

WATERWAYS 78

ALWAYS
WEAR YOUR
LIFE JACKET!

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Vancouver, Washington



Inside this issue:

From the Commander	2
Awards and Recognition	3
Local Bridge Notices	4
Wear It	6
Workshops and Training	7
Around the District: Aluminum Boats	8
Auxiliary Aviators	10
Calendar	13

Check the Activities and Events Calendar for important dates

Workshops and Trainings Keep Auxiliary Members Semper Paratus

Division 7 frequently holds member training opportunities. Keep yourself ready for educating the public, boat crew, the boating season and much more. Take a refresher course! *(For information about Auxiliary training opportunities, contact your FSO-MT. More training news on page 7.)*



PORTLAND, Oregon—Hall Guttormsen, Flotilla Commander for Flotilla 78, leads a discussion group at a Division 7 operations workshop on April 13, 2013. Photo by Auxiliarist Daren Lewis.



From the Commander



March was another active month for the United States Coast Guard and the Coast Guard Auxiliary. When the Continuing Resolution passed, Auxiliary members experienced a practical application of the alert system. We continue to function as a Flotilla, but our missions may be affected. For instance, we must keep our crew members qualified with a minimum 12 hours per year. Given resource constraints, we must optimize patrol opportunities and combine mission goals. ATON verification, training and marine event coverage may be rolled into one patrol. The Rose Festival is on the horizon and we are concerned that a reduced budget may negatively affect this premier tradition.

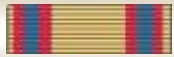
Distributing “Make Way” flyers, manning the ramps for vessel examinations, program visits, and public education continue to be vital. Safe boaters take stress off Coast Guard and Marine Safety Unit responders. Thanks to our members who participate in these activities, you do make a difference. Remember, it is critical that you record and submit all of your volunteer hours. Your hours combine to support the Gold Side.

Congratulations to every Flotilla 78 member who works to support our public education program. Thanks to those who promote the program through literature, advertising, word of mouth and public contact. Our monthly classes continue to fill. We now collaborate with the United States Power Squadron and Clark County Marine Patrol. Several local courts have sent violators to us, who have been required to attend a boating course that isn’t taught online. Last month, 34 boaters passed the ABS course; 32 from Washington and 2 from Oregon. Also, several Flotilla members worked with Division 5 and Gay Sipes, ADSO PE, worked with Division 6 to support public education and instructor development.

On a different note, members of Flotilla 78 attended the Celebration of Eric A. Stokes Sr.’s life, Saturday 6 April in Battleground, WA. Eric served in the USCG as an Electronics Specialist in communications. He held Instructor and Program Visitor qualifications and often participated in Flotilla 78 Public Affairs events. Eric’s expertise in sailing made him a key member of the instructor team. Eric was a friend who will be missed by all.

Respectfully Submitted,

Hall Guttormsen



Awards and Recognition



Operations Service Award with 'M' Device

Joel Hernandez

Commodore's Letter of Appreciation

Elizabeth W. Allen

Barry Owens

Coast Guard Auxiliary Sustained Service Award-1st with Ribbon

Joel Hernandez

Todd Miller

Coast Guard Auxiliary Sustained Service Award-8th with Bronze Star

Gay Sipes

Coast Guard Auxiliary Sustained Service Award-10th with Bronze Hourglass

Jo McCollum

Auxiliary Membership Service Award-10 Years

Frank J. Graber

Recreational Boating Safety Award

Warren Cook

Visit us on the web !
www.flotilla78.org





LOCAL BRIDGE OPERATION USCG Temporary Deviation Notices

Steel Bridge Special Notice - Willamette River, Oregon



WILLAMETTE RIVER, Oregon—The Steel Bridge, a double deck lift bridge in Portland, Oregon, will deviate from its regular schedule on June 13, 2013. Photo by Auxiliarist Joann McCollum, Flotilla 78.

The United States Coast Guard has issued a temporary deviation from the operating schedule from 1900 on 01 Jun 13 through 1300 on 08 Jun 13, that governs the Steel Bridge across the Willamette River, RM 12.1, at Portland, Oregon. The deviation allows the Steel Bridge upper deck to remain in the closed position, and not open for maritime traffic from 1900 until 2330 on 01 Jun 13, and then from 0700 until 1300 on 08 Jun 13. The upper deck of the Steel Bridge will remain closed to vessel traffic to facilitate safe efficient

movement of light rail and roadway traf-

fic associated with the Starlight Parade and Rose Parade.

The Steel Bridge is a double-deck lift bridge with a lower lift deck, and an upper lift deck which operate independent of each other. When both decks are in the down position the bridge provides 26 feet of vertical clearance above Columbia River Datum 0.0. When the lower deck is in the up position the bridge provides 71 feet of vertical clearance above Columbia River Datum 0.0. This deviation does not affect the operating schedule of the lower deck which opens on signal. Vessels which do not require an opening of the upper deck of the bridge may continue to transit beneath the bridge and, if needed, may obtain an opening of the lower deck of the bridge for passage during this closure period of the upper deck.

