



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

Rudy Lyles

November, 2013

Words from the Division Commander:

Well, it's been quite a month for the Auxiliary. The government shut-down threw a monkey wrench into our fall conference which resulted in its cancellation. We in the Ninth Western Region had the opportunity to conduct our D-Capt election during a Web-X (on line) meeting. We were the test case, and it went beautifully. I'm happy to report that Pam Morrison will retain her title of D-Capt East for another year. All of us wish her well and congratulate her.

Our Division election is scheduled for Thursday Nov 7th at 1900. I hope to see all FC's at the division meeting. It's essential that we have a quorum for the election. All members are always welcome and encouraged to attend division meetings.

Maryellen Begley, DCDR 35

News from Station Calumet Harbor

Greetings, shipmates from the Crew at Station Calumet Harbor. We cannot begin to thank you all enough for your continued support of our station, the Coast Guard, and the boating public.



In our Wake

With SAR season behind us station Calumet Harbor personnel prosecuted 746 boardings, and 111 cases. We scored well above average on our bi-annual



Standardization Team Inspection, which is no small accomplishment for a unit with as many assets and personnel as ours, not to mention the large

turnaround in both crewmembers and command cadre seen this year. Bravo Zulu.

Crossing the Brow

We welcome aboard **SN Stephen Schindler** from St. John Indiana, and **BM3 Cohen Faucet** From Wilcox Arizona.

Zenith

Though boats on the lake are becoming fewer and farther between, station personnel are remaining diligent. Every week sees crews coming and going to Ft. Knox Kentucky where they maintain their annual certification as Tactical Boat Coxswains and Crewman.



Congratulations to BM3

Enrique Flores for achieving his initial Coxswain qualification, and to **BM1 Jacob Borges, BM3 Ryan Kirles, and MK3 Edward Richardson** on qualifying as crewmembers.

November 01 marked the date for Tacking on Crows for **BM3 Alison Johnson**; a well-deserved Bravo Zulu.



On the Horizon

FS1 Johnson is working diligently to try to put together a new date for the annual chili cook off, tentative dates are being looked at for late January or early February. Just gives us more time to make a few batches beforehand. *See details in a following story about the Christmas Party – get your money in early to save a seat!*

Ice Rescue Season is just around the corner which will mean a whole new experience for some as we shift to training on the hard water, while for others another winter in District Nine.

Very Respectfully
BM2 Anthony Griffith
AUXLO Station Calumet Harbor

Dates for your Calendar

07NOV	Division Meeting (elections)
11NOV	Veterans' (Armistice) Day
07DEC	Anniversary of Attack on Pearl Harbor
19DEC	USCG Calumet Harbor Christmas Party
02JAN	Division Meeting
12 JAN	Division Change of Watch

What is REYR?

Most qualifications in the Coast Guard Auxiliary have currency tasks that must be completed regularly to maintain the qualification. It may be a training task, a performance task (such as perform 5 VSCs or teach 2 hours annually), or a combination (as for Boat Crew). When a member fails to complete all the currency tasks before the deadline, they are redesignated as "REYR" and lose the qualification until the missing tasks are completed. After five years in REYR, the member loses the qualification completely.

Each Flotilla has been encouraged to contact their members who are in danger of going into REYR. Sometimes, the problem is because activity has not been recorded in AUXDATA – and the Information Systems staff can resolve the problem. Other times, activity is missing and can be completed before the deadline. It is usually easier to remain current than to have to reverse a REYR status.

(Note: If a member plans to drop a qualification, please notify your Flotilla leadership so the qualification can be removed completely – and future staff will know the member has no desire to resume qualifications.)

Auxiliary 4-Hour TCT Introduced

Effective SEP 2013, a 4-Hour TCT program for the Auxiliary (AUXTCT) has replaced the 8-Hour Coast Guard TCT (TCT). AUXTCT will satisfy the requirements for Auxiliary Boat Crew qualification and the 5-year currency maintenance requirements.

AUXTCT sessions will be required to be posted on 9WR Member Training Calendar

<http://www.cgaux9wr.com/programs/mt/course-description.php?course=TCT8>. Instructors who are also Coxswains (or have been active coxswains in the past) may apply through the process outlined in ALAUX 10/13.

Uniform Policy Changes

Ninth District Staff Instruction 1020.6K was issued OCT 15 2013 revising Coast Guard uniform information for the Ninth District. Some of the changes include:

Service Dress Blue (SDB) "Bravo" may be worn year-round for business within the Coast Guard and for social occasions where civilian equivalent is coat and tie.

Tropical Blue (Trops) is authorized from 01 April to 31 October in lieu of SDB for general office wear and visits between commands. Trops may not be worn in lieu of the SDB to functions where civilian dress is coat and tie.

