



# 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 our Web site: <http://a09535.wow.uscgaux.info/> and our Facebook site: <https://www.facebook.com/Division09535>

DIVISION COMMANDER  
Melvyn Marcus

DIVISION VICE COMMANDER  
Jen Hampton

November 2016

## New District Bridge

The Ninth Western Region officers for 2017 were elected at the recent District board meeting.

- District Commodore: David Johnsen
- District Chief of Staff: Thomas Mullally
- District Captains: (E) Norman Pearce, (S) David McArtin, (W) Harvey Randall

## New Responder Web Newsletter Edition now On Line

From the National Response Directorate

The latest edition of the Response Directorate's Newsletter, THE RESPONDER, contains valuable information regarding:

- HAZMAT!
- MakSurface Safety
- Telecommunications Special Event Day
- AUGCOM Missions
- Why Standardization in the Auxiliary

Please go the Response Directorate's What's New page to using this URL:  
<http://rdept.cgaux.org/documents/uptopinoperations/2016/ResponderSeptember2016.pdf>

## Division 35 Change of Watch

From the COW Committee: John Hopkins Chair: Jim Kaspar, Gary Markle, and David Bickle.

The COW will be Sunday, **January 22, 2017** 1300-1700.

Menu (Family Style):

Soup, 3 meats, (chicken, pork, and Italian sausage), mostacioli, mashed potatoes, and dessert.

Beverages: Ice tea, coffee, and sodas.

Cash Bar will be available.

Location: Glenwood Oaks Chop and Steak House, 106 N Main St. Glenwood, IL. Price \$25

This is quite a bargain - great food!!!

Please mark your calendars for this important event.



## District Board Meeting

*The following notes from the District Board meeting were taken by Michael Scott, SO-PB 31.*

NIPCO Mallison represented the National Commodore.

- The Strategic Plan developed for National includes efforts to address paddle sports
- AUXDATA continues to be a problem. Funding required to address problems is difficult to locate
- N-TRAIN will focus on leadership development
- Contracts signed by Auxiliary units should be reviewed by staff legal officers prior to signing. An example presented was a unit that had to reschedule an event due to severe weather almost incurred several thousand dollars in penalties to reschedule

CAPT Cocaneur, Commander, Sector Lake Michigan

- Thank you to the Auxiliary for your volunteer service
- The Operational Planning Directive for next year has been signed. It contains an emphasis on Paddle Sports
- Operational changes are coming. The Auxiliary will be involved. Some flexibility will be required to make the transitions smoothly.

CDR Martinez, Director of Auxiliary, 9CG

- Paul Barlow is retiring as our Assistant Director after many years of service, both as active Coast Guard and in the Auxiliary office. His last day will be OCT 28.

CWO Haslam, Operations Training Officer

- The OTO staff is looking forward to emphasizing hands-on training. They would like to hear through the leadership chain about opportunities where they may contribute.
- Because they will be on the road, please allow adequate time when it becomes necessary to contact them. AOM orders will be processed at least once weekly.

District Commodore Staggs

- Thanks was expressed to the District for the way they stepped up to increase the number of Vessel Safety Checks on Paddle Craft, supporting the outreach requested by the Sector.

DCAPT Mullally

- His report to the Board highlighted the support Division 31 provided to the Coast Guard Festival in Grand Haven

- Division 33 has initiated a new program from NOAA that analyzes garbage that is reaching Lake Michigan shores

- Division 33 supports the Maritime Museum (South Haven) during an annual spring clean-up. This museum contains one of the best displays of historical Coast Guard vessels in the country.

DCAPT Hoffman

- "Everything happens at the flotilla level." "Take care of our own."

Staff Reports

- Public education programs are changing ("going to flip on it's head"). One of the Saturday workshops discussed these changes.
- PowerPoint training for Vessel Examiners is being placed on the 9WR web site for the use by local units in their training.
- Operations distributed a list of members who have contributed 50 hours (or more) in 2016 operations. (Note: Div 31 has 1150 hours as of 16 OCT, 2 new crew, and 13 members of the 50-hour club.)

