



THE CUTTER



United States Coast Guard Auxiliary
August 2009

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

MARK YOUR CALENDAR

- 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 Div. OPTEX 0830—1700
Hudson WI
- Sep 7 Labor Day
- 9 Division Meeting 1900
Bishop Whipple Bldg.
- 11 Honor Guard Presenting Colors
At Twins Game 1910
- 12 Div. OPTEX 0830-1700
Red Wing MN
- 17 **Flotilla Meeting 1900**
133 Air Lift Headquarters Bldg.
- 25-26 FALCON Lodge of the Ozarks
Branson, MO

FC UPDATE

Flotilla 2 holds two fellowship events each year. The steak fry with the July meeting and the Christmas party with the December meeting.

This year the July Steak Fry felt like the December Christmas party. I checked the National Weather service historical information for the conditions at the time of gathering. The air temp was 64 degrees, and winds out of the North West at 20 mph with gusts to 26. Dress for the evening was hooded sweat shirts, lined jackets, long sleeve shirts, hats, and gloves.

Weather aside, it was a fun event with 15 members and 10 guests in attendance. Shirley Nelson found this year's venue for us at the Normandale Band Shell Park in Bloomington, and created and mailed the flier for the event. Rex Stearns once again supplied us with outstanding rib eye steaks, chicken breasts, and brats. Ted Whitten did an outstanding job grilling all the entrée's.

Thanks to everyone that supplied the assorted side dishes for the evening.

Please give some thought as to where you would like to help in making the 2010 SPRINGCON a success. I will continue to send, on a monthly basis, the listing of opportunities.

Congratulations to Chuck Woodward for another successful year as AUX PATCOM for the Hasting River-town Days water ski show and fireworks on Saturday, and the boat races on Sunday. Months of work and meetings with the event organizers, and local, state, and federal officials, went into making this a successful event.

The Flotilla 2 dues bills for 2010 were mailed to the membership Friday, 24 July. Per the Flotilla 2 Standing Rules appendix, dues are payable upon receipt of the billing, and be paid to the Flotilla by its members as of the third Thursday of August.



Glenda Berg, Cherie Peterson & Sue Campbell trying to stay warm at the Steak Fry

Photo courtesy of Craig Campbell

Craig Campbell, Flotilla Commander

DIVISION 11 OPERATIONAL
TRAINING EXERCISE (OPTEX)
CURRENCY MAINTENANCE
JULY 11, 2009

Saturday, July 11, 2009, Division 11 held an Operational Training Exercise for the purpose of Coxswain and Crew currency maintenance at King's Cove Marina in Hastings, Minnesota.

The morning started off with coxswains and boat owners arriving at the dock plenty early to ensure that their facilities were in tip-top shape and ready for the busy day on the water. There is a lot of work involved in preparing an Operational Facility prior to getting underway. The Facility must be cleaned inside and out, National and Coast Guard Auxiliary Ensigns attached, Auxiliary Patrol signs affixed, red and amber lights attached and checked, fluids checked and all other required items for Operational Facilities must be verified that they are on board prior to the coxswain and crew boarding for the Pre-underway crew briefing. Pre-underway checklists and Green-Amber-Red (GAR) Model sheets are also printed in advance to assist the coxswain during the crew briefing.

Commodore Heinz held our initial briefing at 0830 in the classroom at King's Cove Marina. He discussed the purpose of the day's mission, safety on the water, communications, where our mission would be conducted and then he made crew assignments. It was obvious it was going to be a very full day as we had several coxswain and crew needing three-year currency maintenance or a check ride and others desiring additional towing evolution practice. After the initial briefing was completed we headed down to the vessels for our pre-underway briefings.

