



THE CUTTER



United States Coast Guard Auxiliary
October, 2009

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

MARK YOUR CALENDAR

- Oct 2 Ham Radio Class 1900-2100
Lehman's Garage Inc.
- 14 Division Meeting 1900
Bishop Whipple Bldg.
- 15 Flotilla Meeting 1900**
133 Air Lift Headquarters Bldg.
Flotilla Elections
- 16-17 Ham Radio Class
23,24,25,30,31
- Nov. 1, 7 Ham Radio Class
- 11 Division Meeting 1900
Bishop Whipple Bldg
Veteran's Day
- 19 Flotilla Meeting 1900**
133 Air Lift Headquarters Bldg.
- 24 Honor Guard at
Nordic American Breakfast 0700
- 26 Thanksgiving

FC UPDATE

September 25-26, seven members of Flotilla 2 attended the 2009 District 8 Western Rivers Fall Conference in Branson Missouri. In attendance were Bob Burck, Craig Campbell, Lloyd Fanum, Neil McMillin, John Peterson, Matt Stokes, and Wright Truesdell.

For those that have not attended a conference, Friday consists of the business meeting where committee reports, Commodore staff reports, District Captains reports (North, South, East, and West), Logistics staff reports (IS, CS, PS, PA, MA, PB), Prevention staff reports (NS, MT, PE, VE/PV, SL), and Response staff reports (CM, OP, Aviation, Flight Safety) are presented to the Bridge, Board, and attending membership. The Flotilla 2 Color Guard presented and retired the colors for the business meeting.

Friday evening is the "Friday Fun Night" which was held at a dinner theater attached to the Lake of the Ozarks hotel conference center. The Group "SIX" put on an incredible performance using only their voices to produce all the instrumentation, rhythms, and harmonics of band and vocals.

Saturday was filled with 15 workshops ranging from an all day TCT class to Creating Newsletters. The Commodore's Banquet and Awards ceremony Saturday evening concluded the conference. The highlights of the Awards ceremony were the presentation of the Meritorious Team Commendation to Neil McMillin, Clif Brochman, Chuck Woodward and Bob Heinz for their communications work during the 2009 Red River Flood, Meritorious Team Commendation to the Flotilla 2 Color Guard, and the Coast Guard Auxiliary Letter of Commendation to Wright Truesdell for his outstanding service as captain of the Flotilla 2 Color Guard.

Division 11 will be hosting the 2010 Spring Conference here in the Twin Cities in March. I encourage all Flotilla 2 members to attend. It is a great opportunity to find out what is happening in our District.

Craig Campbell, Flotilla Commander

DIVISION 11 OPERATIONAL TRAINING EXERCISE (OPTEX) SEPTEMBER 12, 2009

"THIS IS A DRILL – THIS IS A DRILL – THIS IS A DRILL"

Saturday morning, September 12, 2009 started off quiet enough. Members of Eighth Western Rivers, Division 11 gathered at Ole' Miss Marina in Red Wing, Minnesota for the Fall Operations Training Exercise (OPTEX). At 0900 Clif Brochman, Division Staff Officer for Communications (SO-CM) briefed all members on the day's activities for the OPTEX. Members were not told during the briefing that a complex Search and Rescue exercise had been developed by Commodore Robert Heinz, Division Staff Officer for Member Training that would involve his Operational Facility (AUX 100) as a missing vessel with injured persons aboard, a missing person on the water requiring a search and rescue and which would involve 3 Operational Facilities (OPFAC'S) and one Operational Personal Water Craft (PWC). They were AUX 120 (Coxswain Neil McMillin), AUX 115 (Coxswain Al Stasny), AUX 169 (Coxswain Bill Harris) and PWC 124 (PWO Steve Jones). To further make the exercise

more complicated, envelopes were given to each Coxswain during the briefing with instructions to open their envelope if they received instructions to do so from OPTEX Radio.