Winter Dress Blue (WDB) is authorized as an optional uniform for all hands from 01 November to 31 March. As with Trops, this uniform may not be worn in lieu of the SDB to functions where civilian dress is coat and tie.

Operational Dress Uniform (ODU) may be worn for general office wear and visits between commands. ODU sleeves must be rolled up from 1 April through 31 October, and ODU sleeves must be worn down from 1 November through 31 March, unless otherwise directed.

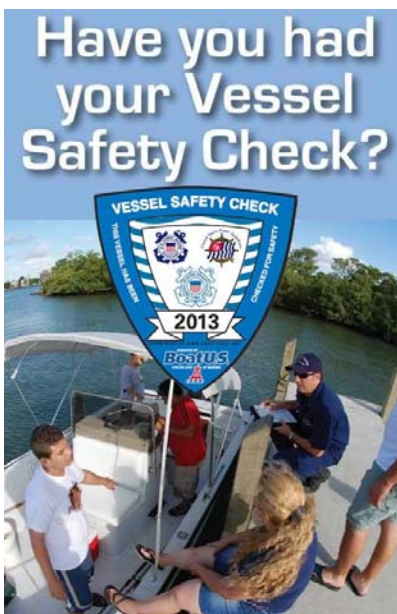
Flotilla Commanders have a copy of the entire Instruction and will review it with your flotilla.

VE Corner:

The Vessel Examination program is one of our most important contributions to Recreational Boating Safety. The traditional guideline was that 1/3 of our members should be active Vessel Examiners.

Unit	Members	Vessel Examiners	% of Members	VSCs	VSC/VE
Div 35	211	51	24.17%	674	13
3501	20	6	30.00%	54	9
3506	30	4	13.33%	39	10
3507	28	5	17.86%	10	2
3509	39	12	30.77%	62	5
3511	18	4	22.22%	38	10
3512	45	13	28.89%	429	33
3516	31	7	22.58%	20	3

Five VSCs annually are required to maintain currency. VEs are encouraged to set a personal goal of 25 VSCs each year. As of the end of October, AUXDATA is showing that 19 of our qualified Vessel Examiners have not completed the necessary five VSCs. Some of these may be due to paperwork errors, and the situation can be easily corrected by resubmitting the reports.



If some of these members have not performed five examinations, did our active examiners forget to invite them to join the fun when they went out? Did each flotilla organize *fellowship* around the VSC blitzes, to increase the fun for everybody?



Letter of Appreciation from CGC ALDER

Dear Members of Coast Guard Auxiliary

On behalf of the crew of CGC ALDER I would like to thank each and every one of you for assistance in providing tours of our great ship to the public while moored in Chicago and for helping establish a safety zone around the cutter while transiting in and out of Chicago harbor. Your efforts helped to inform the general public about ALDER and her missions while promoting safety and security on our nation's waterways.

Thank you again for joining us during our visit to Chicago and for a job well done!

SEMPER PARATUS!



Sincerely,
A.J. MAFFIA, LCDR
 Commanding Officer
 USCGC ALDER (WLB-216)



NOAA Announced End of Traditional Paper Nautical Charts



NOAA-certified Print-on-Demand partners will continue to sell up-to-date paper nautical charts

NOAA's [Office of Coast Survey](#), which creates and maintains the nation's suite of over a thousand nautical charts of U.S. coastal waters, today announced major changes ahead for mariners and others who use nautical charts. Starting April 13, 2014, the federal government will no longer print [traditional lithographic \(paper\) nautical charts](#). NOAA will continue to provide other forms of nautical charts, including Print-on-Demand paper charts as well as electronic and digital formats.

"Like most other mariners, I grew up on NOAA lithographic charts and have used them for years," said Rear Admiral Gerd Glang, director of NOAA's Office of Coast Survey. "We know that changing chart formats and availability will be a difficult change for some mariners who love their traditional paper charts."

Since 1862, those lithographic nautical charts -- available in marine shops and other stores -- have been printed by the U.S. government and sold to the public by commercial vendors. The decision to stop production is based on several factors: the declining demand for lithographic charts, the increasing use of digital and electronic charts, and federal budget realities.

"With the end of traditional paper charts, our primary concern continues to be making sure that boaters, fishing vessels, and commercial mariners have access to the most accurate, up-to-date nautical chart in a format that works well for them," said Capt. Shep Smith, chief of Coast Survey's Marine Chart Division. "Fortunately, advancements in computing and mobile technologies give us many more options than was possible years ago."

NOAA will continue to create and maintain other forms of nautical charts, including the increasingly popular [Print on Demand \(POD\) charts](#), updated paper charts available from NOAA-certified printers. NOAA [electronic navigational charts](#) (NOAA

ENC®) and [raster navigational charts](#) (NOAA RNC®), used in a variety of electronic charting systems, are also updated weekly and are available for free download from the Coast Survey website. NOAA announced a new product as well: full-scale [PDF \(Portable Document Format\) nautical charts](#), available for download on a trial basis.

