



THE CUTTER



United States Coast Guard Auxiliary
July 2009

Flotilla 08W-11-02
www.8wrdiv11.org/flotilla2/

MARK YOUR CALENDAR

- | | | |
|-----|----|---|
| Jul | 8 | Division Meeting 1900
Bishop Whipple Bldg. |
| | 11 | OPTEX 0830—1700
King's Cove Hastings MN |
| | 16 | Flotilla Steak Fry 1800
Normandale Band Shell Park
W 84th St. & Chalet Rd
Bloomington MN |
| | 18 | Anderson Window Safety Safari
0900-1600 Bay Port, MN |
| | 27 | Honor Guard Colors @ Twins Game |
| Aug | 11 | Honor Guard Colors @ Twins Game |
| | 12 | Division Meeting 1900
Bishop Whipple Bldg. |
| | 15 | Division Pig Roast
St. Croix Yacht Clubhouse |
| | 20 | Flotilla Meeting 1900
133 Air Lift Headquarters Bldg. |
| | 22 | PA Safe-a-Roonie 0900-1200
Minnesota Zoo Apple Valley
Div. OPTEX 0830—1700
Hudson WI |

FC UPDATE

June has been a busy month for Flotilla 2 members as well as Division members. We kicked it off with the Division Boat Crew Academy that was developed, organized, and led by SO-MT Bob Heinz. The Academy started the evening of June 5 with an orientation and introduction of students, instructors, and aids, and finished June 14 with the QE check ride. In that 10 day span there were two full days of class room instruction/review, one evening of pool time for the PFD swim, one night training mission, and one full day of on the water training and sign off.

Trent Jensen, Molly Cheney, and Barry Berg complete the Academy and are now Boat Crew certified. Chad Nordling is a PFD swim and QE check ride away from his Boat Crew certification.

Bravo Zulu to our Flotilla students for all of their hard work. Bravo Zulu to all of the Flotilla 2 members that participated in the Academy as instructors, aids, and crew. A large Bravo Zulu to Bob Heinz for an outstanding Boat Crew Academy.

A few Flotilla members attended the Division Aids Verifier Workshop held the evenings of June 15 and 16 at the St. Paul Yacht club. The workshop concluded with the written test for those striking for the AV certification.

June 27 was the Flotilla 2 OPTEX put on by Clif Brockman, our FSO-OP. The simulated SAR gave all of the participants the opportunity to refresh and hone their on the water skills as well as their knot tying and line tossing skills. Mother Nature decided we were having too much fun and kicked up the wind in the late afternoon to an unsafe level for the on the water mystery event.

Watch the front cover of the Cutter for all of the upcoming Flotilla and Division events, and watch your e-mail for any last minute event changes, additions, or reminders.

Craig Campbell, Flotilla Commander

F2 OPTEX - June 27 2009



Clif Brochman & MOB Phil are heading out to SAR zone
Photo courtesy of Steve Jones

The day started out with a briefing of the days events

and Crew assignments for the SAR event. Once assigned to a vessel the crew members proceeded to the boats to do a pre-underway check and GAR for the day.



Crew doing pre-underway aboard COMO Bob Heinz boat
Photo courtesy of Steve Jones

There was a land mobile radio standing by (OPTEX Radio - 83A) to monitor communications. Once communications were established with the vessels, land mobile gave them the scenario of a personal water craft colliding with a cruiser just below Lock & Dam 3. The passenger on the water craft had been ejected.



Neil McMillin and his crew heading out to the SAR zone
Photo courtesy of Steve Jones

Phil, the ejected man overboard, was located along with the person on the PWC and this was reported back to OPTEX Radio - 83A. Phil was not breathing so a crew member performed CPR until breathing resumed. It was also noted that Phil had lacerations on his right arm and a broken right leg, both of these were attended to and reported. OPTEX Radio dispatched EMT's to the nearest landing and Phil was left in their care. The boats returned to port where there was a debriefing of the event.

Next on the days events was Line & Ball throw. The targets were 40" from the throw line.



Molly Cheney & John Peterson practice Line & Ball throw
Photo courtesy of Steve Jones

Members could also participate in the Tie the required Knots relay.



After Bob Burck ties a Bowline to the ring on the log he throws the line to team mate on the opposite side of line.
Photo courtesy of Steve Jones

Then there were toy boats to practice tying towing lines



Photo courtesy of Shirley Nelson



Clif Brochman shows members how to use the Coast Guard P6 Pump. Photo courtesy of Steve Jones

Save on Gas use Man Power



MT

REMEMBER...CHANGE IS CONSTANT

New members can order one set of "Untucked" Operational Dress Uniforms (ODUs). This will save them from buying the current "Tucked" version. Untucked ODUs should (?) be available late this summer. The sale price on "Tucked" uniforms is still in effect with a large quantity remaining but in limited sizes. You can check this on the UDC web site. Ordering directions are included on the Chief Directors memo of June 25, 2009.

