



Making Way For 35

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



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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

September, 2014

Changes at Station Calumet Harbor

The command at Station Calumet Harbor has told us that members wearing ODU uniforms on board will be expected to wear the ODU blouse at all times on board. (The same expectation applies to active duty and reserves.) This applies to boat crews underway for Station Calumet Harbor, also. T-shirts only will no longer be acceptable underway under PFDs.

We have also been asked to refrain from taking any food or drink into the training room.

Operational Excellence

In 2003, Commandant issued an Instruction authorizing the recognition of Operational Excellence by boat crews who complete a series of prescribed tasks: Search planning, search execution, pump drill, communications, and the normal currency maintenance tasks for man overboard, towing, and pre-underway checkoffs – without any safety violations throughout. A score of 90% is the minimum score for passing.



For the first time for many years, any division in 9WR has succeeded in earning the “E” for Operational Excellence for multiple facilities. On July 28, three facilities were prepared to accept the challenge; but Mother Nature stepped in to thwart the event. Seven-foot waves and strong winds prevented any Auxiliary facility from getting underway.

With a busy training and operational schedule, the first opportunity available to try again was Saturday,

August 23. Three facilities again accepted the challenge: NU-SAR, PI-SAR, and SAFETY CHAIN.

When the crews reported to the station, everybody was crushed with the news that BM2 Griffith, our AUXLO and designated examiner, had been out on a SAR case through the early morning hours and was entitled to sleep in past noon. As alternative planning began, BM2 Griffith appeared and insisted on performing the exercises.

Two facilities successfully completed all tasks in the Commandant Instruction, but as the third facility received the information to begin their charting exercise several radios through the mooring pen began screeching with weather warning alerts. Strong, heavy thunderstorms were approaching the Chicago lakefront with arrival predicted in 15 minutes. All crews took shelter in the station, and the storm continued more than an hour. The third facility successfully completed the exercise the following day.

At the conclusion of the exercises, BM2 Griffith took the opportunity to offer advanced training and much-appreciated suggestions to the crews.

PI-SAR: Jim Bell¹, Rudy Lyles, Mike Haley

NU-SAR: Mike Scott⁸, John Reinert⁶, Jennifer Hampton

SAFETY CHAIN: John Hopkins, Maryellen Begley¹,
Ruth Aurigemma

Superscript indicates previously-earned Operational Excellence Awards

Is Something Important Missing?

Did you or your flotilla have a successful event that is not reported here? Could it be that nobody shared the information with SO-PB 35? We can't share news that we don't receive. Photos are welcome, too!

Member Training – Fall Schedule

In response to the flotilla input this spring, the scheduled training 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.

PATROLS: Beginning SEP 6

WEATHER: Beginning OCT 18

NAVIGATION: Beginning DEC 20

TBD: Beginning MAR 7

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

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>)

Qualifications Check

Now is the time to check with your flotilla staff to confirm that your AUXDATA record shows adequate activity to maintain your currency for 2015. If you are short of Vessel Safety Checks or Patrol time, it will be more difficult to find opportunities to complete any tasks as September progresses.

ABS Classes Available

For new AP and IQ members who need a boating class, Flotillas 3501 and 3509 have About Boating Safely classes scheduled in October and September (respectively).

Report from the Division Meeting

Public Affairs:

Division 35 has been asked to provide a Color Guard for a ceremony 14 SEP. Two weeks after requesting the District Color Guard, we learned they must have six weeks lead time to perform. After much discussion, it was decided Division will create our own Color Guard.

Tom Mullally has agreed to lead the committee organizing this effort. Volunteers must be available for coming training sessions, and they must have the Service Dress Uniform with combination cover to participate in the Color Guard. Also, they must present a suitable image in uniform. Any members who “fit the bill” are encouraged to contact Tom Mullally to get more details.

Additionally, it was reinforced that ODUs are no longer acceptable uniforms for Public Affairs events. In the past, members with ODUs were permitted to associate boats and shows where boats were on display, but from this time forward all participating members will need Tropical Blue uniforms with combination covers.

Elections:

The District elections will be conducted at the October conference. The Division elections will be conducted at the November meeting. Flotilla elections will occur at their meetings following the Division meeting. Now is the time for members to ensure they have completed requirements to run for office.

Emergency Contact Information:

Another incident has occurred where a member needed emergency medical attention, and the Coast Guard Auxiliary was contacted to locate family members. This member had never completed the Emergency Contact information in AUXDATA, so it was a challenge to find friends who had the needed information.

As you choose contacts, please consider choosing somebody who will probably not be in the same situation. Family members who participate in Auxiliary activities may want to choose other relatives for their contact information.

Change of Command

MK2 John Palmer was taking photos at the Change of Command for the station and has shared the following photos:



AUXFS Rob Juskiwicz and Brian Hinton assist in the preparation of the refreshments. Sharon Higginson also worked. Members of the Auxiliary also helped fund the elaborate affair.



Overflights were provided by both Coast Guard and Chicago Police helicopters ... with the police siren blaring.



Tom Mullally and a Color Guard from the Auxiliary supported the ceremony.



