



BILGEWATER

U.S. Coast Guard Auxiliary Flotilla 39-02, Des Plaines, IL 9TH WR
FC Arcia Moss VFC Ruben Howard FSO-PB Chas. Hague

Our URL: <http://wow.uscgaux.info/content.php?unit=095-39-02>

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OUR NEXT MEETING—LIVE!

Things are looking up – unless they are COVID cases, in which case they are (thankfully) looking down. So it looks like we can have our first Flotilla meeting in a couple of years with actual members in attendance! It will be held on the third Wednesday, March 16, 2022, starting at 1930 hours at our old place, Prairie Lakes Community Center, 515 East Dempster / Thacker in Des Plaines.

Current COVID protocols in force on that date will be observed, and you can mask up in any case –just in case the bugs didn't get the word that they are not allowed to infect people anymore.

If you cannot attend, the meeting will also be on Zoom. So – Let's get together!

CLASSES

Under the direction of FSO-PE Ginny Haase and with help from Chas. Hague, we have re-started our Public Education program – sort of. The first section of Boat America for 2022 was held February 23–25. We had four students— all of them either related to or a neighbor of Jim Davy. That was OK, though, and now Jim has a gang of well trained crew.

Our next Boat America class is tentatively set for April 13–15, and a section of GPS for Mariners is scheduled for Saturday, April 2. We are staying with the Zoom format for the short term. It works pretty well, especially the online quiz at the end.

E-TRAIN

Speaking of educational opportunities, E-TRAIN (formally D-TRAIN) is coming up the last week of March. There will be lots of training and meeting opportunities, although the fellowship will be a bit skimpy. There will be several workshops dealing with information required for Operations and Vessel Safety Checks. (This last is March 31 at 1900, and your Editor is doing it.)

Information is being sent directly to all members of the Division. It costs nothing! So look for a session you need, or are just curious about, and join in!

TRAINING TIME

Back in February, you should have received a chart from Bob Reczek via FC Arcia Moss listing out all the required training you should have. There were a whole bunch of numbers and abbreviations on the spreadsheet. The one easy thing was that, if the number was negative, you were REYR.

For the curious, The training items are:

502379 Workforce Resilience
810030 Security Fundamentals
810015 Privacy at DHS; Personal Info
810000 Sexual Harassment Prevention
502319 Civil Rights Awareness

The numbers in the table are the number of days until you go REYR; so if one of them is negative, you're over time on that one. Any more questions, ask FSO-IT Bob Reczek.

NEW FIRE EXTINGUISHER RULES

Newly added to the boat owners to-do list this spring will be to check all non-rechargeable fire extinguisher dates of manufacture, as well as the label for their U.S. Coast Guard classification. That's because a new U.S. Coast Guard regulation beginning April 20 for disposable fire extinguishers mandates a 12-year expiration date from the date of manufacture. Additionally, while the new regulation does not change the requirement for USCG approved fire extinguishers aboard, it does specify the minimum Underwriters Laboratory (UL) classification.

This is the result of phasing out older "B-I" and "B-II" labels for newer "5-B," "10-B," and "20-B" extinguisher classifications. The number in this new rating refers to the size in square feet of the potential fire the device is suitable to extinguish and not the exact weight of the dry chemical inside the bottle.

Vessels on the water today that are less than 26 feet and model year 2017 or older may continue to carry older, dated or undated "B-I" or "B-II" disposable extinguishers. However, when they are no longer serviceable or have reached 12 years of age since manufacture, they must be replaced with newer class "5-B" or greater extinguishers. Boats less than 26 feet and 2018 model year or newer must carry unexpired "5-B" "10-B" or "20-B" fire extinguishers. Having older "B-I" and "B-II" types does not meet the new carriage requirements.

Having one "10-B" aboard does not equal two 5-Bs. Only a "20-B" classification meets the requirement to carry two "5-B" extinguishers. For a look at how many and what type of fire extinguishers are needed aboard all recreational boats up to 65 feet, go to BoatUS.org/Fire-Extinguishers.

COME FROM AWAY

This is unfair, since the show has left already... *Come from Away* is the story of Gander, Newfoundland (pronounced Newfin-lund. The second line of the show is "you won't understand half of what we say"). When faced with 28 jumbo jets forced down by September 11, the townsfolk stepped up, fed, bunked, and took care of 6,900 passengers "come from away." It is a great show, well sung, wonderfully staged (12 chairs, 2 tables become

by turns a coffee house, a plane, a bus, and a bar). The story has lessons for us in the Auxiliary in how to act and organize when faced with a sudden, unimaginable situation.

ENDURANCE FOUND!



One of the great sea sagas is the story of Ernest Shackleton's 1914–1916 expedition to the Antarctic. Leaving England in June 1914 (a month before World War 1 began), Shackleton sailed on *Endurance*, a wood barque built to survive Antarctic conditions. The idea was to land on one side of Antarctica and walk across, meeting *Endurance* on the other side several months later.

Alas, *Endurance* became trapped in the ice, floated in circles for a year, and finally broke up and sank. Shackleton saved all his crew by sailing a modified lifeboat 850 miles across the Southern Ocean to South Georgia Island—considered by many to be the single greatest feat of navigation ever performed. (If Captain Worsley had made a mistake, they would have missed the island—and there was nothing for 1,000 miles beyond.)

Endurance's wreck lay on the bottom for over 100 years until it was located by an expedition this year. The cold water and 2-mile depth has preserved it remarkably well.

AND... Kudos to our good friend Bob Allan who, apparently tiring of ATC, is in training to become an airline pilot.