One of the most important tasks to be performed was the pre-underway briefing. Our briefing set the tone for the rest of the day because there was such emphasis on safety of the crew and the vessel. Every item that is required to be on board was discussed and all safety equipment was checked and verified that it was on board and in working order. Most owners also have handouts available for each crewmember of the vessel layout and location of all safety equipment. In my facility this schematic is also posted in the galley at all times. Another essential part of the pre-underway briefing includes a review of the Green-Amber-Red (GAR) Model. Each item on the GAR Model is reviewed with the entire crew present and input from all crewmembers is required to fill out this form. It is a method of rating the crew and mission. The crew and mission are rated in 6 different areas with a number from 1-5 as to the risk assessment assigned to each area. The areas discussed and rated are A) Supervision-Coxswain (qualification and experience level) B)

Planning (details of situation) C) Weather forecast and current weather conditions 1 being good D) Crew selection (qualifications/experience) Trainees add to total, E) Planning (condition of vessel) and F) Crew fitness (physical/mental state of crew) and medications. Each item on the GAR Model is based on a rating system from 1-5. The lower the number the less risk assigned to that item. A total of 11-22 is considered in the Green (low risk) and the mission is able to proceed, a total of 23-44 is considered in the Amber (caution) and Risk Mitigation is needed and a total score of 35 or higher (high risk) indicates STOP-DO NOT GET UNDERWAY. You can see that a GAR Model cannot be accomplished without participation and feedback from the entire crew.

Having gotten underway at 0945 we proceeded downstream to the "no-wake" zone on the Upper Mississippi at Mile Marker 811.1 on the right descending bank opposite Miss Croix Yacht Harbor.



Crew members aboard OPFAC 2621115

Photo courtesy of John Peterson

Our Operational facilities taking part in the exercises were OPFAC No. 2621115, Fantasea, a 26-foot Sea Ray Sport Cruiser owned by crewmember John Peterson and OPFAC No. 2211117, Antilles, a 22-foot C-Dory owned by coxswain Chuck Woodward. Neil McMillin was coxswain of the Fantasea with Bob Heinz as QE and Clif Brochman was coxswain of the Antilles with Denny Sando as QE. Our Radio Guard for the exercises was Chuck Woodward and Janet Heinz on AUXCOM Land Mobile. They reported to Coast Guard Sector Upper Mississippi and took Situation Reports (SITREPS) every 30 minutes from each of the Operational Facilities.

Our morning exercises consisted of "man overboard" drills, towing evolutions and the QE's questioning coxswain's and boat crewmembers on tasks required for re-certification.

After a long morning we steamed back into King's Cove for a terrific luncheon prepared by our Division Commander, Cathryn Allison. Lunch consisted of vegetables, potato salad, ham and turkey wraps with all the "fixins" and cookies for desert.



Commodore Heinz, QE and crew member Shirley Nelson
Photo courtesy of John Peterson

We proceeded back out to complete the currency tasks at 1343 hours and did several side-by-side tows, stern tows and anchoring drills. The traffic on the river was very busy and we had to keep a watchful eye to keep the "curious" boaters from getting too close to the exercises. It was a wise plan to keep our exercises confined to the "no-wake" zone.



Crew member Craig Campbell attaching bridle to
OPFAC 221117 during towing evolution
Photo courtesy of John Peterson



OPFAC 221117 "Antilles" under tow by
OPFAC 2621115 "Fantasea"
Photo courtesy of John Peterson

We completed all of the required tasks and secured at the dock at 1635 hours.

Our de-briefing after was a thorough discussion of our strengths and weaknesses of the day's events. I think we all came away with a sense of pride at having all become a little bit more proficient with our skills on the water. I, for one, look forward to even more time together with my friends in the coming months as I plan to continue to refine my own boating skills.

John C. Peterson
VFC, ADSO-VE, FSO-NS

UPV PROGRAM NEARING LAUNCH IN EIGHTH WESTERN

In the fall of 2008, U.S. Coast Guard Marine Safety Detachment (MSD), St. Paul began studying the feasibility and potential implementation of an Uninspected Passenger Vessel Examination Program. Local Auxiliaries were asked to assist in the study and gather data on the number of UPV's or "Six PAC's" operating in the MSD AOR. Several Coast Guard districts have been actively engaged in the UPV program with Auxiliaries performing these inspections.