The "time-honored tradition" of passing command was captured.



CWO Stevens acknowledges a Packer gift from a fellow sports fan.



BMI Borges does his best to stay clear of a dreaded Packer jersey.



MK1 Post and ME1 Stempel reveal the model presented from "Team Coast Guard".

Suggested Coast Guard-related Reading

Here are two titles that SO-PB 35 has recently read and enjoyed:

Lifeboat Sailors: Disasters, Rescues, and the Perilous Future of the Coast Guard's Small Boat Stations

by Dennis L. Noble, published by Brassey's, Washington D.C., ©2000.



The author has written historical articles for the USCG and retired after 20 years service. In this book, he addresses the changing demands and expectations on lifeboat stations. One chapter addresses the reasons why the Coast Guard leadership may not understand the missions of these stations and how they perform them.

Lucky Thirteen: D-Days in the Pacific with the U.S. Coast Guard in World War II

by Ken Wiley, published by Casemate, Philadelphia, © 2007.



The author recounts his transition from a teenager to a man through the war as a coxswain of a Higgins boat (landing craft #13) in the Pacific theater. Good descriptions of life pre-war and during the war provide historical insights.



CWO4 Stevens and Michelle share the joy that comes from knowing that the telephone won't mean that there is another Coast Guard crisis to deal with.

Fair winds and following seas!

Uniforms: Name tags with your first name

By Daren Lewis (Flotilla 76, Swan Island, OR) posted on the Internet

Shipmates,

The Auxiliary Manual authorizes members to wear a name tag with our first names included. I find this is a great option in a number of circumstances:

At Flotilla meetings where it helps prospective and new members acclimate while meeting a dozen new faces.

When representing the Auxiliary and the Coast Guard at outside events.

In general business use on Coast Guard bases.

The name tag with my first name has become my default option with Tropical Blue. For formal events and when wearing Service Dress Blue I wear my standard, last name only, name tag.



The Coast Guard Uniform Regulations, COMDTINST M1020.6 (series) authorize active duty and Reserve personnel to wear name tags that display first and last names in lieu of the standard name tag (last name only). An individual's first and last name and the "U.S. Coast Guard" legend letter sizes must be the same as for the standard name tag. This applies only to name tags of Bakelite or similar material, not to cloth name tapes. Commands have the authority to require the standard name tag when a higher level of uniformity is necessary. Auxiliarists are similarly authorized to wear name tags with first and last names displayed in accordance with these guidelines. A displayed first name must be the Auxiliarist's full common first name or conventional shortened derivative (e.g., Mike instead of Michael). Nicknames or parenthesized names are not authorized (e.g., Doc, Mac, "Lefty"). Auxiliarists must also have a standard name tag for when a higher level of uniformity is necessary. - COMDTINST M16790.1G Auxiliary Manual, Ch.10.F.3.

Commercial Tugboat Sinks on Calumet River



The 57 foot long tugboat Bonnie G. Selvick capsized and sank on the Calumet River at Chicago, Illinois. The tugboat was attempting to make a turn near the 106th street bridge when it rolled over and capsized. The tug quickly filled and sank in the river. The two crewmen on board were able to escape and swim ashore. No reports of injuries. The Coast Guard was notified and deployed booms around the vessel to contain any pollution released.



Article from the Internet
http://www.shipwrecklog.com/log/?attachment_id=13630

Auxiliary Operations

CWO Robinson has expressed the desire to increase the Auxiliary presence on the rivers and the Indiana shorelines. Facilities moored in East Chicago can conduct patrols to improve our presence along the Gary beaches and Burns Ditch (Portage).



On the rivers, facilities from Hammond and Calumet Harbor will conduct patrols at idle speeds to reinforce the No Wake regulations. In addition to informing boaters of the regulation, it helps to remind boaters that there is a significant amount of debris in the rivers that can damage hulls and propulsion. This reinforces the position of the Auxiliary of *the boater's friend* and minimizes the impression of simply enforcement. [Note: The Patrols Specialty Course that begins 9/6 addresses these topics.]

Recent patrol orders have been carefully reviewed for fatigue limits. When conducting routine river patrols, remember to allow time on the return transit for common delays at the locks transited. For patrols of "The Horn", routine patrols will need to trailer to start from Alsip, Worth, or Richard J. Daley Park ramps. Trailering hours count at 50% toward the patrol total.

CWO Robinson also decided that safety patrols of Chicago Harbor are not an effective use of our resources, because of the many agencies already conducting patrols there. Facilities moored downtown can conduct patrols of the Chicago River.

As the season comes to an end, please check to be sure all of our members have completed their 3-year currency check rides. Also, Flotillas 3506 (1), 3507 (3), and 3509 (2) still have members (# in parentheses) who needs patrol hours to complete 12 hours for currency. Some of these members may voluntarily go into REYR; but don't let them slip by because their flotillas did not contact them.

ABC's of Radio Communications

With the return of operations season, effective and accurate radio communications become important. More and more, short-cuts creep into operational traffic. When everything is going well, the improper procedure may not jeopardize operations.

