



Icelandic Coast Guard Tour – Brendan Day

While visiting Iceland on vacation last week, I decided to message the Icelandic Coast Guard to see if I could tour their facility and get the full experience. Needless to say, I was not let down!

My tour first started in the Icelandic's 112 Headquarters, or 911, as we call it here in the US. They are solely responsible for the dispatch of rescue, fire, police, as well as Iceland's Coast Guard. The ICG is actually treated as a job that can be applied for and obtained, contrary to enlisting through the Department of Homeland Security for a contracted amount of time. Iceland's Search and Rescue (SAR) team is its own "auxiliary", built from a collective group of over 300 volunteers. From 112 Headquarters, they can see every asset available and which ones can be dispatched closest to the scene of an incident. Tourists account for an estimated 70% of 112's daily phone calls, which, since the island isn't easily accessible most times of year, can tie up essential assets.

Magnus, my 6' tall burley private tour guide, took me through our next stop, which was ICGV Þór (meaning "Thor"). From here we walked the entire ship top to bottom, walked the bridge and discussed all of the boat's controls, and viewed the galley and sleeping quarters. ICGV Þór was built and commissioned in Chile in 2005. This boat replaced their now decommissioned ship ICGV Óðinn (which serves as a museum). A crew of 18 that currently sails the ship today sailed it from Chile to Boston and then to its current location in Reykjavik Harbor. *(Continued on page 3)*



INSIDE THIS ISSUE

2 Calendar of Events

4/5 Ice Safety

Burlington VT Flotilla 15-02, 1SR

Flotilla Commander: Robert T. White

Flotilla Vice Commander: Bob Bernier

Flotilla Human Resources: Rick Moore

<http://wow.uscgaux.info/about.php?unit=014-15-02>

<https://www.facebook.com/US-Coast-Guard-Auxiliary-Flotilla-15-02-Burlington-VT-351235695499189/>

EMBEDDED LINKS

Please note: this newsletter contains embedded links. To access the website of the link, hover your mouse over the underlined link and you will see the website url. Simply hold down the "Ctrl" button on your keyboard and then right click your mouse to go to the link. On PDF's, just click on the link.

CALENDAR OF EVENTS

D-TRAIN 1SR

Mar 2020

<https://www.d1dtrain.org/copy-of-schedule-of-events>

Cleat Hitch



<https://www.animatedknots.com/constrictor-knot-twisting-method>

Official Vermont Boating Safety Course Online

<https://www.boat-ed.com/vermont/>

*****Holiday Gathering (no DEC flotilla meeting)**

3 Dec 2019 at 1800 at McGillicuddy's on the Green
(RT 2/Severance Rd) in Colchester, VT***

Flotilla 15-02: U.S.C.G. Station Burlington
1 Depot Street
Burlington, VT 05401

Meeting Location:

Meeting Time: 1st Wednesday of each month
at 19:00 hours (7 p.m.)

Open Flotilla Positions

FSO-NS Navigation Services Officer
FSO-IS Information Systems Officer
FSO-MV Marine Dealer Visitor Officer
FSO-PA Public Affairs Officer

Please consider volunteering for one of the positions listed above. You will learn a lot, help the flotilla function more effectively, and receive help from other knowledgeable members when needed.

To read the general job descriptions for these positions, check out this link posted by another unit:
<http://wow.uscgaux.info/content.php?unit=130-05-02&category=staff-officers>

Have you submitted your 7029?

Each member should submit one monthly.

4 Key Points to Discuss with Boaters:

1. Always Wear It
2. Take a Boating Safety Course
3. Get a Vessel Safety Check
4. Don't BUI

Editor: Ruth Ring, FSO-PB, 15-02, 1SR.

ruth_ring@msn.com

Submit articles/photos NLT 2 weeks prior to the next meeting, or as directed.



Wear It! Inflatable Life Jacket Education video
<https://www.youtube.com/watch?v=VFEDdkhZuAg&feature=email>

CONFIDENTIALITY NOTICE – PRIVACY ACT OF 1974

Disclosure of this material is subject to provisions of the Privacy Act of 1974. This Act, with certain exceptions, prohibits disclosure, distribution, dissemination, or copying of any material containing home address, home telephone number, spouse's names, and social security numbers, except for official business. Violations may result in disciplinary action by the Coast Guard and/or civilian criminal sanctions.