Crew assignments were made for the OPFAC'S and crews were instructed to proceed to their vessels. A pre-underway crew briefing and a Green-Amber-Red (GAR) Model assessment were to be conducted and then "OPTEX RADIO" was to be contacted and informed when they were ready to get underway. The briefing and GAR Model assessment 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 OPFAC owners also had handouts available for each crewmember of the vessel layout and location of all safety equipment. Each item on the GAR Model was reviewed with the entire crew present and input from all crewmembers was required to fill out this form.

The GAR Model Assessment is a method of rating the crew and mission for risk prior to making a decision to get underway. 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.

Our Radio Guard for the exercise was OPTEX RADIO, which was stationed on the point along the right descending bank at MM 791.2. It was manned by SO-CM Clif Brochman and FSO-CM Barry Berg. They acted as radio guard for the exercise with Coast Guard Sector Upper Mississippi (SUMR). They manned both radios and cell phones to insure constant and uninterrupted communications with all of the OPFAC'S. They also had the entire scenario for the exercise that had been "scripted" by Commodore Heinz.

After conducting the pre-underway briefing and a GAR Model assessment and determining that all OPFAC'S were "in the green", all coxswains reported to OPTEX Radio that they were getting underway at approximately 1000.

You could not describe the balance of the day as "quiet".

"OPTEX RADIO": "THIS IS A DRILL – THIS IS A DRILL – THIS IS A DRILL"

"Auxiliary Facilities 120, 115, 169 and PWC 124; there has been a report of a missing boat that left Ole' Miss Marina at 1800 hours September 11, 2009. It was reported that they had some engine problems while at the gas dock. They were supposed to contact relatives but have not been heard from since they left the marina. It was reported that the missing vessel is white in color with a tan top. All facilities are to proceed onto the river and conduct a search for the missing vessel."

Further contact was held between the OPFAC'S and OPTEX Radio to determine what other information might be available, such as whether the vessel had departed upstream or downstream, number of persons on board (POB), if they had proceeded through Lock number 3, vessel identification numbers, etc. but there was no other information available at that time.

AUX 115 and AUX120 proceeded upstream while AUX 169 and PWC 124 commenced their search downstream from Upper Mississippi River Mile Marker (MM) 791.2.

Optex Radio instructed AUX 115 and AUX 120 to report in with a Situation Report (SITREP) when they reached MM 793.0.

Upon arriving at MM 793.0 at approximately 1025 hours, AUX 115 gave a (SITREP) to OPTEX Radio and a few minutes later received a report that smoke had been seen from either a campfire or possibly a boat below Lock Number 3. It was at that time that AUX 115 spotted a person in the water (PIW) next to a CAN buoy at MM 794.5.

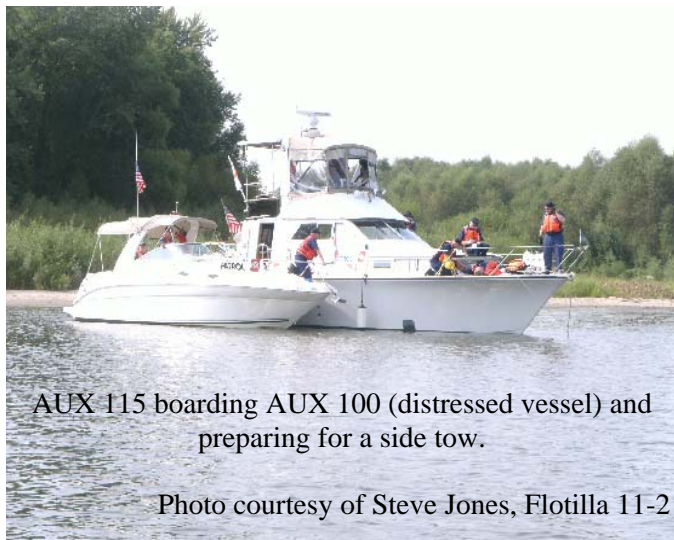
AUX 115 reported the PIW to OPTEX Radio and proceeded to rescue the person from the water. There was a tag on the simulated victim that indicated his name and several minor injuries that needed to be treated. Instructions were given to treat the injuries with the appropriate first aid and report them to OPTEX Radio.