However, when background interference develops, or cross-traffic interrupts transmissions, proper procedures may prevent chaos and erroneous information.



Regrettably, as radios have become cheaper and more available, people are using radios without getting proper training. In the Auxiliary, we have training in the Boat Crew Seamanship Manual, the Telecommunication Manual, the Radiotelephone Handbook, and Operational Specialty Course: Communications (AUXCOM). Many of the procedures are common sense, but there are technicalities that need to be learned.

The basics to effective radio communications are remembered by the "ABC's": Accuracy, Brevity, and Clarity.

Accuracy: Any radio transmission speaks with the authority of the Command – not the operator or watchstander. The operator must be sure that all traffic transmitted represents the intent of the Command (Officer in Charge, coxswain, Commanding Officer, etc.). Once a transmission is sent, it becomes difficult to "un-send" or recall any erroneous information.

Brevity: Most of us are too young to remember a telephone "party line", but a radio is the same principle. Only one person can use the channel at a time. When more than one person tries to transmit at the same time, either the signals interfere with each other or – in VHF-FM – one signal will 'blanket' or cover up the other signal. This makes it important to convey important information quickly so the channel will be available to others; but not so quickly that the message will need to be repeated

before the receiving station understands the information.

Clarity: Any information transmitted by radio should be clear to the receiver. Clarity is sometimes difficult because of background noises, poor microphone use, or distractions around the receiver. To avoid confusion with context, a number of words (PROWORDS) have been given very specific meanings. Using prowords when they are appropriate (OVER, THIS IS, ROGER, I SPELL, FIGURES, etc.) will minimize the chance of misunderstandings. Most transmissions on marine channels will be "plain language", avoiding codes or jargon; but some jargon will be used on government frequencies (POB, SAR, DATUM, CHOP, etc.) when communicating with the Coast Guard.

Many bad habits creep in to communications during times of clear transmission. They can be crippling if they continue in trying times.

Coast Guard Communicatons History

Can you remember when

- radio watchstanders had to rotate two dials to change channels (one for the transmitter, another for the receiver)? *or, when you dialed in frequencies?*
- every watch started by checking the timing of the radiobeacon network?
- every Coast Guard station stood radio watch 24 hours a day, 365 days every year?
- watchstanders would make security rounds every hour after dark with a Detex clock (and set the night lights at sunset, securing them at dawn)?
- there was a Coast Guard communication station (NMP) in Northbrook, after it moved from Wilmette Harbor?
- Coast Guard small boats were identified on the radio by their four-letter assigned call (instead of using the boat number)?
- the Coast Guard would switch the public to VHF channel 12 or 14 (instead of 22A) for conversations?

If you answered "Yes" to any of these questions, you are probably an Ancient Mariner or a retired Coastie. ☺.

9WR October 2014 Training Schedule

Topic	SATURDAY		0930	1000	1030	1100	1130	1200	1300	1400	1500	1600	1700
	Times	Times											
AUXCOM	SAT all day	SUN 1000-1300											
Leadership: Managing with Personal Presence	SAT 0930-1130	SAT 1300-1700											
Audits	SAT 0930-1030	SAT 1300-1400											
Public Education - Suddenly in Command updates, Educator Excellence	SAT 0930-1130												
Leadership in VEs - The Mentoring Process	SAT 0930-1130												
New Member Academy	SAT all day	SUN 1000-1200											
Intro to Prevention Outreach Specialists	SAT 0930-1000												
Newer Member Guidance	SAT 1000-1130												
Aux.Store Procedures	SAT 1030-1130												
HR - End of Year Paperwork	SAT 1000-1100												
TCO w/ PQS's	SAT 1300-1700												
4-Hour TCT	SAT 1300-1700												
Weather	SAT 1300-1600												
Advanced Radar	SAT 1300-1500												
Leadership: Managing with Personal Presence	SAT 1300-1700												
Aviation Training	SAT 1300-1500												
Beginners Navigation	SAT 1415-1500												
PA - Public Exhibit Boot Setup and Media Interaction	SAT 1500-1600												
PV Best Practices	SAT 1500-1700												
Flotilla Record Keeping	SAT 1500-1600												
Diversity	SAT 1600-1700												
Paddle Sports	SAT 1600-1700												
Cold Water Sports	SAT 1600-1700												

The table above may help you decide which training opportunities you want to register for at the coming District Conference in Lisle, IL. Items highlighted in yellow require pre-registration. See the 9WR web site for more information.

September 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
31 Labor Day	1	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

October 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
28	29	30	1	2 Division Mtg 1900 @	3	4 MT: Patrols @ Mead
5	6	7	8	9 Flo 35-0 Mtg 1900 @	10 D-Train @ Lisle	11
12 D-Train @ Lisle	13 Columbus Day	14 Flo 35-1 Mtg 1930 Flo 35-7 Mtg 1900 @	15	16 Flo 3511 Mtg 1930	17	18 MT: Weather @
19	20	21 Flo 3512 Mtg 1900 Flo 3516 Mtg 1930	22	23	24	25 MT: Weather @
26	27	28	29	30	31 Halloween	1 MT: Weather @