The next change is the elimination of Service Dress Blue (Alpha). That uniform required a standard white dress shirt to be worn under the standard officers blouse, suit coat like coat with silver sleeve lace. Service Dress Blue (Bravo) is still in use. The difference is "Bravo" utilizes an Air Force Blue shirt rather than a white shirt.

The next item is the Auxiliary Hot Weather Uniform. The information came to me in an email from Chris Bonner, Chief Uniform Division, National Department of Personnel, U.S. Coast Guard Auxiliary. The information is shown as Components.

COVER: Tilley (BOONIE) or, Ball Cap, Dark Blue Baseball Style. The insignia to be worn should be appropriate to the mission, IE; WITH ACTIVE DUTY, MEMBER DEVICE. WITH AUXILIARY, OFFICE INSIGNIA OR MEMBER DEVICE

SHIRT :

US AIR FORCE BLUE SHORT SLEEVE SHIRT,

OPERATIONAL DRESS UNIFORM JACKET

VESSEL EXAMINATION POLO SHIRT, WHEN CONDUCTING VESSEL EXAMS

COAST GUARD AUXILIARY BLUE CREW NECK POLO SHIRT (Shirts with stenciling are not to be Worn).

SHORTS:

ODU TROUSER CUT AND HEMMED TO BE 1" TO 3" ABOVE KNEE

CG UTILITY TROUSER (SERVICABLE) CUT & HEMMED TO 1" TO 3" ABOVE KNEE

BELT:

STANDARD ODU BELT OR OPTIONAL "RIGGERS" BELT

SOCKS:

WHITE, CREW LENGTH (TO CALF) ONLY STYLE TO BE WORN

FOOTWEAR:

LOW BOOT, OXFORD OR BROWN BOAT SHOE (UDC ISSUE, LEATHER LACE)

1—Hot weather uniform must be authorized by the District Director (DIRAUX).

2—Group uniform ensemble, within District can be Authorized by an Elected Officer or Mission Leader (IE; Coxswain). Mission activities should be taken Into consideration.

The write up has left many questions unanswered. Rather than raise them I'll let passed rules rule until we hear definitively to change them. Shoes rules have allowed black, brown or white boat shoes. Nothing said about UDC issued items. Standard uniform belts on utility trousers not the require belts on ODU trousers. ODU jackets and or Blue Tee shirts with ODU cut offs.

It may be easier to glue cut off ODU trousers and press them than to try and hem them.

The member training for July is steak eating. Bring your own tools.

Dan Forby FSO MT

INFORMATION SERVICES

Member Activity Log (ANSC-7029) and Mission Activity Report (ANSC-7030) - Posted w/o Instructions

The Member Activity Log, ANSC-7029 (02-05) and the Mission Activity Report, ANSC-7030 (04-09) have been posted without instructions. These forms are in addition to the current ANSC-7029 and ANSC-7030 and are intended for electronic filing using email.

NOTE: These forms can be saved and reused. This will save you from having to reenter data (i.e.: Member ID, Name, Division, Flotilla, etc.) that does not change over time. Simply open a saved form (i.e.: my documents/7030-mission1.pdf), make your edits, save with a new name (i.e.: my documents/7030-mission2.pdf), then submit the new form via email.

ANSC-7029 <http://forms.cgaux.org/archive/a7029f-NoInstructions.pdf>

ANSC-7030 <http://forms.cgaux.org/archive/a7030g-NoInstructions.pdf>

NEWS RELEASE

June 29, 2009

U.S. Army Corps of Engineers
St. Paul District

Release # PA-2009-106

Contact: Shannon Bauer, 651-290-5108

Public invited to tour Lock and Dam 1 during Highland Fest

SAINT PAUL, MINN. - The U.S. Army Corps of Engineers, St. Paul District, will host an open house at Lock and Dam 1, located near Minnehaha Park in Minneapolis, Saturday, July 18 from 9 a.m. to 5 p.m.

Tours of the lock and dam, which is located next to the Ford Bridge, will be held throughout the day. This open house is being held in conjunction with Highland Fest 2009.

For more information, contact Lock and Dam 1 at 612-724-2971.

The U.S. Army Corps of Engineers, St. Paul District, serves the American public in the areas of environmental enhancement, navigation, flood damage reduction, water and wetland regulation, recreation sites and disaster response. It contributes around \$126 million to the five-state district economy. The more than 625 employees work at more than 40 sites in five upper-Midwest states. For more information, see <http://www.mvp.usace.army.mil/>

It's Almost June 1st and We're Still In the Yard, On the Hard!