(Continued from page 1)

Our next stop took us to Reykjavik Airport (RVK) where the Coast Guard currently houses its air assets: 3 helicopters and 1 large plane. From here we walked the hangar, saw pilots run drills in helicopters, and watched footage of some of their heroic rescues at sea.

Our last stop took me to Iceland's Explosives & Demolition Unit, as well as meeting some of the members of Iceland's Elite SWAT Unit (they are also called "Vikings"). Iceland doesn't have a standing military, but receives assistance by NATO, and also provides support for NATO missions for bomb investigation and disposal in Afghanistan and Iraq. Here I got to learn about their missions, see their area of operations, and also explore some of their awesome ordinance, and, of course, try on the suit, too, because, **when in Iceland...** 😊



<https://www.dnr.state.mn.us/safety/ice/index.html>

Ice is Never 100% Safe!



Ice is Never 100% Safe!

Minimum Guidelines for New Clear Ice Only



http://files.dnr.state.mn.us/education_safety/safety/ice/dangerthinice.pdf



DRIVING ON ICE?

Don't drive on the ice if you can possibly avoid it. If you must, follow these safety tips:

- Stay off the ice at night, especially during a snowfall or foggy conditions. If that's unavoidable, be extremely cautious and drive slowly since holes can open up quickly.
- Roll a window down and unlock doors or keep a door slightly ajar to speed escape.
- Don't wear a life vest while riding inside a vehicle. The extra bulk could hamper your escape through a window.
- Don't go back into a partially submerged vehicle to retrieve equipment or other belongings.

VEHICLE ESCAPE

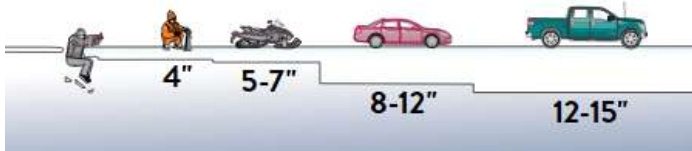
If your car or truck breaks through the ice:

- Immediately attempt to escape through a door or side window. The vehicle will stay afloat for a few seconds to a few minutes.
- If windows and doors won't open, try to kick out a side window.
- If the car begins to sink, find the door handle and keep trying to get a door or window open. As water fills the vehicle it should become somewhat easier to open a door.
- Push open the door and exit the vehicle. Your vehicle may have landed on its roof. To get your bearings, let your natural buoyancy guide you as you swim toward the surface.

Think twice before driving on ice.

ICE IS NEVER 100% SAFE!

Minimum guidelines for new clear ice only



ICE SAFETY TIPS

Ice is never 100 percent safe. Take these steps to minimize risk when recreating on frozen bodies of water:

- Check the thermometer, not the calendar. Air temperature and recent weather patterns can significantly impact ice quality. Just because the ice was safe on a certain date last year doesn't mean it will be safe this year.
- Check with local experts and sources for current ice reports and to learn about any known hazardous areas.
- Let someone know where you are going and when you expect to be back. Carry a cell phone and/or personal locator beacon with you in case of trouble.
- Wear a life jacket or float coat when you are on the ice (except when in a vehicle). If you fall in, a foam-filled vest or coat will keep your head above water and provide some insulation against the effects of cold water.
- Always bring an ice safety kit with you on the ice: rope, ice picks, ice chisel or drill and tape measure. Check ice thickness at regular intervals. Know how to use the ice picks to rescue yourself and the rope to rescue others.



THE COLD FACTS ABOUT ICE

You can't judge ice conditions just by appearance or thickness. Many other factors, including water depth, size of water body, water chemistry, currents, snow cover, age of ice, and local weather combine to determine its strength.

New ice is usually stronger than old ice. Four inches of clear, newly formed ice may support one person on foot, while a foot or more of old, partially thawed ice may not.

