

U.S. Department of Homeland Security



USCG Auxiliary District 13 Division 7

DAYMARK



Honor, Respect and Devotion to Duty

Vol. LVI Ed. 11

VOLUNTEER GUARDIANS

November 2010

Special points of interest:

New Members

Guardian of the Week

Emergency Comms Exercise

Aux Deployed to the Gulf

DIVISION COMMANDER'S CORNER

Shipmates,

The water is cooling, the nights are getting longer, and the damp is most definitely back. Out on the water, working a shore side event or simply driving to or from a meeting; please take the deteriorating conditions into account. As the Commandant recently highlighted safety requires constant vigilance on duty and off.



If you have not already done so I encourage you to visit the Division blog and read the Commandant's message or watch the video: <http://www.division7.org/2010/10/alcoast-46010-dont-let-your-guard-down.html>

Surface operations safety:

Please assure all members aboard have the proper PPE and that all elements of the PPE are functional. This means things like assuring your PEPIRB batteries are in date, your marker lights are in date or work if battery operated, and your dry suit seals are watertight. The PEPIRBs should be tethered to the SAR equipment of one member of the crew and carried. Check your own gear and that of your shipmates. We are not jumping out of airplanes but the wrong gear malfunction in the wrong situation has the potential to be no less dangerous so conduct mutual gear checks. I have been very pleased with the 100% PPE compliance I've seen in recent years. Captain Kaup, our Sector Commander, reminded me last week that, "Integrity means you will do the right thing when no one is watching." I expect, and have seen, that integrity.

One practice we need to work on is updating our GAR model during our missions as conditions or mission complexity changes. If you are not already working your GAR model as your missions proceed, please start doing so and provide updates to Station Portland if the GAR situation changes. If our GAR score isn't going up when we are doing activities like conducting a tow, we are missing something.

HAZWOPPER

Another way we can mitigate risk is understanding potential dangers. The Division training in November is Hazardous Waste Operations and Emergency Response - the basic awareness level. This course is designed to give you a basic awareness of the risks involved with hazardous releases and what actions you should take to protect yourself and your shipmates from immediate

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or long term harm. Others, with more advanced training, will be called upon to respond but we may be asked to play a supporting role in the response. More importantly we may discover releases in which case knowing what to do and what not to do can be critical. Our region has a high number of potential release sources that can put the public, our shipmates and ourselves at risk.

Thank you for your service. Be safe and look to the safety of your shipmates,
Daren Lewis, Division Commander

A Note from our Division Vice Commander

The Division elections were held in October and congratulations to Daren Lewis, Division Commander, and Brad Schuldt, Division Vice Commander for 2011. Also congratulations to all the Flotilla Commanders and Vice Commanders who stepped up to lead your flotillas.



Please start sending me all changes, corrections, additions, and new member information for your flotillas as soon as possible so the Division Directory for 2011 can be completed early. Also all dates of events are needed for the calendar.

Respectfully,

Carol Bobo, VCDR-7



FLOTILLA COMMANDERS REPORTS

FLOTILLA 71 LONGVIEW— Flotilla 71 has completed our elections and I am proud to announce that Dick Mullinax will be our next Flotilla Commander, and Allen Bennett will be our new VFC. We will be holding our change of watch at Parkers Steakhouse in Longview Dec. 4th. I will post more details on banquet at a later date.



We will be having another PA event in Longview at Douglas St. and 11th on November 20th. This is sponsored by Longview Fiber Company.

Doug Doane FC-71



PACIFIC— Fellow Guardians; The flotilla annual elections were held at Tyee on [October 21st](#). I want to thank everyone for the great turnout, especially Tony De Lucca and Pete Tol for making the 2-hour drive in from The Dalles just to attend the meeting. Additionally, we welcomed Bill and Jackie Morgan back after having their house burn down. We are grateful they are ok and were able to join us.

Dave Schwartz and I are honored to have been elected to serve another term as your flotilla Vice Commander and Commander respectively. Dave and I have already begun the process of selecting staff officers to serve during 2011. We're likely to make a few changes and encourage any member who feels they are ready for the added responsibility and leadership experience to contact us right away.

2010 has been a challenging year for the Flotilla, but we remain strong and ready to continue our mission and increase levels in 2011.

As a reminder, the 2010 Change of Watch ceremony will be held aboard the Sternwheeler Rose for a 3-hour cruise. Dinner will consist of a combination of Salmon and Prime Rib. I have a very special surprise guest speaker lined up. I'm not officially announcing who it is, but it is sufficient to say that this is a guest unlike we've had before. Members RSVP right away in order to reserve seats.

Brian Rollins, FC-73



SWAN ISLAND— First, I would like to thank the members of Flotilla 76 for allowing me to continue as their Commander for one more year. The experience has been incredibly rewarding and I am truly looking forward to the opportunity.