Just a couple of minutes after bringing the PIW on board, Aux 115 Lookout spotted smoke on the right descending bank at approximately MM 794.9 and Coxswain Stasny reported it to OPTEX Radio and immediately proceeded to the scene. While underway to the distressed vessel, Coxswain Stasny re-assessed the developing situation with his crew and discussed procedures as to how to prepare prior to arrival on scene.

Upon hearing that a person was in the water at MM 794.5 and smoke observed at MM 794.8 AUX 169 and PWC 123 broke off their search downstream and headed upstream to assist in rescue efforts.

AUX 115 observed 2 persons on the bow and 2 persons on the stern of a large vessel matching the description of the missing vessel frantically waving their hands. When they reached the scene they talked to the captain of the vessel who told them they had a fire aboard but that it had been successfully extinguished and that there were a couple of injured parties aboard and that one of them appeared to be in pretty bad shape.

After determining that the vessel seemed to be safe to



AUX 115 boarding AUX 100 (distressed vessel) and preparing for a side tow.

Photo courtesy of Steve Jones, Flotilla 11-2

board, AUX 115 put one of its First Responders aboard to assess injuries to the passengers. He determined that the passenger at the stern only had minor smoke inhalation and proceeded to the bow to determine the extent of injuries to that victim. Upon speaking to the injured person, it was determined that there had been an explosion below and he had sustained second degree burns to the left side of his face. There was a pool of blood on the bow, glass shards sticking out of the victim's right forearm, and the victim complained of a severe headache and difficulty hearing. The First Responder donned protective gloves and began to treat the bleeding forearm by applying direct pressure to the arm with sterile dressing and raising the arm above the heart to assist stopping the bleeding. After bleeding was stopped, a moist sterile dressing was applied to the burns on the face. The victim also seemed to be overheating in the hot sun so his clothing was loosened and cold packs were placed under his armpits and his head shaded from the sun.

In the meantime, the other First Responder had stabilized the PIW on AUX 115 and it was determined that his injuries were minor so the other First Responder also boarded the distressed vessel to assess other passengers injuries.



John Peterson (L) providing First Aid to victim Bob Burck on distressed vessel.

Photo courtesy of Como Robert Heinz, Flotilla 11-8

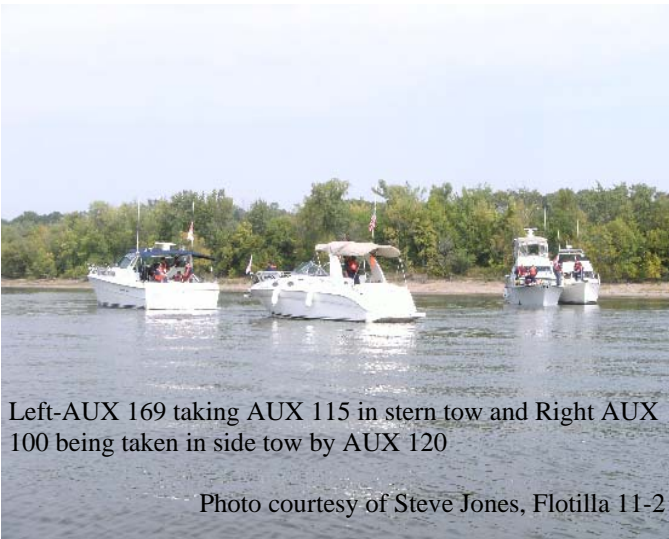
After that was accomplished it was determined that one of the other passengers on board the distressed vessel had first aid training and was enlisted to assist the First Responder with treating the victim. The bow victim's life jacket was unzipped so that a thorough assessment could be made of other potential injuries. While being examined the victim complained of pain and tenderness in his right upper quadrant and it was noted in the log being kept. At that time the bow victim reported that he was having difficulty breathing. When questioned he said he had been stung by a bee while staggering to the bow of the boat. He said he was not allergic to bees that he was aware of and had not had an allergic reaction prior. Previously, while doing a SAMPLE patient assessment (S-Signs and Symptoms, A-Allergies to medications, M-Medications being taken, P-Past pertinent medical history, L-Last oral intact, E-Events leading to his injuries) it was determined that he was taking Benedryl for another condition and had some in his pocket. He wanted to take his usual dose at that time and we allowed his friend to assist him. This seemed to help his breathing difficulties as well