OLD BUSINESS

- Mandated Training: Members who have not completed this training by the end of 2016 will be placed in "universal REYR". Effectively, this means they may not participate in programs, may not vote, or hold office. There is no expectation that there will be any delay or postponement.
- The dues increase was considered. An initial motion to increase the district dues for 2017 to \$16.50 was defeated; a subsequent motion to increase the district dues for 2018 (to allow flotillas time to adjust collections) to \$16.50 passed. (Note: Div 31 voted against both motions.)
- AP Status delays: As a result of recent efforts at National, there is an overall improvement in processing time for new applications. (Note: FSOs-HR should continue to pass information up the chain for any applications that experience unusual delays.)

DISTRICT PROPOSALS

- A Presidential Achievement Award for Volunteer service was discussed. 142 of our members qualify for the 4000 hours of service required for the award. The proposal would require each division to fund the awards earned by their members. The initial purchase would be more than follow-up expenses, as more members earn it. Discussion was tabled.

## Elections are Coming

The flotilla elections will be held in November. All members should be aware of their eligibility through lists provided to their Flotilla Commanders. It is important to vote in these elections to select the candidate(s) that represent you best.

Please visit our Division 35 Facebook page



<https://www.facebook.com/Division09535/>

## Becoming qualified in the Auxiliary Telecommunications Program as a Telecommunications Operator (TCO)

To become involved in the U.S. Coast Guard Auxiliary Telecommunications program, applicants must become certified as Telecommunications Operators (TCO). All operators of fixed land and land mobile radios must be certified as TCO, except for those members who completed AUXCOM prior to 1 August 2008.

TCO requires completion of the Auxiliary Telecommunications Qualification Standard (PQS). In general, the qualification process involves study of the appropriate manuals, understanding the terminology and procedures, and demonstrating the ability to perform various tasks. Once a member applicant completes the TCO PQS, it is reviewed and approved by a communications staff officer (CM) or a TCO certified member. The CM signed-off TCO PQS is submitted to DIRAUX for certification and entry into AUXDATA as a Telecommunications Operator (TCO).

If you, or anyone you know, would be interested in joining us in the Telecommunications Program, please attend the **one day TCO course** offered on Saturday, 19 November at the West Rock CG Auxiliary Training Center in Chicago.

This course will be taught by experts including George Bores ADSO-CM from Flotilla 43-01 and Mike Wiedel from Flotilla 41-05 DSO-CM. Both are from Milwaukee.

Please RSVP to Jim Bell, SO-MT for Division 35 (jimbell113@gmail.com) by Thursday prior to any training session so we can develop a head count for seating & food.

**TCO - Telecommunications Operator** is a mentored PQS similar to the Boat Crew program required for radio operators in the Auxiliary. At this time, Division 35 has five members currently qualified as a TCO so mentoring arrangements will be made for members interested in the Qualification. The TCO guide can be downloaded from the [National Communications Department, District 9WR](#), or [Division 35 web sites](#).



**US COAST GUARD AUXILIARY  
NATIONAL OPERATIONS DEPARTMENT  
COMMUNICATIONS QUALIFICATION (TCO)**



## Operations Reminder

Jim Bell, SO-OP for Division 35 reminds all flotillas that Personal Protective Equipment (PPE) issued to individuals by the Coast Guard needs to be inspected and documented every six months. Most of our equipment was due to lapse during September and may not be reused until reinspection is completed next Spring. This will be especially important if we receive requests for patrol support.

To accomplish the reinspection, members should work with their FSO-OP to have their PPE reinspected before returning to patrols. These inspections need to be documented for the SO-OP Division 35.

As each member completes their operating season, a notation should be made in the monthly Personal Locator Beacon (PLB) log that the PLB has been "removed from service" to explain why there will not be any monthly entries until next spring, when the PBL is "returned to service" in the records.

## Auxiliary Mandated Training Facts

Requirements for Auxiliarists to complete Mandated Training have led to some creative solutions to encourage members to complete this training in a timely manner. Clearly there are a number of implications for failure to complete by year's end, but there has been some confusion about methods and remedies.