The world of navigation is benefitting from advances in technology, Smith explained. He said that NOAA will consult with chart users and private businesses about the future of U.S. navigation, especially exploring the use of NOAA charts as the basis for new products.

"Customers frequently ask us for special printed features, such as waterproof charts, special papers, or chart books containing additional information," he explained. "We are investigating new opportunities for companies to fill these market niches, using the most up-to-date information directly from NOAA."

NOAA's Office of Coast Survey is the nation's nautical chartmaker. Originally formed by President Thomas Jefferson in 1807, Coast Survey updates charts, surveys the coastal seafloor, responds to maritime emergencies, and searches for underwater obstructions that pose a danger to navigation. Follow Coast Survey on Twitter [@nauticalcharts](#), and check out the NOAA Coast Survey blog at [noaacoastsurvey.wordpress.com](#) for more in depth coverage of surveying and charting.

For more information, see [Frequently Asked Questions](#).

Oct. 21, 2013

Reprinted from

<http://www.nauticalcharts.noaa.gov/staff/news/2013/papercharts.html>

NOAA Announces Chart Printing Changes

<http://www.nauticalcharts.noaa.gov/pod/POD.htm> is the NOAA site for charts Printable on Demand.

<http://www.nauticalcharts.noaa.gov/staff/charts.htm#paper> identifies locations where standard charts can be purchased.

Coast Guard Christmas Party



Did somebody ask how FS1 Johnson could top the Christmas Party from last year?

When	Thursday, December 19 at 6:00 p.m Dinner served promptly at 7:00 p.m.
Where	Scrementi’s Contempo Banquets and Italian Restaurant, 3760 Chicago Road, Steger, Il 60475
Cost	\$20.00 per person – required by 12/2 (Cash bar for those who desire)
RSVP	Kevin.j.johnson@uscg.mil or (206) 406-1586
Attire	“Formal (coat and tie) Dinner” attire <u>only</u> <u>Dress code</u> will be strictly enforced

Hors D’oeuvres Table (Cocktail Hour)

*Tomato-Olive, Salami and Cheese Brushettas
Italian Meat and Cheese Tray
Garlic, Olive Oil & Rosemary Focaccia*

Entrée’s

*Chicken Picatta, Italian Style Roast Beef, Sausage
and Peppers*

Pasta

*Bowtie A-la-Olio with Garlic, Fresh Tomatoes and
Mushrooms*

Potato

Red Potatoes with Grated Romano

Vegetable

Fresh Green Beans with Garlic and Olive Oil

*House Bread, Caesar Salad
Spumoni, Coffee*

Following dinner, any and all interested will participate in the Annual Tradition of “Dirty Santa” gift exchange. (To participate, bring a wrapped gift worth at least \$15. Everyone who brings a gift, goes home with a gift! The rules for how to “steal” a gift will be explained at the party.)

Division Training resumes at Mead Center

The schedule for Saturday mornings at the Mead Center (1450 E. 98th Street, Chicago) has been modified due to the “stand-down” in early October. Flotilla 3509 has expressed a desire to concentrate on Coxswain training this year, with several candidates expressing interest.

We are wrapping up sessions for Instructor qualification, to be followed by Operational training.

10/26	Instructor Qualificaton PQS
11/02	Instructor Training
11/09	Instructor Training
11/16	1-Hour TCT <u>and</u> PWC Operations & Qualifications
11/23	Navigation Rules Part 1
11/30	(Thanksgiving week) Navigation Rules Part 2
12/07	Navigation Rules Part 3
12/14	Coxn: Navigational Publications (05-01) & Var/Dev (05-03)
12/21	Crew Speed/Dist/Time (06-07) and Coxn: Speed over Ground (05-10)
12/28	Coxn: Operational Policy Manual

The fellowship and enjoyment provided by the buffet luncheons regularly provided by members of 3509 make the gathering worth the trip. Additionally, some members have indicated they will want to regularly spend some time after lunch to improve their charting skills.

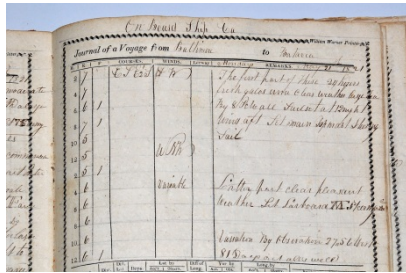
As the programs begin, please remind everyone to RSVP to SO-MT 35 weekly by the preceding Thursday, so we can help the Chefs anticipate food requirements weekly. Thank you!

