical testing of their blood, breath, or urine for drugs or alcohol. This law takes effect January 1.

A second law closed a loophole in the law to establish that any persons being towed (such as a skier, tuber, etc.) is considered part of the total number of passengers for purposes of the boat’s carrying capacity.

The third law makes it a requirement for everyone born after January 1st, 1998 to take and pass a boating safety course and hold a valid boating safety certificate before they can operate a motorboat.

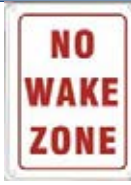
In Memoriam

Remembering those who have crossed the bar

Tomasz Szyniec, Flotilla 3512, AUXOP

**Chicago No Wake Regulations:
10-40-261 Restrictions on wake of vessels.**

- (a) No person shall operate a vessel in such a way that the boat creates a wake in any of the following areas in the Lake Michigan portions of the Chicago Harbor or upon any waterway within the City, except in the case of an actual emergency:
- (1) within 150 feet of any buoy marking a bathing beach or swimming area;
 - (2) within 150 feet of the shoreline or a breakwater;
 - (3) within 150 feet of any other vessel;
 - (4) within 150 feet of any boat launching ramp;
 - (5) within 150 feet of any portion of the Chicago River Locks structure;
 - (6) west of the east line of Navy Pier, between the south line of Navy Pier and the south line of the Chicago River locks structure;
 - (7) west of the east line of Navy Pier, between the north line of Navy Pier and the south line of the Jardine Water Filtration Plant;
 - (8) the main branch of the Chicago River, from the Chicago River controlling Locks west to Wolf Point L, the junction of the main north and south branches.
 - (9) the south branch of the Chicago River, from Wolf Point to the Lake Street Bridge.
 - (10) the north branch of the Chicago River, from Wolf Point to the Kinzie Street Bridge.
 - (11) at any other location where no wake signs or markings are posted by the commissioner of transportation pursuant to subsection (b) of this section.
- (b) The commissioner of transportation shall post appropriate markings or signs to identify the no-wake areas listed in subsection (a) of this section. The commissioner may also mark additional no-wake areas as directed from time to time by the city council, and where an appropriate state or federal agency indicates the need for such restriction. All such signs and markings shall comply with applicable state and federal regulations;
- (c) Any person who violates any provision of subsection (a) of this section shall be subject to a fine of not less than \$100.00 and not more than \$500.00.



Coast Guard Picnic a Hit!

Saturday, 26 July the Coast Guard hosted a Family Cook-out and invited Division 35 to participate. Active duty, reserves, and Auxiliary were invited to bring their families to visit the station and experience boat rides. Regrettably, the Response Boat-Medium (45-footer) was down for repairs; but smaller boats took turns taking the guests out for a ride around Calumet Harbor.

The Coast Guard and Division took the opportunity to recognize some people and express their appreciation.



Maryellen Begley, DCDR 35 presents Division 35 Challenge Coins to MK1 Donald Winburn, Mel Marcus, FC 3507, and FN Brandon Gosselin for their support of the division as CWO Stevens looks on.



Michael Jones, VFC 3511 receives his Boat Crew certification.



John Hopkins, VCDR 35 receives his RBS Award.

FC 3507 wanted all members to know the law concerning wakes in Chicago.



CWO Mark Stevens presents the Advanced Boat Forces Award to Maryellen Begley, DCDR 35. She is only the third member of 9WR to receive this recognition!



John Hopkins, VCDR 35 presents a token of appreciation from the Division to departing FSI Kevin Johnson for his efforts supporting Boat Camp, morale events, and operations.



Jim Bell and his crew providing dependents patrol on PI-SAR.

From the Division Commander:

I'd like to take a moment of your time. As most of us here (at the picnic) know, Mike Scott will be leaving the Chicago area at the end of this season. Mike will be moving up to the Traverse City area. Mike is a quiet man, until you do something stupid on his boat, and then we all hear *that* voice. For those of you who are crew, you know what I'm talking about. Mike Scott joined the Auxiliary on Jan 27th 1969. Many of you were not even born yet. Mike has been dedicated to the Auxiliary for 45 years, 6 months and 3 days of service. He has held both appointed and elected position in leadership in Communications, Information Systems, Secretary, Vessel Exams, ATON verifier, and of course Operations, Member Training and Publications. He has held positions on the district and National Levels. He has held positions of watchstander, Officer of the Day and Coast Guard Crew member at various CG Stations over his career. He has had the privilege of being named an Honorary Senior Chief Petty Officer by the Commandant of the Coast Guard. His hours of dedication are such that they are hard to calculate. Some of his awards include:

- 8 awards for operation excellence, working on the 9th this year
 - 5 CG unit commendations
 - 4 CG meritorious unit commendations
 - 6 CG Meritorious team award
 - 1 Advanced Boat Forces (gold) award
 - 13 operations service awards
 - 12 Public education service awards
 - 1 Auxiliary Award of Operational Merit
 - 1 award of Auxiliary Meritorious Service Medal
- Mike has been **the** Coast Guard Auxiliary.