The bridge shall operate in accordance to 33 CFR § 117.897 at all other times. Mariners will be notified and kept informed of the bridges' operational status via the USCG Local Notice to Mariners publication and Broadcast Notice to Mariners as appropriate. The bridge will be required to open, if needed, for vessels engaged in emergency response operations during this closure period.



Burnside Bridge Special Notice - Willamette River, Oregon

The United States Coast Guard has issued a temporary deviation from the normal operating schedule from 0700 until 1400 on 08 Jun 13 for the Burnside Bridge at Portland, Oregon, on the Willamette River, RM 12.4. The Burnside Bridge provides a vertical clearance of 64 feet in the closed position; all clearances are referenced to the vertical clearance above Columbia River Datum 0.0. The deviation allows the Burnside Bridge to remain in the closed position and not open for maritime traffic from 0700 until 1400 on 08 Jun 13. The bridge shall operate in accordance to 33 CFR § 117.897 at all other times. The bridge will be required to open, if needed, for vessels engaged in emergency response operations during this closure period.



WILLAMETTE RIVER, Oregon—the Burnside Bridge in Portland, Oregon, in closed position. Photo by Auxiliarist Joann McCollum, Flotilla 78.



WEAR IT RIGHT!



FOR IT TO WORK RIGHT!





VANCOUVER, Washington—Auxiliarist Todd Miller, FSO-MS presents a Paddlecraft training to Flotilla 78 members during the March meeting. Photo by Auxiliarists Joann McCollum, Flotilla 78.

Workshops and Trainings Keep Auxiliary Members Semper Paratus

By Dana Bergdahl, FSO-PB, Flotilla 78

Membership meetings, Division trainings and online training provide Auxiliary members with opportunities to refresh skills and learn new ones. Each month, Flotilla 78, provides information and training sessions to its members.

In March, Todd Miller, Flotilla Staff Officer for Marine Safety, gave a presentation to members about Vessel Examinations relating to Paddlecraft operators. Miller outlined the specific needs of paddlers such as those using kayaks, rowboats, canoes, paddle boards and more.

With free trainings and fellowship at member meetings, Auxiliarists gain a great deal of knowledge that can assist them with future Auxiliary activities. Auxiliarists with specialized training in specific areas can share their knowledge and skill sets with other members. If you have specialized training in one of the many Coast Guard Auxiliary qualifications and would like to present a training, contact your Flotilla staff officer in charge of member training to set up a presentation. This is a wonderful opportunity to share useful information and provide additional support to our Flotilla meetings.



Around the District

Aluminum Boat Safety

By Dana Bergdahl, FSO-PB, Flotilla 78



WARRENTON, Oregon—USCG motor lifeboat from Cape Disappointment shows typical structural welded joints. Photo by Dana Bergdahl, FSO-PB.

Most everyone has seen aluminum recreational boats at some point while on an Auxiliary patrol, while out fishing or just having a good time cruising on the water. At the same time, there are a number of Auxiliarists who own and operate aluminum boats. While most boat owners are responsible and do their best to maintain the integrity and safety of their watercraft, at the same time, there are potential problems that can arise, other than engine trouble. The problems that I



am referring to, for instance, include chemical corrosion, metal fatigue, external hull cracks, weld cracks and electrolysis. To the layperson these may seem like foreign or unfamiliar terms, but for the person involved in boat or ship repair these issues are common and significant, potentially resulting in catastrophic damage. Most, if not all, of these issues can be avoided and mitigated through comprehensive inspection of aluminum boats.

So what do these things mean and how do they occur? First, chemical corrosion of aluminum can happen by simply spilling a carbonated beverage, such as a soda, in the boat and not cleaning it up. It is not enough to just wipe it up. Soap and water must be used in order to stop the chemical reaction that will cause the aluminum to corrode. The ammonium compounds found in soft drinks, that also contribute to tooth erosion can also initiate corrosive action in aluminum. Besides soft drinks, hard alkaline water found in several parts of the western United States can also cause aluminum to corrode.

Much like steel, aluminum also undergoes an oxidation process similar to rust. With aluminum, however, it is known as electrolysis. Electrolysis occurs when dissimilar metals are in contact in the presence of an electrolyte. In the case of boats, that would be water. The dissimilar metals begin a galvanic action that results in the breakdown of the two metals. In order to prevent electrolysis from occurring an ideal method is to affix zinc blocks to the hull.

Most structural damage that will occur to an aluminum boat is the result of dock and/or boat collisions, hitting hidden water hazards, and excessive turbulence in water. These incidents can result in compromised structural damage, fatiguing of the aluminum, and weld or structure cracks. Aluminum boats are constructed in a manner similar to steel ships. There is the external hull, but internally there are frames, longitudinal and transverse stiffeners, etc. Damage to these members can go unnoticed until disaster strikes.

Fatiguing and cracks are often the result of excessive stress on the structural member and its connecting weld. Fatiguing is a concept most are familiar with in a general manner. It is similar to bending a paperclip back and forth until it breaks. What you have done is fatigued the metal until it reached the breaking point. Repetitive action on any one structural member in a boat can cause it to fatigue, especially in the weld zone. It is generally at the connection lines where fatiguing will originate and cracks be found.