The Importance of Logs

In military jargon, logs are written records of events as they occur to document those events. It developed from the “chip log” that was used to measure a vessel’s speed through the water in sailing days, and the written record of casting the log. It has broadened to include a record of a ship's speed, its progress, and any shipboard events of navigational importance, or the book in which this record is kept.

Logs are a pain and a nuisance most of the time. However, when a situation develops that requires an investigation; the entries in a log are frequently the most valuable documentation upon which to base decisions. Frequently, these investigations open long after events have occurred, so the logs will only be valuable if they have been maintained regularly, accurately, and completely throughout the preceding time periods.

In surface operations, there are two logs that commonly are kept. A radio log is required to document radio transmissions and traffic received.



Vessel radio stations do not usually need to log transmissions when they are communicating with another radio station (such as Coast Guard or Auxiliary shore stations) that is required to maintain a log. When vessels talk together, they are required to log the information. It does not hurt to log all traffic, and it provides an extra level of documentation (as well as training for personnel). All vessels are required to log any distress traffic that they receive.

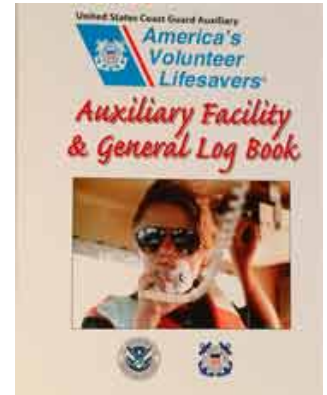
The ship’s log becomes most important when damage occurs, and the Coast Guard investigates a damage claim. Important information will include the order number of the patrol, the persons on board, the mission of the patrol, the location of the facility when the damage was incurred, and the environment (winds, seas, visibility, water depth, currents, time of day). Details of the mission will be confirmed with

other sources, and the risk assessment process will be reviewed.

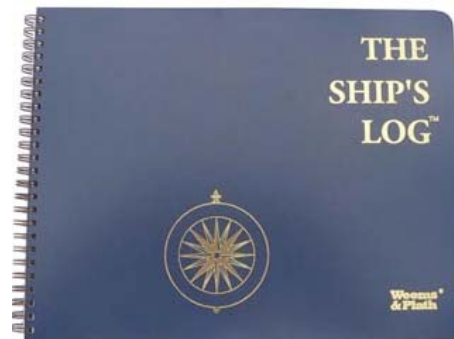
Catastrophic Damage Claims

A few years ago, the Auxiliary began recognizing “catastrophic” damage claims that were not directly attributable to a specific incident (such as a tow or search pattern). To be considered, the claim had to be more than 10% of the original value of the facility. Payment would be based on the percentage of time that the facility was used for Auxiliary patrols. This, of course, means the facility owner would need a log that showed all activity (including times underway, engine hours at the start and end of each sortie, and which sorties were under orders).

To prevent tampering, these logs are required to be bound. They cannot be in 3-ring binders or filed loosely. The entries must be consecutive and contain the information needed. The National AUX Store sells a book for \$13.30 that can be used, or any permanently bound book will suffice if the information gets into it.



Recently, some claims could not be authorized because information was missing. If the beginning engine hours are not included – only the ending hours – there would be no way to verify how much the vessel was used between Auxiliary patrols. Similarly, non-patrol activity (trailing, engine maintenance, storage, recreational cruises) need to be documented in the Ship’s Log to establish a complete record of activity.



November 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	31	1	2 Instructor
3 Daylight Saving	4	5 Election Day	6	7 Division Mtg 1900 @	8	9 Instructor
10	11 Veterans Day	12 Flo 35-1 Mtg 1930 Flo 35-7 Mtg 1900 @	13 Flo 35-9 Mtg 1900 @	14	15	16 1-Hr TCT & PWOs @
17	18 Flo 3512 Mtg 1900 Flo 3516 Mtg 1930	19	20	21 Flo 3511 Mtg 1930	22	23 Navigation Rules
24	25	26 Flo 35-6 Mtg 1900 @	27	28 Thanksgiving	29	30 Navigation Rules

December 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5 Division Mtg 1900 @	6	7 Navigation Rules
8	9	10 Flo 35-1 Mtg 1930 Flo 35-7 Mtg 1900 @	11 Flo 35-9 Mtg 1900 @	12	13	14 Coxn: 05-01 & 05-03
15	16	17 Flo 3512 Mtg 1900 Flo 3516 Mtg 1930	18	19 Flo 3511 Mtg 1930 USCG Christmas	20	21 Coxn: Speed over
22	23	24 Christmas Eve Flo 35-6 Mtg 1900 @	25 Christmas	26	27	28 Coxn Op Policy
29	30	31 New Year's Eve	1 New Year's Day	2 Division Mtg 1900 @	3	4