Continued from the June issue of the CUTTER. . . Last month we began the saga of discovering a gasoline leak aboard the McTIKI II, our 1986 32 foot FBMV. After flushing the bilge and leaving hatches ajar to vent the residual fumes, we called our regular marine mechanic on Monday morning to take a look. After explaining my discovery to the mechanic, our telephone diagnosis led us nowhere but a trip to the yard for him to personally investigate.

A couple days passed when I received a call from the mechanic and thoughts of an easy fix were soon dashed. Hoping for something simple and inexpensive to repair like a loose fuel hose, fuel filter, pump fitting or maybe the carburetor, I learned that McTIKI II would indeed be in the yard for some time. The port side aluminum tank, built in 1985, was suspected to have a slow leak. But to confirm the source and fully analyze the repair would require the Port V-8 engine to be removed and possibly the 6.5 KW ONAN generator mounted on the centerline, shifted a bit to Starboard to allow adequate clearance for tank removal. With a very preliminary cost estimate, as he described it, I gave him verbal authorization to proceed and furnish a more accurate quote.

A crane in the local Red Wing area was arranged for an early Saturday morning engine removal. I chose to stay away for the lift and tank removal and let the experts do the work rather than be hampered by an apprehensive owner. By noon we heard the expected news . . . the engine and tank were out and the leak identified. The good news was the generator did not require shifting thus saving us another hour of labor, and a hundred bucks. Mike the Mechanic was right. With the tank on the ground, he found a small hole the size of pencil eraser in the bottom of the tank. When the tank was installed, stainless steel staples were used to attach two thin rubber strips to the tank platform to aid in installation and provide some cushioning and a small air gap. One staple was not properly seated and left above the rubber pad. Twenty years of vibration and corrosion caused by dissimilar metals purportedly caused the hole.

After sizing up the matter, Mechanic Mike says a new tank will need to be built, all hoses replaced and the engine re-installed and aligned. A new repair estimate was made and McTIKI II's owner reluctantly signed the check to cover roughly half the cost of repairs. The new tank was ordered and hopes of a Memorial Day launch were soon dashed when unexpected manufacturing delays resulted. Finally, we learned of a promised ship date of June 2nd. The tank was on its way from Florida and would arrive in 4 to 5 days. The long

awaited news from Mike the Mechanic came on June 9th. Claiming a one-day installation time, he lived up to his promise and had everything back ship-shape by Thursday. The McTIKI II finally left the yard, and the hard, on Friday June 12th. Six weeks late but nonetheless, finally launched with a wet hull and a dry bilge. With 90 gallons of fuel in the starboard tank and a minimal ten gallons in the new port tank, a notable list was evident.

It was time to make a trip to the gas dock, top off the new tank, and get on with the boating season. How much you say for the repair. . . don't ask, it's a sore subject.

Status of the Starboard tank? Unknown at this time but will be closely observed during the remainder of the season.

Neil McMillin

NATIONAL IT SCHOOL, FORT KNOX KENTUCK

OR

HOW I BACAME AN INSTRUCTOR

by: Lloyd Fanum

Part 5

The story you are about to read is still kinda true, but keep in mind, this story takes place 32 years ago.

You will recall in last month's article, upon receiving my travel orders, I read my orders quickly and had to re-read them again, and yes it read in part—I am to report to Instructor Training School, Fort Knox, Kentucky.

I thought to myself and said — I better call Jack and find out what his orders say. I called Jack, and sure enough his orders say to report to Vessel Examiner School, Fort Knox, Kentucky. I then told Jack what my orders say and Jack replied that he and Doug, the Director, talked about both schools, Instructor Training and Vessel Examiner being run at the same time, however, Jack was pretty sure he said VE School for both of us. Give Doug a call to take care of it.

“WHO IS JACK”

Jack is the late Andrew Jackson Allensworth. Look for a photo of Jack in the next issue of The Cutter.

I called Doug, The Director of Auxiliary and said—”Commander Lundholm, we have a problem. I received my travel orders for Fort Knox, Kentucky and they read I should report to Instructor Training School”. Doug replied, “That’s what your wanted, isn’t it?”. “NO ! I said, I’m a Vessel Examiner and wish to go to Vessel Examiner School. I’M NOT AN INSTRUCTOR”. The Director paused for a moment and replied.