Our October 16 GPS class was an overwhelming success. Jon Polimeni, Gary Nepple, and Gary Bell held the class at the Multnomah Yacht Club. They had 16 students. The feedback has been so positive that Jon has decided to add several more GPS classes to the schedule, the next being December 11 at the Happy Valley Fire Station.

As to 76's monthly Vessel Examiner award, we had a different winner again (Sorry Matt). John

Lehr, a first time winner, took the prize for October. Again, I would like to thank John and all of our other examiners for their hard work. We had a great year.

Our Change of Watch is scheduled for Sunday, December 19 at 1700. It will again be held at The Portland Water Pollution Control Laboratory underneath the St. Johns Bridge. The location is perfect for watching the Christmas Ships as they transit the Willamette. Gary Bell will once again be catering the meal along with his wife, Candy.

We need your help! We are trying to collect pictures of Flotilla 76 members doing funny or interesting things. If you have snapped a shot of any of us doing something funny, please send it to Daren Lewis. We would greatly appreciate it.

John Poulson, FC 76

FLOTILLA 78 VANCOUVER Being the Flotilla Commander is a lot of work. But there are some perks that come with the job. John Hilbrands our Flotilla and Division PA officer, put together a patrol with the Clark County Marine Sheriff's unit and I was invited along. At 1100 hrs Sgt. Fred Neiman and Deputy Todd Baker arrived with their 22 ft patrol boat. John and I boarded it for the patrol.

But before we got underway they observed an expired license on a vessel that had just come out of the water. The owner knew it was expired so a ticket was issued.

We left the dock and started the patrol downstream. Several boats were stopped and questioned as to safety equipment and fishing licenses. What was interesting to us was that the improper display of numbers was the first indication that more questions may be needed. This fits well into our vessel exam program as the first item on the list is "Numbers Displayed Correctly"? It was amazing to me the number of boats that don't have them correct.

The other thing that impressed me was the way they worked with the boaters. Their mood was extremely professional and they treated the boaters with the greatest of courtesy. It is apparent that they are well trained and have a great desire to increase boating safety. We are so lucky to have professionals like this to help keep us safe. We continued down stream to St Helens where we stopped for lunch.

The trip back was a repeat of the trip down. A number of stops to check various infractions. Most were resolved with a warning but some required more action. It seems that although the boaters weren't happy with the encounter they realized their mistakes and felt that they were treated with courtesy and fairness.

It takes great skill to perform these duties and still leave the public satisfied. I related their skills to ours and our RBS programs. It is so important that we understand our position as boating safety advocates. We need to treat the public with great respect and kindness. Sometimes we may not understand why rules are ignored but as we perform our duties we are making a difference.

It was related to me that it seems that more boaters are following the rules and I would like to think that it is due to our (the Auxiliary) efforts. I watch our members perform their duties and

am always amazed at their skills both in operations and RBS. I have learned much this year and I thank everyone. All are dear to my heart and I feel that Flotilla 78 is equal to all.

We had our Flotilla elections on Thursday 21 October 2010. George Sipes was elected as Flotilla Commander and Hall Guttormsen as Vice Commander. Member training was on opportunities in the Auxiliary and how to become prepared for them. Karl Johnston received his new member ID card.

Division Commander was in attendance and gave us a great talk.

On Saturday we had two boats in the water for training two of our members for their requal. on Nov. 6. We will hold one more training session. Also we held our 4th Saturday ABS class team teaching with the Clark County Sheriff's Marine patrol. We have a great law enforcement group and we are very fortunate to have a strong working relationship with them.

We have held 16 ABS classes this year and with GPS and other events our PE count is 22. We will be holding another ABS class on the third Saturday of November team teaching with the Marine Patrol. (The fourth Saturday is too close to Thanksgiving.) We will soon have a planning meeting for our advanced classes such as GPS, Navigation, Radio operation, and Sailing.

I am continually amazed at the performance of our members. It is my hope that I can continue to live up to their expectations as we move into another year.

George Sipes, FC 78

FLOTILLA 7-12 HILLSBORO— Our two PE classes continue and three of our six Instructor Candidates have completed their required training by teaching chapters of the BS&S class. Also, our transfer member, Doug Gordon, has taught his makeup classes to regain his Instructor qualification. The remaining three candidates are scheduled to teach in the last half of the class.

Our flotilla needs to work harder at attracting new members as we will be retiring three members in December. Hans Geerling (29 years), Gus Lang (24 years) and Dale Vaught will be recognized at our Change of Watch on December 5th.

We will be presenting the ACN (Advanced Coastal Navigation) class beginning in January 2011. This class is one of the AUXOP required courses. It will be open to all Div 7 Auxiliary and to the Public. We have a sufficient amount of charts for the plotting exercises and will be making copies of the study guide. Cost of these has not been determined as yet.