Each year it is important for boaters to undergo their annual vessel examination. Likewise, it is also recommended that owners of aluminum boats additionally have the structure of their boat examined for any possible damage that may have gone unnoticed. With annual vessel examinations and additional structural safety checks of your boat, you can have a safe and fun boating season.

Resources:

Metallurgy, 4th Ed., B.J. Moniz, 2007

United States Coast Guard, T-Boat Inspection Book, October 2007

46 CFR 176.610—802

Aluminum Design and Fabrication Guide, SSC452, 2007



Auxiliary Aviators “get wet” at USCG Academy

Article by Auxiliarist Rande Wilson, 014-07-02



NEW LONDON, Connecticut – Auxiliarist Annette Leder of Tarrytown, NY provides emergency swim test instruction to an AUXAIR aviator during the annual swim test training at the USCG Academy. (USCG Auxiliary photo)

Auxiliary Aviation (AUXAIR) is a USCG Auxiliary operational program. AUXAIR aviators have varied aviation backgrounds and many have prior military experience. AUXAIR aviators volunteer their aircraft for use as facilities, just as surface operators volunteer their boats.

All Auxiliary aircraft meet strict U.S. Coast Guard and Federal

Aviation Administration requirements. These aircraft

are inspected annually per the USCG Commandant’s instruction.

AUXAIR participates in many USCG missions including:

- Search and Rescue
- Ports
- Waterways and Coastal Security
- Marine Safety
- Pollution Response
- Aids to Navigation
- Ice Reconnaissance



It also conducts Logistic Transport Missions. AUXAIR is an integral part of the Coast Guard search and rescue team and its homeland security forces.

Auxiliarists involved in AUXAIR take Auxiliary aviation training, completing the syllabus for their level of qualification. After having their knowledge and skills approved by an Auxiliary Flight Examiner, they may be certified by the District Director of Auxiliary (DIRAUX) as Pilots, Observers or Air Crew in the AUXAIR Program.

There are three qualification levels for pilots, similar to active duty Coast Guard:

- Aircraft Commander,
- First Pilot, and
- Co-Pilot.

Minimum requirements for the different levels of pilots are measured by Pilot in Command time and are:

- 1000 hours with an Instrument Flight Rules (IFR) rating for Aircraft Commander,
- 500 hours for First Pilot, and
- 200 hours for Co-Pilots.

These levels of pilot qualification are also linked to the types of missions they are authorized to fly. All pilots must pass recurrent flight checks and undergo annual safety training.

AUXAIR does not offer flight training for pilots. Rather, it builds on what certificated pilots already have learned. Pilot applicants learn about search and rescue (SAR) techniques and patterns, Coast Guard communications, and Coast Guard flight safety rules and procedures.

Pilot candidates must successfully pass a written open book test, take water survival training and pass a check flight. Auxiliary aviators are held to high standards of training and safety. Auxiliary pilots are Pilots-in-Command of each mission



Looking for uniform procurement or new member information? The Human Resources Directorate can help. Visit <http://h-dept.wow.uscgaux.info/content.php?unit=H-DEPT> for new member and uniform information.



Activities and Events Calendar

May 1	Fellowship Breakfast (Vancouver Plaza I-Hop)	0800
May 2	Flotilla Staff Meeting (Peachtree Restaurant, Hazel Dell)	1830
May 16	Flotilla 78 Member Meeting (WA Fish & Wildlife Bldg., Vancouver)	1930
May 18	Fellowship Breakfast (Hometown Buffet, Vancouver, WA)	0800
May 20	Life Jacket Message for Ramps (Port of Camas/Washougal)	1000
May 25	About Boating Safely Class (4700 NE 8th St, Bldg. B-1, Vancouver)	0830
June 5	Fellowship Breakfast (Vancouver Plaza I-Hop)	0800



A lot of people ask me if I were shipwrecked and could only have one book, what would it be?

I always say "How to Build a Boat."

- Stephen Wright



Semper Paratus

2013 OFFICERS

FC	Hall C. Guttormsen	FSO-MS	Todd Miller
VFC	Joel Hernandez	FSO-MT	Charles Gehle
IPFC	George Sipes	FSO-NS	Barry Owens
FSO-CM	Warren Cook	FSO-OP	Donald G. Lewallen
FSO-CS	Dana M. Bergdahl	FSO-PA	John Mackey
FSO-DV	Tammy Longpre	FSO-PB	Dana M. Bergdahl
FSO-HR	Gay Sipes	FSO-PE	Karl Johnston
FSO-FN	Bob Wilkinson	FSO-PV	Warren Cook
FSO-IS	Barry Owens	FSO-SR	Barry Owens
FSO-MA	Donald G. Lewallen	FSO-VE	Rodger Plymate

Float Plans:

Why should you take the time to prepare a float plan? The answer is simple... there are just too many facts that need to be accurately remembered and ultimately conveyed in an emergency situation. Without a float plan you are counting on someone else, a friend, neighbor, or family member to remember detailed information that rescue personnel need in order to find you. Information that can make a difference in the outcome.

Visit floatplancentral.org and get one today!

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