An estimated 750 vessels operate and carry an unknown number of passengers for hire on federal navigable waters within Sector Upper Mississippi River's area of responsibility each season. To improve the safety of UPV's, Sector Upper Mississippi River (SUMR) is implementing a UPV examination program

based upon those earlier findings. The program promotes passenger safety through education and voluntary participation by charter boat operators (sometimes referred to as “guide boats”) in a similar manner to the current recreational Vessel Safety Check program.

The Chief of Inspections will serve as the program director within SUMR and will designate an Assistant Auxiliary Coordinator for Uninspected Vessels. Auxiliary members who meet the requirements of a Personal Qualification Standard (PQS) and complete the necessary training will examine charter boats at the request of the vessel owner/operator and determine if a decal will be issued.

Auxiliarists will qualify as UPV examiners based on requirements of SECUMRINST 16796, recently signed by COTP Steven Hudson. At a minimum, examiners must meet all of the following elements for qualification.

- (a) Have a minimum of two years experience as a Qualified Vessel Safety Check Program Examiner, currently qualified and not in REYR,
- (b) Attend a local training course for UPV examiners offered by a qualified UPV instructor,
- (c) Complete the Auxiliary UPV PQS under the supervision of a qualified examiner,
- (d) Successfully pass the UPV exam board scheduled by the prevention department training officer,
- (e) Participate in at least three charter vessel examinations under the supervision of a qualified UPV instructor,
- (f) Complete vessel examination booklets and provide to the appropriate CG active duty personnel designated by the program director to be entered into MISLE.

Under the Supervision of MSD St. Paul the UPV program will be the first to launch in Eighth Western. Presently, we have seven Auxiliarists enrolled in the PQS training at MSD and they will be completing their boards and hands-on charter vessel examinations in the near future to become fully qualified. The program will ultimately expand district-wide and more qualified examiners will be necessary.

If you are interested in the UPV program and wish more information, please contact me for further details at nmcgaux@gmail.com or cell (952) 367-6384 or (763) 424-6248 home.

Neil McMillin
DSO-VE/PV
Eight Western Rivers District

Why we are giving a Ham Class

By Barry Berg, FSO-CM barry.berg@charter.net

Before I get into the details of the Ham class let me explain what Ham radio is about.

A Ham, or Radio Amateur Operator is federally licensed, to operate a radio transmitter on a broad range of Radio Frequencies. For example, Hams enjoy many, many orders of magnitude of frequencies, compared to what the average marine radio uses. For those that have completed AUXCOM, you learned that marine systems like many radio services operate “line of sight,” and have limited range. Ham radio offers a broad spectrum of frequencies and modes providing voice, video, digital transmissions that can traverse thousands of miles. In fact, when several of the lower ham bands are peaked, one can communicate reliably around the world with as little as one-half a watt of power.

Recent events in history have proven the fragility of our communications systems. The attack of September 11th completely obliterated the emergency services network, and Ham Radio was the only efficient established means of communication. During the Hurricane Katrina Ham radio was the first, and for the most part the most reliable communications system in operation. With the digital revolution more and more communications systems are relying on the Internet for interlinking systems. It and the cell phone network are subject to outages when they are needed the most from natural or man-made disasters. Ham radio has been called the only fool proof and reliable system. While Hams are officially titled as Radio Amateur Operators, they are far from Amateurs. In any other environment they would be considered professionals. They know how to establish communications networks, and keep communications going under the most difficult conditions. Not every ham is a high-powered communications expert, but the knowledge required to obtain the licenses creates a cadre of competent members who can accomplish the technical challenges to get a communication system up and running under the most difficult conditions. That is why most emergency services organizations are happy to include Hams in their membership. The US Coast Guard also recognizes the need for experienced radio operators, to enhance its own backup communications systems to cover long-range communications.