His generosity is known throughout. His commitment to the fourth cornerstone has been enjoyed by every one of you here today. Having said all this, and I could go on, it is my great honor to make this announcement. ***I would like to announce that coming this October at the 9th Western District training meeting in Lisle, there will be a new named annual award presented.***

From now on there will be the Michael H. Scott Award for Auxiliary Excellence.

IT HAS BEEN MY PRIVILEGE TO HAVE KNOWN YOU AND WORKED WITH YOU.

Thank you, Mike, for all that you have done. Please join me in congratulating Mike, Bravo Zulu.



For Safety’s Sake

National is distributing a newsletter for Vessel Examiners quarterly by e-mail. If you are not on this distribution, please check with your leadership to get a copy.



Here is a summary of the important points National suggests should be covered during any VSC:

- Always wear a life jacket
- Never drink alcohol while boating
- The most important safety item you need when you go boating is your brain
- Take a boating safety course
- Understand and obey the Rules of the Road
- Operate at a safe speed and always maintain a lookout
- Check the weather forecast
- Use a carbon monoxide detector in all cabins
- File a float plan

It sounds like a one-lesson boating class, doesn't it?

GOOD ANSWER! That is an accurate description for a good VSC!



Identification on Auxiliarist’s Vehicles

To: ALAUX

From: CHDIRAUX

Subj: Clarification of existing policy on Vehicle Markings -013/07

1. In recent years the use of motor vehicles for Auxiliary missions has expanded beyond that of mobile radios and towing vehicles. Much of the policy regarding vehicle markings was directed towards mobile radios and is found in Annex 4 and Chapter 3 of the Auxiliary Operations Policy Manual. With the expansion of vehicle use in Auxiliary

missions the policy for marking these vehicles is also due for expansion and clarification. The next revision to the Auxiliary Operations Policy Manual will include the following policy:

2. The permanent marking of private, auxiliary, or corporate owned facilities with any text and/or graphics related to the Department of Homeland Security, the United States Coast Guard, or the United States Coast Guard Auxiliary is not authorized for any purpose. Unless permanent markings are specifically required by a Commandant Instruction (COMDTINST), all vehicle markings shall be temporary in nature and removable. Public education, public outreach, public affairs, and emergency response trailers may be permanently marked at local DIRAUX discretion.

3. When assigned to orders, vehicle markings are limited to manufactured magnetic patrol signs procured through the Auxiliary Center (AUXCEN). No substitutions are authorized. Additional descriptive text, Auxiliary/CG/DHS Logos, or Auxiliary/CG stripes are not authorized and shall not be displayed with patrol signs.



4. Patrols signs shall only be displayed on the vehicle during the period of time in which the vehicle is under orders. Patrol signs shall be displayed on the upper half of the front doors on both sides of the vehicle, as much as the vehicle design will permit.

5. Public safety lights or law enforcement lights shall not be visible on a vehicle engaged in Auxiliary activities or displaying any text /graphics related to the Coast Guard Auxiliary. Any lights such as fog lights or equipment such as public address speakers must meet all local and state regulations for private motor vehicles.

6. The purpose of this list is to keep Auxiliarists as well as all other interested parties abreast of current developments, policies, manuals, etc. All information contained herein and linked is OFFICIAL policy and information.

7. Internet Release and Distribution is Authorized.

8. CG-3PCX, sends

Operations

July started like June, with a special request for facilities to maintain a patrol of a Safety Zone established by Marine Safety Unit (MSU) Chicago on the Chicago River at LaSalle for salvage operations. Facilities from Flotillas 3509 and 3512 responded to provide five days of continuous patrol from 0830 to 1730. This was quickly followed by the patrol for the start of the Mackinac Race.



PI-SAR on patrol at the salvage site. Photo by Gary Markle, Flotilla 3512.



A man-lift is raised off the sunken barge. We were assured this would mean the salvage would be completed in one more day. No such luck!