The day will be on Tuesdays. The location will be determined by the number and demographics of those making a firm commitment to attending this class.

DIVISION STAFF REPORTS



COMMUNICATION SERVICES— [No report received]

Daren Lewis, SO-CS



This month the Division 7 Emergency Command Post (ECP) was deployed to Mt. Tabor to participate in the Multnomah County Amateur Radio Emergency Service (ARES) exercise.

This exercise deployed HAMS to Fire Management Areas (FMA, these are Portland Fire Bureau fire stations) to setup and operate amateur radios and practice emergency communications on amateur VHF-FM bands with a Net Control. The Portland Officer of Emergency Management (POEM) invited us to participate this year, with a hand full of other agencies like Mt. Hood Community College, Portland Community College, Portland Water Bureau, Gresham Fire, Corbett Fire, Multnomah County Office of Emergency Management, 911 Call Centers for Portland, Gresham, and Corbett. The Amateur Radio Operators were from, Portland Neighborhood Emergency Team (NET), Gresham Community Emergency Response Team (CERT), and Corbett Neighborhood Emergency Response Team (NERT).

The trailer was underway at 0800 and on the air by 0830. The exercise lasted about an hour and a half with Jim Price, Curt Wilhelm, John Hilbrands and I standing the watch. We conducted multiple relays and heard all units on the repeater and all but two on the simplex frequency. I think all and all we have a very capable ECP and a capable team to go with it.

At the hot wash, we were given a thumbs up on our professionalism and capabilities and have been invited to participate in next year's exercise. We had picked up a set of keys for Mt. Tabor at the brief which made accessing the summit 100% easier and we are now working with POEM on a method of access that could eventually get us a set of keys that will allow us access at anytime without playing leap frog on the phone.

I would like to thank Jim Price for taking this task on and representing us at the brief and hot wash. Jim represented the Coast Guard and the Auxiliary well.

As you all heard, District is still working on a fuel budget and this required an auxiliary stand down. This meant the radio exercise for 16 Oct. had to be canceled. I am planning to reschedule this exercise after the beginning of January. I will give you dates at least a month in advance. In the meantime I would like to encourage all to start work on their TCO-PQS. There are members in the Division who are currently qualified as TCO and can sign off your PQS. Members who are currently qualified in a specific task can also sign you off on that task ONLY. That also includes active duty members.

Last but not least, I would also like to thank Flotilla 76 for donating \$50 to replace worn out clearance and marker lights on the ECP. This will help us stay legal when we are on the road.

Jonathan James, SO-CM

Human Resources— Flotilla 71 – No report received

Flotilla 73 – Welcome aboard to Damon De Vol who just received his member number

Flotilla 76 – No report but welcome aboard to Carel Verlinden. He also works with the CG Academy on the AIMS program.

Flotilla 78 – They have 3 new recruits completing paperwork.

Flotilla 7-12 – No report received.

Remember – It's critical to assign mentors to new members who can advise them of all the opportunities available in the Auxiliary, help them in selecting their uniforms and be there for them when they have questions. **Is this happening in your flotillas?**

If you need help, let me know.

Carol Bobo, SO-HR



Information Systems – [No report received]

Bill Hoyer, SO-IS



Marine Safety— [No report received]

Hall Guttormsen, SO-MS



MEMBER TRAINING – On October 9, Division conducted its Leadership training. 11 members attended the training. I would like to give Ken Babick special thanks for conducting another great leadership course and for all of the other topics over this last year. There have been some concerns that a few members might be lacking their Tri-annual check ride. I would just like to let everyone know this has not been forgotten.

On November 13, the MSU will be conducting the Hazardous Waste Operations and Emergency Response (HAZWOPPER) course. The class will start at 0830 and is expected to last the greater part of the day. Uniform is ODU. The instructor will be Chief Griggs or MST1 Potter from MSU Portland. In addition, Station Portland's, BM1 Troy Atwood and others will be providing a

navigation rules class. The class is open to active duty and Auxiliary personnel. The class is four days plus one day of testing. Dates and times are November 15-19 from 0800 to 1130 at Station Portland. If you are interested, please contact SN Elisabeth Hanna or BM1 Troy Atwood.

Due to the Change of Watches, there will be no Division training in December. I am currently in the process of developing the 2011 calendar which will be more like last year's since there will be more need for the 8hr TCT and the QE sessions.

Jonathan Polimeni, SO-MT



NAVIGATION SYSTEMS — Thank you for everyone involved in the NS-Division. I am grateful for every AV to get the annual assignments done in an expedient way this year again. Our Division 7 has done a great job to be an example of Honor, Respect and Devotion to duty. Only your individual participation makes this Division look good and it goes to your credit to support the USCG in one of its essential and important missions.