A consultation took place between the First Responders on AUX 120 and on the distressed vessel to determine if the critical victim could be transferred to another boat and transported more quickly. Consideration was given to the possibility of head and neck injuries, possible internal injuries, the time it would take to transfer to the other vessel and also possibly injuring the victim further due to his position on the bow of the distressed vessel. It was decided the victim should not be moved and that he should be transported immediately to the closest boat launch, that being Everett's Landing at MM 794.2. As Coxswain Stasny was already secured to the distressed vessel he decided to proceed with the distressed vessel in a side tow immediately to the landing. This exercise turned out to be more challenging because the victim on the distressed vessel was draped

over the starboard stanchion. Also, due to the close proximity to the shoreline and depth of water, the tow may not have been possible but for the quick thinking and action of PWC 124 in assisting AUX 115 to keep the distressed vessel from drifting too close to the shoreline. AUX 115 Coxswain requested OPTEX Radio have EMS personnel meet us at Everett's Landing but was informed that it was not possible for them to get to that location and to proceed downstream to Ole' Miss Marina where EMS personnel would be waiting.

During the entire exercise, PWC 124 continued to run "interference for all of the OPFAC'S, keeping other vessels clear of the exercise area and helping to slow boaters down while passing vessels being towed.

While proceeding downstream, AUX 115 was instructed to open the envelope they were given during the morning briefing. It indicated another twist to the exercise. "AUX 115 is having engine trouble and needs to break off the tow with the distressed vessel and limp back to port."

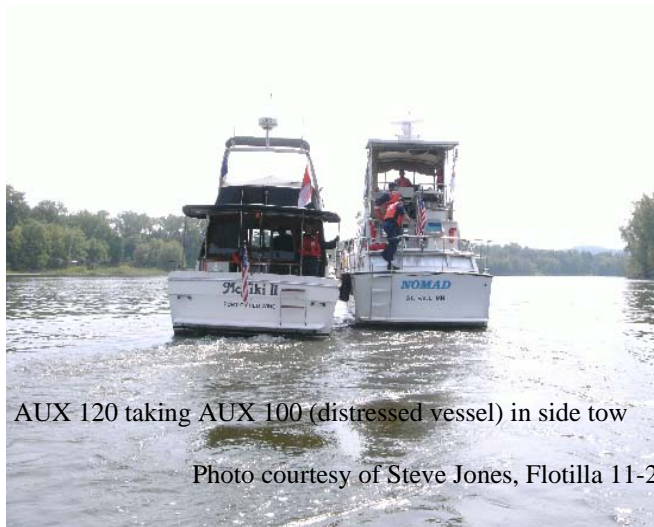


Left-AUX 169 taking AUX 115 in stern tow and Right AUX 100 being taken in side tow by AUX 120

Photo courtesy of Steve Jones, Flotilla 11-2

AUX 115 immediately broke off the tow and AUX 120 who was standing by initiated a side tow of the distressed vessel (AUX 100) and proceeded downstream to Ole' Miss Marina..

As part of the exercise scenario, AUX 115 engine simulated overheating and was dead in the water. AUX 169 who was also standing by to assist took AUX 115 in a stern tow and they proceeded downstream to Ole' Miss Marina.



AUX 120 taking AUX 100 (distressed vessel) in side tow

Photo courtesy of Steve Jones, Flotilla 11-2

The exercise was terminated at the no-wake zone at MM 791.2 and all Operational Facilities returned to the dock and the last OPFAC secured at approximately 1300 hours.