There are facts and there is fiction; here are some facts:

- Completion of Mandatory Training is now a prerequisite for Initial or recertification in any competency.
- Holding elected office after 31 DEC 2016.
- Appointment to any local or National office.
- Nomination for any elected local or National office.
- Receiving travel orders, reimbursable or

nonreimbursable orders

- Attending any "C" school
- Receiving a new or replacement Auxiliary ID Card, (other than Provisional members)
- Acceptance of an Offer for Use for a surface, aircraft, or radio facility

*HOWEVER:* Completion of Mandatory Training is not a prerequisite for initial or continuing membership in the Auxiliary. Members who have not completed Mandatory Training may not be penalized with increased dues and members who have completed Mandatory Training may not be given a dues discount. Members may not receive discounts on their dues for logging hours in AUXDATA, nor may an Auxiliary Unit pay any portion of a member's dues for any reason. Auxiliary units may not impose any sanctions or penalties upon members who have not completed Mandatory Training.

Failure to complete Mandatory Training is **not** a ground for disenrollment from the Auxiliary.

*REMEDIES:* Failure to complete Mandatory Training is analogous to the member going into "REYR" status. The member who has not completed Mandatory Training can come out of "REYR" status by completing the training. It's just like any other requirement that places a member in REYR status when training has not been completed.

In summary, Auxiliary Mandated Training prepares Auxiliarists to effectively serve as members of a volunteer organization that is in frequent contact with the American public and which augments and supports the US Coast Guard. This training provides a basic understanding of crucial human relations, policies, personal safety, and organizational security topics, and the National Incident Management System.

Most importantly completion of the Mandatory Training places the Auxiliarist on the same footing as other members of the Coast Guard team and allows for seamless integration and augmentation.

## AUXCOM - the Auxiliary Operations Specialty Course in Communications

An AUXCOM classroom course will be held on Saturdays from 0900 to 1500 in the West Rock CG Auxiliary Training Center beginning on 26 November. Students should download the course syllabus and review the course material prior to the first class. Note -- students who sign up ahead of time for the class (see the signup form, below) will be provided with a written copy of the Student Handbook, if desired. This course will be team taught by members with a great deal of Communication experience.

AUXCOM is an operational specialty course required for members working to attain AUXOP status. Those desiring to acquire an Auxiliary call sign – at one time assigned upon successful completion of AUXCOM – must still complete the separate Telecommunications TCO PQS (Personal Qualification Standard).

**AUXCOM**, the Auxiliary Communications Specialty course, focuses on radio communications for the Auxiliary and Coast Guard, providing broad knowledge of the fundamental principles underlying communications systems in use by both the Coast Guard and the Auxiliary. You can achieve success as an AUXCOM Specialist by passing a closed book, proctored examination with a score of 75% or better.

### Location:

West Rock Warehouse  
Training Room Building 8,  
1450 East 98th Street, Chicago, Illinois.

### Times:

Refreshments available 0930  
Training Begins 1000  
Buffet lunch is available (requested donation \$6)

Please RSVP to Jim Bell, SO-MT for Division 35 (jimlbell113@gmail.com) by Thursday prior to any training session so we can develop a head count for seating & food.

## SKYWARN – Weather Spotter Training

SKYWARN, a program of the National Weather Service, includes thousands of volunteer storm spotters who serve as a first line of defense against severe weather. Auxiliarists can bring great resources to storm spotting, including an established communications system that can function in an emergency, a pool of volunteers willing to be trained, a history of public service, and expertise beyond many other groups.

Storm Spotting is a valuable skill for the Auxiliarist who volunteers as a trained storm spotter. This lecture includes information on resources, training, equipment, safety, storm spotter activation procedures, reportable weather criteria, participating a local storm spotter team, and the experiences of storm spotters from around the country. It also provides some meteorological information about severe weather such as hurricanes, tornadoes, thunderstorms, winter weather, floods, dust storms, and nor'easters.