As the holidays are approaching I'd like to wish everyone in Division 7 a very pleasant holidays and a Happy New Year, a Merry Christmas and Happy Chanukah. May God bless you and your families richly and keep you and your loved ones safe. I look forward to a successful year 2011 in support of Coast Guard missions! Best wishes to all of you!

Joe Baney, SO-NS



Operations — The District Auxiliary fuel budget for the FY 2011 which began on 01OCT remains to be determined. In the absence of a budget, very few patrol orders are being conducted and these are limited to USCG requests. All operational training and QE activity previously scheduled for October has been cancelled and it is not currently known if - and when - it might resume. The best estimate for funding is early December, but we hope to have enough budget to conduct full coverage of the annual Christmas Ship patrols in late

November/early December.

The time for Mustang Exposure Suit and Dry Suit use is coming fast. As you will remember, when the water temperature hits 60 degrees F., either exposure suit must be worn (or carried on board if the Coxswain secures a waiver from the Station OOD). Once the water temp hits 50 degrees F., only a dry suit qualifies. Water temp is measured at Bonneville Dam and can be found on the Bonneville website.

As to PPE waivers, please remember that they can only be requested through the Station Portland Officer of the Day (OOD) and only by the mission Coxswain on the same day as the mission. Each Coxswain must request waivers only for their patrol. Even when granted, all waivers expire at sundown when the appropriate exposure suit must be donned. Also remember that while "Mustangs" do not require supplemental floatation, the dry suit does require a type III to be worn with it.

One more comment on dry suits. Now is the time to check neck/wrist seals and zippers. Dry suits must be checked for leaks when first obtained and at least once per year. This requires putting the suit on and getting into water for 10-15 minutes and then checking for leaks. Records of testing must be kept on the appropriate form by the member. We will have a dry suit test in the next month or so. I will send out the date and location when arrangements have been made.

Don Verkest, SO-OP



U.S. Coast Guard Auxiliary

Public Affairs

On 10-09-10 Flotilla 7-12 Participated in the INTEL Safety event at the Ronler Acres Campus .
Fl 76 was scheduled to participate in the OMSI Safety

event .

On 10-23-10 Fl 78 , 73, 76 will participate in a Safety event at The Lloyd Center .

On 10-15-10 PUBLIC AFFAIRS Training was conducted at FL 71 in Woodland , WA. for new FSO-PA Joy Mullinax .

On 10-09-2010 The Div 7 Emergency Communications Unit participated in an Emergency Communications Exercise from Mt. Tabor.

letter and picture [ATTACHED] .

What has this to do with Public Affairs?

One of the important missions the C.G. Aux. has, is to provide a backup communications System for the Coast Guard.

In the event of a real emergency , The Coast Guard would be working with all of the Civil Emergency Comm. Responders. This most certainly would be a P.A. Event.

John Hilbrands, SO-PA

Education



Department

Public Education – Our mission---Saving lives through education.

All of our Flotillas have PE classes continuing this month. They will be finished by the second week of December. The Division is ahead of the number of classes and students taught last year.

The FSO-PE's and MT's are doing a great job training new instructors, and there are still a couple finishing their qualification. I'm continuing to follow up on the REYR instructors.

Now is the time to start planning classes for next year. A couple of flotillas have scheduled classes for late January already. Time is getting short between now and the end of the year with Christmas Ships and Changes of Watch. Getting schedules and fliers made now will make any transitions smooth for new staff officers next year. The Boat Show is just around the corner, getting this ready will help our PA officers publish our classes.

Congratulations to Daren Lewis being re-elected as Division Commander. I would like to thank the Division Board for electing me as Division Vice Commander. I look forward to serving with Daren and you next year. We have outstanding people in the Auxiliary and will continue to grow and accomplish all of our missions

Learn something new every day and the day won't be lost.

Brad Schuldt , SO-PE



U.S. Coast Guard Auxiliary
National Department of
Vessel Examination
Serving Vessel Examiners and Program Visitors



Program Visitor – [No report received]

Gayland Rogers, SO-PV



Vessel Examinations – There is not much activities going on with safety exams at the ramps now because the fishing season is over for now and the lateness of the year. I want to thank all the VE's and FSO VE's for a very good job they did this year. I will be getting the final report from the IS officer soon and that will give us the final report.

Dick Andreasen, SO-VE

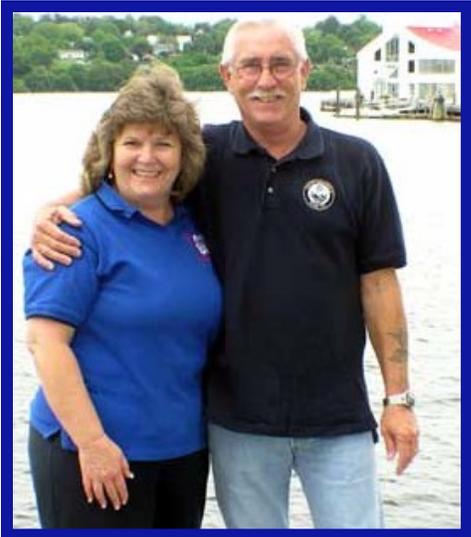


Citizen's Action Network – The Citizen's Action Network (C.A.N.) was represented at the D13 Conference in Tukwila, WA Sept 24-26 . D13 South C.A.N. Coordinator Patrick Easton of Flotilla 76 (Swan Island) plans to recruit CAN Coordinators in every D13 Flotilla.