Ice seldom freezes uniformly. It may be a foot thick in one location and only an inch or two just a few feet away. Ice near shore can be weaker than ice farther out. Check ice thickness every 150 feet at a minimum.

Ice formed over flowing water and currents is often dangerous. This is especially true near streams, springs, channels between lakes, bridges, culverts and aeration systems. Also, the ice on outside river bends is usually weaker due to the faster current.

The insulating effect of snow slows down the freezing process. The extra weight of snow cover also reduces how much weight the ice sheet can support. Shovel any snow before testing the ice for thickness and color.

Watch for large cracks, depressions or pressure ridges in the ice and avoid those areas.

Moving fish populations can bring warm water up from the bottom of the lake, and waterfowl can warm the surface of the ice causing holes to open up, posing a threat to anyone traveling on the ice.

For more ice safety guidelines and tips, visit mndnr.gov/icesafety.



DANGER! Thin Ice



BOAT AND WATER SAFETY
500 Lafayette Road
St. Paul, MN 55155-4040
888-MINNDNR or 651-296-6157
www.mndnr.gov/boatingsafety

The Minnesota DNR prohibits discrimination in its programs and services based on race, color, creed, religion, national origin, sex, public assistance status, age, sexual orientation or disability. Persons with disabilities may request reasonable modifications to access or participate in DNR programs and services by contacting the DNR ADA Title II Coordinator at info.dnr@state.mn.us or 651-296-6157. Discrimination inquiries should be sent to Minnesota DNR, 500 Lafayette Road, St. Paul, MN 55155-4049; or Office of Civil Rights, U.S. Department of the Interior, 1849 C Street NW, Washington, D.C. 20240.

©2017 State of Minnesota, Department of Natural Resources.

Minnesota DNR is an Equal Opportunity Employer.

Printed on Minnesota-made paper containing 10% post-consumer waste.



8AW 162 17 11/17 20M



PREACH, REACH, THROW, ROW, DON'T GO

To rescue someone from the ice or water, follow these five steps:

PREACH

Call 911 if you have a cell phone. Shout to the victim to encourage them to fight to survive and reassure them that help is on the way.

REACH

If you can safely reach the victim from shore, extend an object such as a rope, ladder or jumper cables to the victim. If the person starts to pull you in, release your grip on the object and start over. Don't run to the edge of the hole, this will likely lead to two victims in the water.

THROW

From shore, toss one end of a rope or something that will float to the victim. Have them tie the rope around themselves before they are too weakened by the cold to grasp it.

ROW

Find a lightweight boat to push across the ice ahead of you. Wear your life jacket and bring ice picks and a throwable flotation device. Attach rope to the boat so others can help pull you and the victim to safety. Push the boat to the edge of the hole, get into the boat and pull the victim in over the bow.

DON'T GO

A nonprofessional should not go out on the ice to perform a rescue without means to self-rescue. This includes bringing ice picks, wearing a life jacket and being securely tied to a rope held by someone who can pull you out.

BE A SURVIVOR!

You must fight to survive in cold water. Commit this action plan to memory before hitting the ice:

1. Don't panic! The shock of cold water can cause you to inhale water and/or hyperventilate. Get your breathing under control.
2. Don't remove your winter clothing. Heavy clothes won't drag you down, but instead can trap air to provide warmth and flotation. This is especially true with a snowmobile suit.
3. Turn toward the direction you came from. That's probably the strongest ice. Call out for help.
4. Place your hands and arms on the unbroken surface. Use your ice picks, a pair of nails or sharpened screwdrivers to get extra traction to pull yourself up onto the ice.
5. Kick your feet and dig in your ice picks to work your way back onto the solid ice.
6. Lie flat on the ice once you're out and roll away from the hole to keep your weight spread out. This may help prevent you from breaking through again.
7. Get to a warm, dry, sheltered area and rewarm yourself immediately. In moderate to severe cases of cold water hypothermia, you must seek medical attention. Review DNR's Cold Water Kills brochure for additional information.

To see these techniques in action, visit youtube.com/minnesotadnr/playlists and choose the ice safety video.