There are three classes of Ham Radio Licenses: from entry level to the most advanced they are Technician Class, General Class, and Extra Class. Each license class has additional privileges and requires greater technical knowledge. In the past a working knowledge of Morse Code was required to obtain a license, and additional proficiency was required to advance to the higher licenses. This is no longer the case. However, a license applicant requires a working knowledge of elec-

tronics, radio fundamentals, and safety and courtesy in operating practices. Some very few come to Ham Radio with the requisite knowledge, most Hams learn the knowledge and skills from training within the corps of Amateur Operators. In fact most hams gained their licenses learning from other Hams. Most Hams feel that the privileges they earn by becoming a Radio Amateur are so special that they have become their own policing entity, although the Federal Communications Commission (FCC) does provide the enforcement and licensing of the Radio Amateur Bands. In fact, Radio Amateurs have such a good reputation for honesty and integrity in policing themselves that the FCC a number of years ago suspended the administration of licensing examinations, and delegated that to specially trained Radio Amateurs to act in its behalf to administer the testing.

To eventually take a full part in the USCG Radio Programs you will need a General Class License, but it's just a matter of time and some study to obtain. Additionally that class will get you privileges to allow you to talk from your "shack" to other Hams from all over the world. In fact just prior to me writing this article, wanted to relax and clear my mind. I tuned up my radio, and had a chat with two guys from Texas, one from around Phoenix, one from Guadalajara, Mexico, and one contact from Venezuela. Depending on the time of day, and atmospheric conditions you can literally talk coast to coast or around the world.

Getting started in Amateur Radio is not very expensive, about \$40 for training for your first license, and optional subsequent upgrades, and about \$200 for your first radio. Unlike all other FCC Licensee's Hams can even build their own equipment, or convert salvaged equipment from other services. The cost of the first radio may be even cheaper, as there are many fine radios available on the used market. For example, I purchased a very reliable older hand held radio for a special project on e-bay in good working order, a couple of years ago for \$35. It does most everything my very expensive Hand held does, and is very usable. Most people buy rather than build their first radio, and the price you pay depends on what kind of optional features you want to have. I have been a Ham for almost 40 Years and I have to admit, that for my current three radios, I have almost exclusively purchase pre-owned equipment, and it has not put a damper on my enjoyment of the hobby.

Now a few words about the class and the process. The class is designed to help you pass the FCC test to get your license. It will be a very compressed format, since the membership desired it that way. FCC Test is 35 multiple choice questions randomly taken from a pool of about 500 questions. To pass you need to answer 26 questions correctly. The text we will be using is published by the American Radio Relay League (ARRL) a

national Ham Radio Advocacy Organization. The text covers all the material in the scope of the examinations, and also includes the entire question pool in an appendix. The text is divided into 7 learning units, and usually is used in about 28 Hours of classroom training held over an 8 week period. The cost of the text is about \$25.

During the Regan administration the Federal Government instituted a cost sharing program by implementing user fees. Prior to this FCC tests were administered every Saturday morning in the FCC St. Paul Office for free. The FCC in order to reduce the costs has suspended giving exams a number of years ago. This they have shifted onto the Volunteer Examiner Coordinators, for execution, we will be using the ARRL for this function also. However, Federal Law requires that the examination fees only cover exact costs. For 2009 the examination fee for testing materials, scoring, and processing the results is \$15.

Because of the compressed nature of the class, students will be expected to have read the text prior to the second class session. The first night session will be a general introduction to Ham radio, handing out of materials, and some demonstrations if time and weather permits. Sessions 2-4 will take place about 2 weeks later, and consist of focused review of the material. The 4th session will end with a general review, and a practice examination. Later that afternoon and FCC examinations will be given. Licensee Applicants will know their status prior to leaving the examination, as they will be scored on the premises. At the conclusion of the examination the results will be forwarded to ARRL Headquarters in Newington, CT, for verification and auditing, and then forwarded to the FCC administration in Gettysburg, PA. For those who are upgrading, they may use their new privileges immediately. For first time amateurs final confirmation of passing will be the issuance of an FCC Call Sign. Use of Radio Amateur privileges require the call sign, which will take a few weeks to be entered in the system. Once they are entered into the system you may use your amateur privileges.