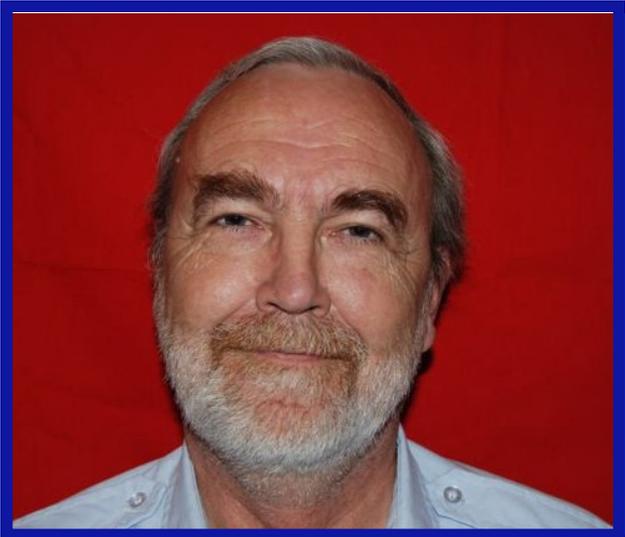
Pat Easton, D13 S CAN Mgr.



New Members



Rhonda & Ray Rockwell FL 76



Carel Verlinden FL 76



Dave Baker FL 76



Bob Southwick FL 76

Guardian of the Week – The crew of the Amy Julie

Friday, October 8, 2010 Written by: LTJG Stephanie Young

Last week, the [Association for Rescue at Sea](#) (AFRAS) held its annual award ceremony and awarded the Gold AFRAS medal to [Aviation Survival Technician First Class Pepe Carire](#).

This week the Compass brings you the story of the AFRAS Silver Medal winners, presented to the coxswain and crew of the [Auxiliary](#) vessel Amy Julie: Robert Joseph, Leo Lake, Paul Sadeck and Rodney Thomas.

The volunteer crew of the Amy Julie set out on the morning of August 26, 2009, for a routine safety patrol on Buzzard's Bay, Mass. As noon approached, the once calm summer breeze quickly stiffened and began gusting to 25 knots.

The crew of the Amy Julie decided that it was best to start checking on popular fishing and recreational boating areas. The crew's plan to check the popular areas paid off, when the Amy Julie approached a fishing area and spotted a 17-foot center console boat submerged to the gunnels.



The crew of the Amy Julie stands with Coast Guard Commandant Adm. Bob Papp after they were presented with the AFRAS silver medal. The crew of the Amy Julie: Robert Joseph, Leo Lake, Paul Sadeck and Rodney Thomas. Coast Guard photo by Telfair Brown.

The boat had been swamped in the rolling seas with the two people on board in waist deep water. Thomas was able to translate for the distressed boaters, and the crew found that shockingly, there was a third man missing in the water.

The [Auxiliary](#) crew immediately contacted Coast Guard Station Menemsha, who launched a

response boat, but due to the sea conditions and winds, the station crew still had 45 minutes before they could arrive on scene. The station watchstanders directed the Amy Julie to remove the two men from the boat without delay and to start searching for the third boater who was now missing in the water.

“The captain told us that a third man had fallen off the boat near a red buoy and that they had been swamped about an hour ago,” said Sadeck. “Both men were frantic about their friend who had fallen into the water. They kept telling us that he fell near a red buoy.”

The crew had extensive knowledge of the local area and knew that the nearest red buoy was nearly one and a quarter miles southwest of them – directly into the oncoming waves.



The AFRAS Silver Medal is presented annually to a deserving United States Coast Guard Auxiliarist(s) who performs a rescue at sea. Coast Guard photo by Telfair Brown.

The Amy Julie headed straight into the waves, and as they closed in on the red buoy, they spotted the missing boater as he struggled in the water. He was nearing exhaustion, with his left arm around a child’s orange life jacket and a cushion tucked under his right arm.

“He looked exhausted and as we approached him he lost the cushion,” said Sadeck. “We threw him the life ring and it landed right over his arm. We pulled him to the boat and lifted him aboard.”

With all three boaters now safe, the crew directed their attention to getting the conscious but lethargic man to shore. The three survivors were transported to an awaiting ambulance where they were provided medical aid.