The one thing that was so great about this Search and Rescue training exercise was that it not only involved every facility and crew, it challenged the Coxswain's to make decisions during conditions which continually changed. It challenged the crew and First Responders to deal with life-like injuries with live victims and it forced all members to work together as a team to get the job done. The other thing that I think was so great was the emphasis put on the first aid portion of the training exercise. We continue to train so much on towing evolutions that it is easy to neglect the importance of being Semper Paratus when it comes to providing first aid to victims. This exercise kept it realistic and emphasized the need for continued training in this area.

We were also pleased to have Chief Warrant Officer Doug Leavell from St. Louis attending as an observer on AUX 169. After the exercise we had a de-briefing and "hotwash" during which all members had a chance to give their assessment of the day's experience. Mr. Leavell's involvement and critique of the SAREX was very helpful to all of us.

Our hats go off to Commodore Heinz for putting such a realistic SAR together and to our Communications officers who had to keep track of a very complicated scenario and keep communications open with five vessels and SUMR during a SAR that lasted over 4 hours from the time of the briefing.

What was communicated to us as: "THIS IS A DRILL-THIS IS A DRILL-THIS IS A DRILL" certainly felt to us like "THIS IS REAL-THIS IS REAL-THIS IS REAL".

Bravo Zulu to all involved.

John C. Peterson
VFC Flotilla 11-02, ADSO-VE,
FSO-NS

MT

Coxswain Training Opportunity

Commodore Heinz put on an excellent training program this year in the Boat Crew Academy. This will be modified and put on again in 2010. Registration and the initial sign up is in progress. There will be opportunities to get involved if becoming qualified in Boat Crew is one of your Auxiliary goals for 2010. Flotilla 11-02 and Division 11 both profited immensely from this program.

The next step in operations is to have as many members as possible become Coxswain qualified. Some of our Boat Crew qualified members want to become Coxswains and in some cases have already started learning the competencies that are required. To facilitate this training we are starting a Coxswain Study Group. The only pre-requisite is that you be Boat Crew qualified. So far Bob Burck, John Peterson, Craig Campbell, Barry Berg, Trent Jensen, and Steve Jones have joined the group. Anyone else interested in joining us please let me know ASAP by email at dan4b@juno.com.

There are nine clusters of competencies. We will study them in ascending order from the fewest needed to the most needed. As some members already have one or more competencies signed off by a mentor there is no need to repeat them. Present plans call for starting meetings at the conclusion of the current boating season. Once we know who all is interested the program can be outlined and sessions scheduled. The group is open to all members not just flotilla 11-2.

Materials will be obtained for those needing them. If necessary I will print out the sections of the Boat Crew Manual needed by members not comfortable with reading from a CD. Please let me know what you need.

We will try to get everything ready to get on the water as soon as boats are splashed next spring. All tasks must be signed off, TCT must be current as well as ICS courses completed plus 28 hours underway as crew before a QE check ride can be scheduled.

Dan Forby FSO MT

Happy Halloween



Shirley Nelson & Clif Brochman discussing the line toss following SAREX at OPTEX . OPTEX Radio behind.

Photo courtesy COMO Robert Heinz Flotilla 11-8

NATIONAL IT SCHOOL, FORT KNOX KENTUCKY

OR

HOW I BACAME AN INSTRUCTOR

by: Lloyd Fanum

Part 8

You will recall in last month's article, I took the month of August off to do a little fishing in CAN-ADA. By the way, the picture of my fish in last month's article measured 39" long and was released back in to the lake. So now it's back to "How I became and Instructor."

The big day arrived, 28 September 1977, our trip to VE and IT school, Fort Knox, Kentucky. Jack and I flew out late that morning arriving at Fort Knox early afternoon.

It was previously arranged to meet our driver at the baggage claim department and our driver was there waiting for us. It wasn't difficult for our driver to spot two guys dressed in Coast Guard uniforms near an Army Base.