Dave Bukowski, N9KPD, from the College of DuPage NeXt Generation Weather Lab (<http://weather.cod.edu/>) is a certified SKYWARN instructor. Dave will present the SKYWARN system with numerous examples of severe weather in our area. This information is of great interest to Auxiliarists.

This presentation will be held on 3 December at the West Rock CG Auxiliary Training Center in Chicago.

Please RSVP to Jim Bell, SO-MT for Division 35 (jimlbell113@gmail.com) by Thursday prior to any training session so we can develop a head count for seating & food



## W9C – Special Event Station

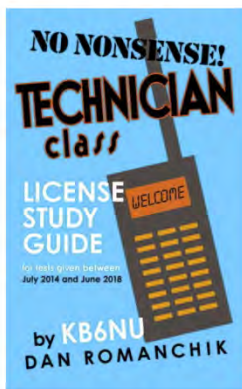
commemorating the U.S. Coast Guard Auxiliary’s 77<sup>th</sup> anniversary

We operated “Whiskey Niner Charlie”, W9C a special event amateur radio station on Saturday October 22, 2016 at USCG Station Calumet Harbor. We operated on amateur H.F. frequencies to commemorate the 77<sup>th</sup> anniversary of the U.S. Coast Guard Auxiliary. This annual event, involving 20 CG Aux stations nationwide, gave us the opportunity to exercise our capabilities while demonstrating our skills to a wide and diverse audience.



**Hamfesters (W9AA) communications trailer**

This station used a communications trailer and was staffed with guest operators from the Hamfesters Amateur Radio Club in Crestwood, IL (W9AA). The event was a success.



## Ham Radio License in a Day

Amateur radio is increasingly popular in the US since the Morse code requirement was eliminated. Many first responders, mariners, and Coast Guard Auxiliary members have ham radio licenses. In cooperation with local amateur radio clubs, we offer a one day course on the essential information needed to pass the initial (e.g., Technician Class) ham radio license test.

This course will be held on 12 November at the West Rock CG Auxiliary Training Center. We will provide a [syllabus](#) and links to online video. There will be an all-day class taught by senior ham radio operators, led by Brian Davis **W9HLQ** from the Hamfesters Amateur Radio Club ([W9AA](#)).

At the end of the class, a testing session will commence with FCC-designated examiners. A 35 question multiple choice test on the laws governing radio emissions and ham radio operation, as well as related technical topics will be administered.

Many groups have used this mechanism to train new ham radio operators. If one is not successful with the exam on the first try, make-up tests will be provided.

A ham radio license is a useful complement to the USCG Auxiliary Telecommunications Operator PQS, Watchstander PQS, and the AUXCOM program (required for AUXOP).

If you have interest in this program, please notify Jim Bell (SO-MT) or Mike Vannier (SO-CM) and we will provide further details.

Please RSVP to Jim Bell, SO-MT for Division 35 ([jimbell113@gmail.com](mailto:jimbell113@gmail.com)) by Thursday prior to any training session so we can develop a head count for seating & food



# 2016/17

# Training Schedule

# Division 35

Date	Training Topics	Location	
5-Nov	3 Strand Splicing <b>10 AM-2 PM</b>	West Rock	<b>Location:</b> West Rock Warehouse Training Room Building 8, 1450 East 98th Street, Chicago, Illinois.  <b>Times:</b> Refreshments available 0930  Training Begins 1000  Buffet lunch available (requested donation \$6)
12-Nov	Ham Radio in a Day <b>8 AM - 4 PM</b>	West Rock	
19-Nov	Telecommunications Operator <b>8 AM - 4 PM</b>	West Rock	
26-Nov	Aux Comm <b>10 am-2 PM</b>	West Rock	
3-Dec	Skywarn Weather <b>9 AM -2 PM</b>	West Rock	
10-Dec	Aux Comm <b>10 am-2 PM</b>	West Rock	
17-Dec	Aux Comm <b>10 am-2 PM</b>	West Rock	

[Please visit the Division 35 Member Training Page for further information...](#)