The coxswain and crew of Amy Julie may have used their gut instinct to make one last trip to the popular fishing area, but their training and ability to adapt as the situation progressed proved that the Coast Guard’s volunteer force, is a vital force.



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Oct. 7, 2010

For more information:

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Emergency Communications Exercise

Portland Office of Emergency Management tests communication tools

Portland Office of Emergency Management will be leading an emergency exercise to test communication tools used during a natural or man made disaster. Volunteer teams with Portland Office of Emergency Management (OEM) will test amateur radio equipment that will be used if day to day communication systems such as phone lines, internet or cell phones are not operating during a disaster.

Amateur radio operators with Multnomah Amateur Radio Emergency Services will test emergency radio equipment, emergency go kits and work with other members of our community to ensure a clear communication is in place before a disaster hits. "This exercise is critical to maintaining a solid communication tool in case of a disaster. The amateur radio operators are life lines between communities and emergency responders when there is no other way to reach one another," said Carmen Merlo, Portland's OEM director. Amateur radio operators participating in the exercise are similar to the operators who played a key role for coastal communities hit hard by the floods of 2007. Amateur radio communications are proven to be the most reliable communication systems in all types of disasters or incidents. "We are grateful so many talented and dedicated volunteers are willing to do their part to prepare our community for a disaster," said Merlo.

What: Portland OEM Emergency Communication Exercise

WHEN: Saturday, October 9, 9:30 a.m. to 11 a.m.

WHERE: Portland Fire Bureau, Fire Station 3, 1715 NW Johnson Street, Portland, Oregon 97209.

The emergency exercise will bring together members of Portland's OEM's Neighborhood Emergency Teams (NET), Portland Fire Bureau, Portland Emergency Coordination Center, Multnomah Amateur Radio Emergency Services and surrounding metro emergency agencies.



Jim Price with the Auxiliary Emergency Command Post trailer

Submitted by John Hilbrands, SO-PA

Boating Basics: On The Water

[From



Weather Emergencies

Weather can change very rapidly and create unexpected situations for boat operators, and weather-related accidents in Arizona are on the rise. Even meteorologists have trouble predicting rapid weather changes. You should always monitor weather developments. One way is to tune a VHF radio to the frequencies listed below. Then seek a protected area before the weather becomes a threat.

What To Do If Caught In Severe Weather

Prepare the boat to handle severe weather.

- Slow down, but keep enough power to maintain headway and steering.
- Close all hatches, windows, and doors to reduce the chance of swamping.
- Stow any unnecessary gear.
- Turn on your boat's navigation lights. If there is fog, sound your fog horn.
- Keep bilges free of water. Be prepared to remove water by bailing.
- If there is lightning, disconnect all electrical equipment. Stay as clear of metal objects as possible.

Prepare Your Passengers For Severe Weather

- Have everyone put on a USCG—approved life jacket (PFD). If passengers are already wearing their PFDs, make sure they are secured properly.
- Have your passengers sit on the vessel floor close to the centerline for their safety and to make the boat more stable.

Decide Whether To Go To Shore Or Ride Out The Storm

- If possible, head for the nearest shore that is safe to approach. If already caught in a storm,

it may be best to ride it out in open water rather than try to approach the shore in heavy wind and waves.

- Head the bow into the waves at a 45-degree angle. PWCs should head directly into the waves.
- If the engine stops, drop a "sea anchor" on a line off the bow to keep the bow headed into the wind and reduce drifting while you ride out the storm. In an emergency, a bucket will work as a sea anchor.
- If the sea anchor is not sufficient, anchor using your conventional anchor to prevent your boat from drifting into dangerous areas.

VHF Frequencies Broadcasting NOAA Weather Reports

- 162.400 MHz
- 162.425 MHz
- 162.450 MHz
- 162.475 MHz
- 162.500 MHz
- 162.525 MHz
- 162.550 MHz

These are the most commonly used VHF channels on United States waters.

For more information, visit <http://www.boat-ed.com/az/handbook/weather.htm>

An Auxiliarist Gets Deployed to Gulf as COML

Deepwater Horizon refers to *MODU Deepwater Horizon* – the name of the drilling rig - (MODU stands for Mobile Offshore Drilling Unit) and MC252, which you may have also heard about, means *Mississippi Canyon 252* – the name of the well 5,000 feet down that discharged the millions of gallons of crude oil into the Gulf of Mexico after the explosion and fire on the drilling unit.

As many of us did, when we watched this huge maritime disaster unfolding, I hoped there would be an opportunity to serve there somehow. Initially, it did not seem that Auxiliary would have an opportunity to participate: the job requests that were being posted on CGMS listed skills as prerequisites that are not common among the membership and it appeared that these skills were being used to screen callouts.