NU-SAR stands by as tug TANNER moves barges for the Chicago Riverwalk construction. Photo by Gary Markle, Flotilla 3512



NU-SAR on patrol. Photo by Gary Markle, Flotilla 3512.



The barge is brought to the surface. Diver in the foreground attached connections for pumps and high-pressure air to float the barge. Supplemental lifting bags are also visible.



TYRANT on patrol at the Mackinac Race Start. PI-SAR, ARCTURUS, and NU-SAR in the background. Photo by Jeff Gilmore, Flotilla 3906.

AUXILIARY OPERATED STATION SOUTH HAVEN has extended an invitation to boat crew and coxswains who may be visiting the area any weekend. Contact Orville Harness, FC 3308 for details and schedules.



Member Training – Fall Schedule

In response to the flotilla input this spring, the training scheduled focuses on Operational Specialty Courses that lead to the AUXOP (Operational Auxiliarist) qualification. There may be additional training for Boat Crew and Coxswain offered in the spring, perhaps replacing the Seamanship course.

To review the requirements for AUXOP, you can refer to the Auxiliary Manual (Chapter 8, Section C) or review the web page at

<http://wow.uscgaux.info/content.php?unit=T-DEPT&category=auxop-courses>

Training will be conducted at the Mead Training Facility (provided through the assistance of Jim Bell) on Saturdays, beginning at 1000. It is hoped the AUXFS's (cooks extraordinaire) will continue to offer lunch and fellowship following each session.

Members who intend to participate need to order training materials (texts and study guides) from their Flotilla Materials Staff Officers (or download the material if you want to print your own from <http://wow.uscgaux.info/content.php?unit=T-DEPT&category=training-materials>)

PATROLS: Beginning SEP 6

WEATHER: Beginning OCT 18

ADVANCED COASTAL NAVIGATION: DEC 20

SEAMANSHIP: Beginning MAR 7

Please tell your Flotilla Member Training Officer if you intend to attend any of these classes.

PirogeFest



Members of Flotilla 3506 stand with a Coast Guard recruiter in front of the Flotilla 3509 display/Photo from the Chicago Recruiter's Facebook Page, courtesy of Ruth Aurigemma, SO-FN 35

What is the “A” for?

Why do we put an “A” after some marine channel designators, such as “22A” or “23A” and not others? (No, it does not mean “Auxiliary”.)

Radio operation is subject to international treaties and agreements. One of these agreements is a list of radio channels that will be utilized. As with most international agreements, individual countries have some powers to modify the details (as with the Inland Navigation Rules).

In the international agreement, some channels are designated as *duplex* channels (where a vessel transmits on one frequency and receives on a different frequency). Duplex channels were useful when marine radio channels carried ship-to-shore telephone calls. Most conversations between ships are conducted on *simplex* channels, where each vessel uses the same frequency to transmit and receive.

In the international scheme, channels 21, 22, 23, 81, and 83 are duplex channels. Channel 22 has vessels transmitting on 157.10 MHz and receiving on 161.70 MHz. When countries choose to use these frequencies as *simplex* frequencies, they designate the frequency they use by assigning “A” to the lower duplex frequency and “B” to the higher duplex frequency.

As a result, if a vessel calls the Coast Guard on “Channel 22”, the Coast Guard will hear the vessel (transmitting on 157.10 MHz) but the vessel (receiving on 161.70 MHz) will not hear the response from the Coast Guard (being transmitted on 157.10 MHz). To avoid any confusion when communicating with foreign vessels, it is sometimes safer to pick *simplex* channels for exchanging information.

Old radios used crystals and had a limited number of channels available. Today, radios synthesize frequencies and frequently come with “all” channels available. To simplify operation, they may come with a switch to predetermine a set of channels that will be used. Here, the radios frequently offer the choices of International channels, USA channels, or Canadian channels. When the radio is set for USA channels, it automatically selects 22A when the dial reads 22.

August 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	31	1	2
3	4 COAST GUARD	5	6	7 NO Division Mtg @	8 CH Change of	9
10	11	12 Flo 35-1 Mtg 1930 Flo 35-7 Mtg 1900 @	13	14 Chicago Air Show Flo 35-9 Mtg 1900 @	15	16 Flo 3501 ABS @
17 Chicago Air Show	18	19 Flo 3512 Mtg 1900 Flo 3516 Mtg 1930	20	21 Flo 3511 Mtg 1930	22	23
24	25	26	27	28	29	30
31	1 Labor Day	2	3	4 Division Mtg 1900 @	5	6 MT: Patrols @ Mead

SEPTEMBER 2014

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