### Division 35 Calendar

**AUX DIVISION 35**

Today ← → **November 2016** Print Week Month Agenda

Sun	Mon	Tue	Wed	Thu	Fri	Sat
30	31 Halloween	Nov 1	2	3 Division Mtg 1	4	5
6 Daylight Saving	7	8 Flo 35-1 Mtg Flo 35-7 Mtg Election Day	9 Flo 35-9 Mtg	10	11 Veterans Day	12 Ham Radio in a Day West Rock Training Center
13	14 Flo 3512 Mtg Flo 3516 Mtg	15	16	17 Flo 3511 Mtg	18	19 TCO class West Rock Training Center
20	21 6pm Detachme	22 7pm Flo 35-6 Mtg	23	24 Thanksgiving	25	26 SKYWARN training West Rock Training Center
27	28	29	30	Dec 1 Division Mtg 1	2	3 Aux Comm West Rock Training Center

Events shown in time zone: Central Time + Google Calendar



## *U.S. Coast Guard History Program*

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# Station Chicago

formerly Station Old Chicago

Coast Guard Station #280

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**Original Location:** South side entrance to Chicago River, at North end of main inner breakwater.

**Date of Conveyance:** 1874

**Original Station Built:** 1875

**Fate:** Discontinued in 1968

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### **Keepers / OICs / Commanding Officers:**

- **Frank Fountain** was appointed keeper on 31 August 1894 and transferred to Station Charlevoix on 12 June 1900.
  - **Henry Sinnigen** was appointed keeper on 11 June 1900 and transferred to Jackson Park on 14 May 1902.
  - **Charles Carland** was appointed keeper on 14 May 1902 and was still serving in 1915.
  - **Boatswain (L) J. O. Anderson, USCG**, was attached to the station on 5 November 1917.
- 

### **Remarks:**

Station was moved in 1884(?)

Reports indicate a lifeboat detachment at least as early as 1878. There had previously been an annex to the new station at Jackson Park. Some reports mention the station still being a detachment in 1894, however. The Coast Guard eventually acquired the land by transfer from the War Department in 1900. It was located in Chicago Harbor.



By June 1932, renovation and improvement cost had run up to \$98,382.

There are, however, reports about the advanced state of building a new station in Chicago Harbor in 1902/3. It is unclear whether this refers to the completion of Old Chicago Station after the transfer of the land or whether a new station was been built.

In 1906, a Service boat was installed in the boathouse of the Farragut Yacht Club at the foot of 33<sup>rd</sup> Street, Chicago, in order to provide better and more complete coverage.

A day that went down in the annals of the Coast Guard on Lake Michigan was May 18, 1894 when a heavy snow and rain storm hit the area with gusts over 65 miles per hour. Particularly tragic was the eventual sinking of the schooner *Myrtle* after a struggle that went for hours. All six men of the crew were lost within sight of the shore because the breakers were too high to reach the ship. Allegations about the unfit state of station and Surfman Frank Fountain were brought up immediately in and by the leading Chicago newspapers. The reputation of the Life-Saving Service suffered severely.

New station was erected and placed in commission on 20 October 1903. By 30 June 1935 the station had answered 8,454 calls for assistance. The most spectacular marine disaster within the scope of operations of this station was the capsizing of the steamer *Eastland* on 24 July 1915, with 2,400 passengers on board. 280 were rescued by the Old Chicago crew and 400 bodies were recovered. It is estimated that this station has been instrumental in saving at least 6,000 lives through June, 1935.

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## Coming Home Again

**By CWO Jim Harmon, USCG**

The Coast Guard along with Illinois Conservation and Chicago Police now occupy the newly renovated Chicago Marine Safety Station (CMSS) in downtown Chicago. The CMSS renovation was completed in 2005. This building was known by many names throughout the years, ironically including (in order): "Coast Guard Station Old Chicago", "Coast Guard Lifeboat Station Old Chicago", "Coast Guard Station Old Chicago", "Coast Guard Station Chicago", "Chicago Police Marine Unit Headquarters" and now after the completed revitalization: "Chicago Marine Safety Station".