Upon arriving at the Army Base, our driver gave us a tour of the Fort, pointing out the Officer's Club, Officer's Mess and NCO Club before taking us to our B.O.Q., Bachelor Officer's Quarters.

——to be continued next month——

Corps plans for upcoming construction closures at Lock and Dam 3

SAINT PAUL, MINN. - Lock and Dam 3, located north of Red Wing, Minn., on the Upper Mississippi River, will soon receive a facelift.

The U.S. Army Corps of Engineers, St. Paul District, received \$70.24 million in American Recovery and Reinvestment Act, or ARRA, funding this year to improve navigation safety and rehabilitate the dam embankments at Lock and Dam 3. This work will include extending the lock's upper guidewall 800 feet and modifying the channel to reduce the river outdraft forces that tend to pull barge tows towards the gated dam portion of the facility. The upper and lower embankments that maintain the river pool elevation will also be rehabilitated.

The work will be completed under three separate contracts (navigation improvements, upper embankments and lower embankments). The Corps plans to have construction begin in mid-January 2010. The lock will open to navigation on March 29, 2010. All of this work at Lock and Dam 3 is scheduled to be completed by Sept. 30, 2011.

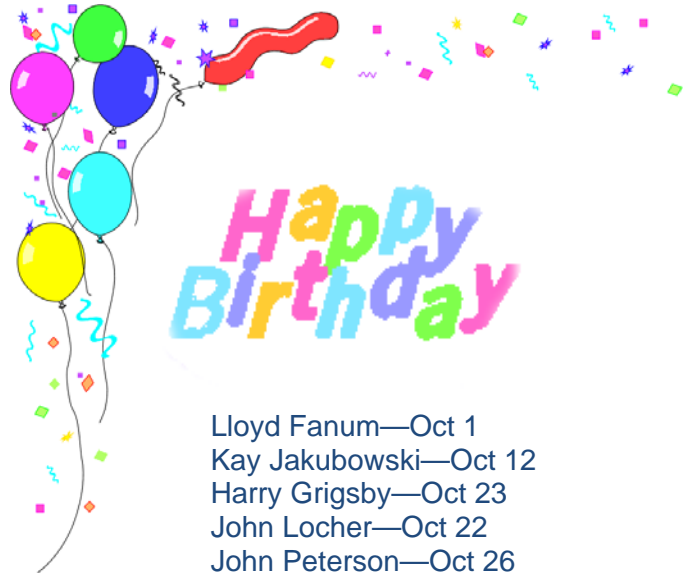
During the 2010 and 2011 navigation seasons, the contractor will be allowed to close the lock to navigation for up to 96 hours per month. Navigation closures will be limited to a maximum of 24 hours at a time with at least 24 hours between each closure to clear backed-up barge traffic. Closures will not be permitted on Friday, Saturday, Sunday or holidays.

Recreational boaters who use Lock and Dam 3 should be alert to the various construction vessels working in the area during the navigation season and follow lock personnel's instructions to safely navigate through the construction zone. Areas near the Upper and Lower Embankments may be congested with construction plant and supply barges. Additionally, boaters are reminded to review U.S. Coast Guard restrictions before traveling in this area.

Periodic Lock and Dam 3 construction updates and closure information will be distributed through press releases and email. To receive email updates please submit your information to http://www.mvp.usace.army.mil/list_server/.

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 wetlands 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/>.

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Lloyd Fanum—Oct 1
Kay Jakubowski—Oct 12
Harry Grigsby—Oct 23
John Locher—Oct 22
John Peterson—Oct 26
Bob Burck—Oct 27
Mary Kaess—Nov 1
Barry Berg—Nov 3
Rex Stearns—Nov 8
Mary (Molly) Cheney—Nov 16
Mack Stevens—Nov 19

¿Got Questions? We'll find the Answers'

What fog signals are sounded by sailing vessels?

One prolonged and two short blasts

INPUT

Suggestions, comments and articles you may have to this publication should be directed to FSO-PB - email to condogulf@aol.com
Please submit articles for the next CUTTER no later than **0900—Wednesday, 28 October 2009.**