Pre-Registration for the class is strongly advised for the following reasons:

- So that class materials may be ordered in time for study
- Sufficient space to meet testing requirements be obtained
- The correct number and type of exams can be ordered

Please send Registration and fees (\$40) prior to 17 Sep09 to:

Charles Woodward
104 Arbor Lane
Burnsville MN 55337

Class dates & place to be determined

**NATIONAL IT SCHOOL,
FORT KNOX KENTUCKY**

OR

HOW I BACAME AN INSTRUCTOR

by: Lloyd Fanum

Part 6

You will recall in last month's article, I told the Director of Auxiliary, I'm a Vessel Examiner and wish to go to Vessel Examiner School. I'm NOT an instructor, and the Director replied—"Would you like to be?"

"Would I like to be!" I said. "I've told my family and friends that I'm going back to the Army Base at Fort Knox, Kentucky. I was there back in 1950 as a drafty. As a drafty, I had to pull, fire watch, K. P. and guard duty my very first week in the Army. So (@*!!) yes, I'm going back. But this time I'm going back as an Officer in the U. S. Coast Guard Auxiliary.

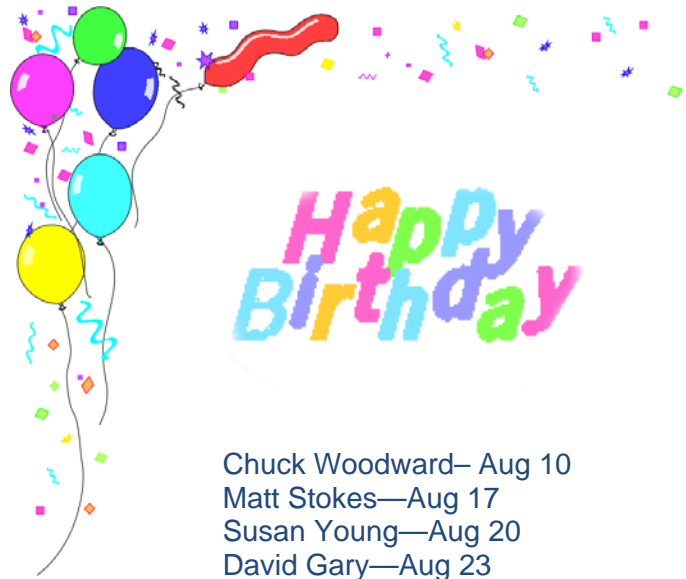
I have also been granted a "Leave of Absence" from my employer, The Minnesota Mining & Manufacturing Company, to attend this school. So, therefore, I'll just have to make the best of it cause I'm going to Instructor Training School, Fort Knox, Kentucky.

After all ——"What's so tough about being an Instructor in the Coast Guard Auxiliary?"



L-R Andrew Jackson Allensworth (Jack) DCP 10
Lloyd Fanum VCP 01
N.C. Venzke, Rear Admiral, U. S. Coast Guard
Art Sanford DCP 01

The four of us were traveling to a National Conference
——to be continued next month——



Chuck Woodward— Aug 10
Matt Stokes—Aug 17
Susan Young—Aug 20
David Gary—Aug 23
David Butz—Aug 30
Dick Woodbury—Sep. 19
Mike Kaess—Sep. 29

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

If you are not sure that a vessel is approaching you head-on, what actions should you take?

Assume that she is approaching head-on:
sound one short blast and turn to
STARBOARD

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—Thursday, 27 August 2009.**