I am not sure where my callouts came from. I was in Phoenix in a “C” school when I was notified that I had “select and direct” orders to appear in Norfolk the next day as a Logistics Section Chief. When I called the POC (Point of Contact) on the orders, emailed to me by Todd Mains who got them off CGMS (or maybe from someone at Sector), they said that that job was an active duty Commander’s billet and I mentioned that I had not yet had that ICS (Incident Command System) class to qualify me for the posting. I offered to vacate the “C” School class and report. I got a verbal “stand down”. I have since found out, by the way, that having that qualification would allow me to fulfill that position under the ICS structure even as an Auxiliarist. I told the LT in Norfolk that I had taken a COML class last year and perhaps that was what they meant to call me for.

I had been home for only a day or two after the “C” school and the phone started ringing with calls from people I didn’t know, asking if I would go to New Orleans as a COML (Communications Unit Leader – another ICS course). It turns out that there were only 36 of us that could be called on. How much time do I have before leaving? Can you be there in 2 days? Sure. Orders showed up in my email that day and I was in New Orleans on 2 JUL 2010 for a 30 day deployment as a COML.

The plan was for all persons reporting in to ride the shuttle to the hotel and then out to the field. When I found that none of the shuttles had wheelchair lifts, it was decided that the Coast Guard could make “reasonable accommodations” (that’s the buzzword for make a way for the person with the “disability” to be able to do the job) and provide me with a rental car with hand controls (available at all the rental agencies).

Anyway, you report in to the hotel at 0800 the next morning and guess what? The process is the same as any other deployment operating under the ICS structure. After a bunch of FEMA deployments, which also came my way through the Coast Guard, I knew the drill; check in, show your credentials (which qualified you for the job assignment), get badged, and take whatever further training is necessary before going to the field. At this point, let me mention that many spent two weeks or longer in New Or-

leans taking additional training – up to a month – which makes it hard to get much done on the job if your tour is up about when you are supposed to get to the field. I was on the road by 0930 headed for the Mobile ICP (Incident Command Post).

I checked into the ICP in Mobile and the person from the Resource Unit led me to the COML office, where I was greeted with cheers – they were nearing the end of their deployment and weren't too sure their relief would make it – and got put immediately to work. A huge smile spread across the face of one guy – I was his relief. It turns out that our AOR covered from Louisiana to Florida, included 4,500 BP handheld radios, a bunch of sat phones, cell phones, computers, and loads of “accountable” property, to include the EMICP (Emergency Mobile Incident Command Post – look it up on the web). There were 51 people in the COML chain of command and we were running 12 hour operational periods. That translates to lots of required meetings, conference calls, and planning, to keep up with. I was finally able to check into my hotel a little after 2200 that night.

There were about 850 at the ICP when I checked in and the only other Auxiliarist was Duke Dupuy, who was running the AUXAIR program about 50 feet away from my shop. By the time about half the next day had gone by, I knew I had been accepted by my active duty and reserve brethren – the abuse was coming hot and heavy, and of course, being returned in kind. This was the first time in my Coast Guard experience that it was clear that there was not a “gold side” and a “silver side” --- just Coast Guard. And I was clearly a shipmate. I later found out that there were some other AUX there, but working as contractors and not in uniform.

With 30 day rotations for active duty and 60 days for reserve, it became quickly apparent that one of the first items of business needed to be to request replacements and order up needed equipment. For reservists, they can only be called out under Title 14 – involuntary call out – for 120 days within a two year period, so it was becoming clear that besides emptying the units around the country of active duty personnel, that it would not be long before Title 14 callouts could weaken our state of readiness for future contingencies. There were (and are) numerous people around the country doing their utmost to have AUX either backfill in the home units or go to the field. The enclosed “Mobilization Readiness Tracking Tool – MRTT” was sent by Wilson Riggan and was sent to an Aviation audience, but can be used by all seeking deployment. As I ordered (called 213'd - placing an ICS-213RR request for resources) in replacement resources, I made sure to specifically order AUX. We had lots of AUX by the time I returned home.

I think I had been in Mobile 2 ½ or 3 weeks when I finally took a day off, other than a few hours for laundry and haircut. Nobody required it of me nor was I asked to work 12-16 hour days. I just wanted to make sure I was reasonably caught up before going to the hotel, and ready for the next day. Chalk it up to “taking a drink out of a fire hose” environment, and not wanting someone else to get left with something that I should or could have done – and I wanted to make sure that my people got time off.

Part of the comms plan (the ICS-205 was 18 pages) incorporated 18 towers with as many as 4 repeaters each, that linked all over the place, put there by BP. The interesting thing about them is that many of the frequencies had come from the marine ship-to-shore phone allocation, which lost popularity and went into disuse with the growth of cell phones. A company (I think it was MSRC) bought those 12 frequencies from the FCC. BP leased the frequencies and narrow banded them, producing 48 available channels for their network of towers. They also use things called "Motobridge" - an interoperability device, which will allow dissimilar modes of communications to work together - to allow someone with a 4 watt HT1250 handheld in Louisiana to talk to a ship on VHF-FM or an airplane on VHF-AM - in Florida, or a skimmer 5 miles offshore, or someone on beach patrol anywhere in that area. Cool, huh? Now imagine the congestion and trying to keep all of that straight. COML.