Despite name and address; Federal Government Maritime Lifesaving efforts supporting Chicago have been continuous since 1856 when a rowboat was given to the city to be manned by volunteers in case of disaster and housed under the Rush Street Bridge. It wasn't until 1876 that the first Life Saving Station Chicago was built; located near what we would now consider the southwest side of the Lake Shore Drive Bridge.

In 1893 a new Chicago Life Saving Station was completed on the south bank of 59th Street Harbor to respond to the needs of the crowds anticipated to attend the World's Columbian Exposition of that year. At the same time of the Exposition, the original downtown station's vantage point at the mouth of the

Chicago Harbor was lost. It served as a lookout platform for the lake, but was obscured as salt mounds rose about the facility blocking the view of the lake and access to the property. A new facility to the east was built and opened as Life Saving Station Old Chicago in the JMSS's current location. The facility was built on a wooden deck and accessible only by water. By 1902 the 59th Street Chicago Station had been renamed Jackson Park Life Saving Station (later closed and moved to Jackson Park Harbor) yet Old Chicago kept its name.

1915 marked the merger of the Life Saving and Light House Services into the present day Coast Guard, changing the name to Coast Guard Station Old Chicago, after WWII the name changed again adding Lifeboat to signify its role as a lifeboat station vice house of refuge.

In August of 1933, the interior of the Old Chicago Lifeboat Station was completely destroyed by fire to such an extent that demolition and renovation was necessary from the ground up leaving only the Boat House in place. The new and current Cape Cod style facility was completed in 1936 at a cost of roughly \$ 99,480.00.

Old Chicago Lifeboat Station finally dropped the Old and Lifeboat from its name and eventually became known as Coast Guard Station Chicago until 1969 when the Coast Guard abandoned the property, turning it over to the city and eventually becoming the home of the Chicago Police Marine Unit and later Illinois Conservation Police.

This year 2005 marks a new era as the Coast Guard, the Illinois Conservation Police and the Chicago Police Marine Unit move into the CMSS. What, remains steadfast is the noble purpose of the Station; to protect the lives of the maritime community in the Chicagoland area.

Your safety remains our number one concern.

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**Photographs:**



Original photo caption: "Old Chicago Lifesaving Station, Chicago Harbor, Illinois, a typical U.S. Lifesaving station of the 1800s, is shown here while holding open house for the crowds attracted to the waterfront during the World's Columbian Exposition of 1892-1893." By 1902 this station had been renamed Jackson Park Lifesaving Station. It was then closed and moved to Jackson Park Harbor.



Original photo caption: "View of West or River side of Bldg. [;] Sta. 280 (Old Chicago)." Photo dated 3 October 1922.





Original photo caption: "Old Chicago - 280 [;] Coast Guard station and crew at drill." No date.



Original photo caption: "Old Chicago." No date.



Original photo caption: "U.S. Coast Guard Station No. 280 [;] Illinois-Central Pier No. 1 [;] Chicago, Illinois." No date indicated. Photo taken by "Special Service Co. Photographers of Austin, Ill." Note the crew practicing their capsizing drill with the station's lifeboat.



Original photo caption: "Old Chicago [;] West Elevation [;] Shop.;" photo dated 28 August 1933; photo by "D.K.R."



Original photo caption: "Old Chicago Station [;] West & South Elevations - Taken from S.W."; photo was dated 13 November 1935.



Original photo caption: "Old Chicago Station [;] view from Southwest."; photo dated 16 April 1936; photo taken by "R.D.G."





Station Chicago, circa 2000. Original photo caption: none; no date.

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**Sources:**

Station History File, CG Historian's Office

Dennis L. Noble & Michael S. Raynes. "Register of the Stations and Keepers of the U.S. Life-Saving Service." Unpublished manuscript, compiled circa 1977, CG Historian's Office collection.

Ralph Shanks, Wick York & Lisa Woo Shanks. *The U.S. Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard*. Petaluma, CA: Costañó Books, 1996.

U.S. Treasury Department: Coast Guard. *Register of the Commissioned and Warrant Officers and Cadets and Ships and Stations of the United States Coast Guard, July 1, 1941*. Washington, DC: USGPO, 1941.