“WOULD YOU LIKE TO BE”

—to be continued next month—

SUMMER SAFETY NOTES: ABOUT HEAT STRESS

Your body builds up heat when you work and sweats to get rid of extra heat. But sometimes your body may not cool off fast enough. This can happen, say, if you are up on a roof pouring hot asphalt or you are lifting heavy loads.

Too much heat can make you tired, hurt your job performance, and increase your chance of injury. You can get skin rash. You can also get:

- **Dehydration.** When your body loses water, you can't cool off fast enough. You feel thirsty and weak.
- **Cramps.** You can get muscle cramps from the heat even after you leave work.
- **Heat exhaustion.** You feel tired, nauseous, head-achy, and giddy (dizzy and silly). Your skin is damp and looks muddy or flushed. You may faint.
- **Heat stroke.** You may have hot dry skin and a high temperature, Or you may feel confused. You may have convulsions or become unconscious. **Heat stroke can kill you unless you get emergency medical help.**

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The Risk of Heat Stress:

Your risk of heat stress depends on many things. These include:

- **Your physical condition**
- **The weather** (temperature, humidity)
- **How much clothing you have on.**
- **How fast you must move** or how much weight you must lift.
- **If you are near a fan or there is a breeze**
- **If you are in the sun.**

If there is an industrial hygienist on your work site, ask the hygienist about the Wet-Bulb Globe Temperature Index. It is a more precise way to estimate the risk of heat stress.

Protect Yourself

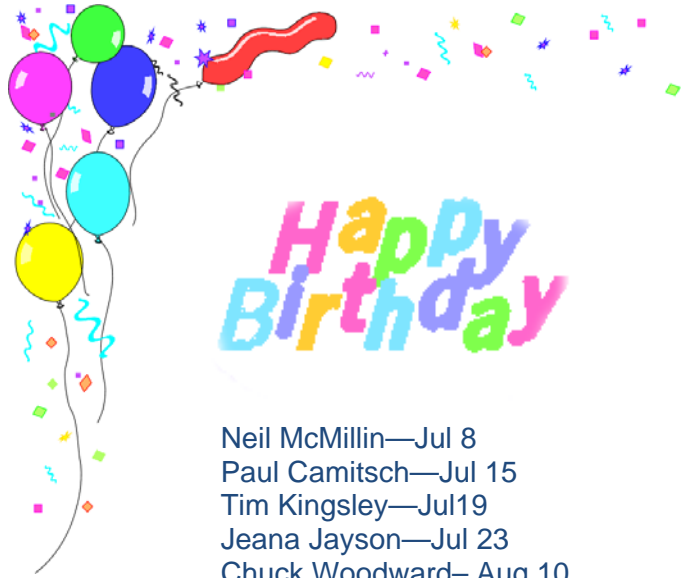
Try to do these things:

- **Drink a lot of cool water all day.** Sometimes, you may need a cup of water (5 to 7 ounces) every 15 minutes.
- **Keep taking rest breaks.** Rest in a cool, shady spot. Use fans.
- **Wear light-colored clothing made of cotton.**
- **Do the heaviest work in the coolest time of the day.**
- **Work in the shade.** For heavy work in hot areas, take turns with other workers, so some can rest.
- **If you travel to a warm area for a new job,** you need time for your body to get used to the heat. Be extra careful the first 2 weeks on the job.

If you work in protective clothing, you need more rest breaks. You may also need to check your temperature and heart rate. On a Superfund site where the temperature is 70 degrees or more, the U.S. Environmental Protection Agency (EPA) says a health professional should monitor your body weight, temperature, and heart rate.

If you think someone has heat stroke, call emergency services (or 911). Immediately move the victim to the shade. Loosen his/her clothes. Wipe or spray his/her skin with cool water and fan him/her. You can use a piece of cardboard or other material as a fan.

David Ridgley & The Health & Safety Team



Neil McMillin—Jul 8
Paul Camitsch—Jul 15
Tim Kingsley—Jul 19
Jeana Jayson—Jul 23
Chuck Woodward— Aug 10
Matt Stokes—Aug 17
Susan Young—Aug 20
David Gary—Aug 23
David Butz—Aug 30



The deadline to tell Shirley that you are coming to the Steak Fry and to place your Entrée order is Thursday, July 9.

Please call Shirley @ 952-703-5804 to place your order and get questions answered.

**¿Got Questions?
We'll find the Answers'**

Under Inland Rules, what does a turning signal indicate?

An action is INTENDED

INPUT

Suggestions, comments and articles you may have to this publication should be directed to FSO-PB Shirley Nelson at 9733 Russell Ave. S.—Bloomington MN 55431-2468 or email to condogulf@aol.com Please submit articles for the next CUTTER no later than **0900—Wednesday, July 29, 2009.**