We had gotten to a census of about 1,600 in the ICP during my tour. When I returned to Mobile a couple of weeks later to teach a "C" School at ATC Mobile, we took the class on a tour of the ICP, and the census had dropped to around 600. The well had been capped and operations were shifting more to the task forces, divisions, and strike teams. Not so great a need in the ICP.

There is, of course, a lot more to tell. For me, that has been the most gratifying and rewarding experience yet. Go if you can.

[By Gary Nepple FL 76]

WANT TO VOLUNTEER TO HELP DEEPWATER HORIZON?

Qualified members of Response Department programs are needed to help with Deepwater Horizon (DWHZ) efforts. Requests have been made for volunteers, especially those qualified as Auxiliary Pilots, Air Observers and Radio Operators.

For those interested in volunteering to assist, the procedure is to use the Coast Guard's Mobilization Readiness Tracking Tool (MRTT). Although many Auxiliarists are unfamiliar with the MRTT, it is a Web-based tool which allows willing volunteers to be matched up with current needs and allows applicants to be properly vetted by their District leadership. Ensure you are familiar with your district guidelines for DWHZ volunteers before applying.

How to use the MRTT:

Access this link on your Web browser: <https://www.uscg-mrttcpms.net/USCG.MRTT/MOD.VM/HOME.ASPX>. Some browsers may display a site security warning, which you may safely ignore.

By following the link above, you will access the MRTT Volunteer Bulletin Board. Once there, click on "Search Opportunities". There is also a link to Volunteer Bulletin Board Tutorial on this page. Viewing this short tutorial is highly recommended.

After selecting "Search Opportunities", you will have an opportunity to enter your search criteria. At a minimum, enter an availability date and select "Search". With some browsers, it may be necessary to "Clear Fields" first.

Scroll down through the available opportunities. Currently posted opportunities for Auxiliarists include:

- Communications Unit Member
- Single Engine Rated USCG Auxiliary Pilot
- Multi Engine Rated USCG Auxiliary Pilot
- Aviation Observer

When you find an opportunity for which you'd like to volunteer, check off the RTN box and click on "Submit App." A window will pop up prompting you to fill in your contact and availability information.

A second tab is labeled "Command POC Information". It is vital that this POC information is filled out correctly, or the application will not move forward. Each district has a POC assigned from the Director's office. Check with your district policy through your chain to determine the correct POC information to be filled in this block.

Finally, there is a "Resume / Comments" tab. Here, you may enter any other information which may be relevant to your application. After you have applied for an opportunity, your application will be transmitted to the requesting command. If it is accepted, they will contact your POC to confirm the particulars of your application. Appropriate orders will then be generated. If you apply for a DWHZ volunteer opportunity, please send a courtesy message to advise your appropriate DSO of your application. That will assist them in responding during the vetting process.

[Submitted by Gary Nepple]

U.S. Department of Homeland Security

United States Coast Guard Official Business



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UPCOMING EVENTS

NOV

- 01 Nov— **Div Mtg, MSU Portland Trng Deck 1900 FL 78 host**
- 06 Nov— Veterans Parade, Vancouver, WA
- 10 Nov— FL 71 Meeting, Rizad Bldg, Kelso, WA 1900
- 10 Nov— FL 76 Meeting, Marine Safety Unit Portland 1900
- 10 Nov— FL 7-12 Meeting, WA Co. Svc Bldg, 1900
- 11 Nov— The Dalles Detachment Mtg, The Dalles Y.C. 1900
- 12 Nov— FL 73 Change of Watch, Sternwheeler Rose
- 13 Nov— HAZWOPPER training, MSU Training Deck 0830
- 18 Nov— FL 78 Meeting, WA Fish & Wildlife, Vancouver, WA 1930
- 22 Nov— **Reports for Daymark due to Diane Epstein**

DEC

- 04 Dec—FL 71 Change of Watch, Parkers Restaurant, Longview
- 05 Dec—FL 7-12 Change of Watch, Old Spaghetti Fac, Tanasborne
- 06 Dec— **Div Mtg MSU Portland Trng Deck 1900 FL 7-12 Host**
- 09 Dec— The Dalles Detachment Mtg, The Dalles Y.C. 1900
- 16 Dec— FL 73 Meeting/Potluck Tyee YC 1800
- 19 Dec— FL 76 Change of Watch, Water Poll. Lab, St. Johns 1700
- 22 Dec— **Reports for Daymark due to new SO-PB****
- 30 Dec— FL 78 Change of Watch, Inn at the Quay, Vancouver