

HELLO ALL STATIONS

Issue 6

<http://fl05S2301.org>

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Annapolis, MD

November - December 2009

<http://AnnapolisCGAux.org>

SECURING THE ZONE



Guardians are on the scene of a fuel tank farm explosion near San Juan, Puerto Rico. In the picture, CGC Matinicus enforces a safety zone following a fuel-tank-farm explosion near San Juan, Puerto Rico. (U.S. Coast Guard photo by Ricardo Castrodad.)



2009 FLOTILLA AWARDS

Flotilla 23-01 congratulates the following members selected as recipients of the flotilla's 2009 awards:

AUXILIARIST OF THE YEAR

Jim Welday, FSO-CM

GEORGE FOX AWARD

Walt Discenza, FSO-CS

CARL TROSS AWARD

Jim Farrell, FSO-OP

The Auxiliarist of the Year Award is extended to the member who has devoted an extraordinary amount of time and effort in supporting the objectives of the flotilla.

The George Fox Award is provided to a member performing extended outstanding service for 5 or more years in 3 or more different areas. George Fox was a retired Marine Corps Colonel. He was, by anyone's definition, an outstanding and forceful leader. He was exceptionally active in patrols, as an instructor in Public Education classes, a vessel examiner, and took on several administrative jobs, including performing as Flotilla Commander. He was an inspiration to all members of our flotilla.

The Carl Tross Award is offered to a new member serving during his/her first one or two years who is exceptionally active in 1 or more areas. Carl Tross was a member who joined our flotilla with a extraordinary enthusiasm. Within his first year he became crew qualified as well as a vessel examiner. Unfortunately during his second year, he developed a type of cancer that was incurable and his health slowly deteriorated. He could no longer go on safety patrols but he continued to do vessel safety checks until he became bedridden from his cancer. His determination to keep active in flotilla activities was above and beyond anyone's expectations.

Bravo Zulu! ❖

FLOTILLA MEMBERS HONORED

Two of our Auxiliary Guardians were recently honored at the National Security Agency (NSA), located in Fort Meade, MD, in an unusual way.

Anita and Art Murray were invited to a Retirement Ceremony for their next door neighbor, Larry Castro, at the NSA on 3 December 2009. Anita and Art gladly accepted but did not know at the time that they were the only neighbors invited.

Toward the end of their neighbor's farewell address, they were asked to step up to the podium. At that time, 2 Coast Guard officers, a Commander and a Captain, came forward and presented each of them with a Certificate of Appreciation for their many years of service in the Coast Guard Auxiliary. Art has been a member for 42 years and Anita for 27. Particular mention was made of the 16 years spent as examiners for Merchant Marine License Examinations at the Maritime Institute of Training and Graduate Studies.

Neither Anita nor Art ever realized that their next door neighbor was very aware of their Coast Guard Auxiliary activities. This shows that our fellow citizens observe and appreciate the Auxiliarists' hard work and selfless commitment.

Congratulations!❖

USCGAUX STATE TAX CREDIT

By Wendy Kravit, FC, F23-01

Tax season is approaching! Everyone in the flotilla that is qualified for the Maryland State tax deduction for activity in the flotilla should now have their tax form verifying their eligibility for the deduction. They were mailed out on November 27.

In order to qualify for the deduction an individual must have been enrolled in the Auxiliary for at least 36 months ending on December of the applicable tax year. The taxpaying flotilla member must also have participated sufficiently to have earned 50 credit points.

Credit points are earned through attending meetings, going on patrols, teaching, serving as an officer or staff officer, doing vessel exams, participating in public affairs events, earning certain credentials and various other types of participation. The deduction is a \$3,500 subtraction against Maryland income." The deduction is taken on Line 14 of the MD Form 502 with the letter "v" entered in the box next to the line.❖

COLD-WEATHER PATROL NEW REQUIREMENTS

New requirements are in place for Auxiliary coxswains and crew members who go on cold-weather patrols—that is, patrols conducted during those times when the water and air temperatures are below 60 degrees, time when the Coast Guard is required to wear anti-exposure coveralls (known informally as "Mustang suits") or drysuits.

In brief, Auxiliarists will still be able to go out on cold-weather patrols, but all coxswains and crew members who participate in these patrols will have to (1) undergo training in cold-weather operations, and (2) wear a set of anti-exposure coveralls or a drysuit that has been properly maintained and inspected. Since drysuits aren't inherently buoyant, you must wear a life vest when you wear them, as required by the Coast Guard Rescue and Survival Systems Manual—and you also must wear all of the appropriate accessories that go with the drysuit, including undergarments, sea boots, gloves and headgear. The requirements pertain to the entire crew, not just to the coxswain.

The policy regarding personal protective equipment (PPE), such as mustang suits and drysuits goes into effect immediately. The Coast Guard station that serves as OPCON (has operational control) of your patrol will decide whether the weather is such that mustang suits or drysuits are required. Coxswains will be expected to call the appropriate station on the morning of their patrols.

The old standards—which require the use of mustang suits when the water temperature falls below 60 degrees and of drysuits when it drops below 50 degrees—will remain in effect. But it will be the *stations* who will decide whether these suits will be needed for a particular patrol, and, if so, whether it will be drysuits or Mustang suits. The station's decision will be final. If any member of the boat crew in question—the coxswain or the crew—does not have the required cold-weather gear and cold-weather training, the patrol will be canceled on the spot.

Beginning December 1, patrol orders will only be issued to any Auxiliary boat crews who have (1) met the cold-weather training requirement and (2) have in their possession the appropriate—and properly maintained—cold-weather ensembles, regardless of the weather conditions. There will be no exceptions. The requirement is expected to be suspended when hot weather returns, but that hasn't been announced yet.

For more information, please contact Jim Farrell, FSO-OP.❖

MEMBER RESOURCES CD

The Department of Personnel, 5th Coast Guard District, is pleased to announce that the MEMBER RESOURCES CD has been updated to include a Recruiting power point, NEW Recruitment posters and CG Pub 1 "America's Maritime Guardian " These CD's can be ordered through ANSC by your Flotilla Commander.❖

UPCOMING TRAINING OPPORTUNITY

January 2010 - AUXOPS Advance Coastal Navigation course. It will be given once a week, starting in January 2010 at Station Washington, Bolling AFB, Washington, D.C.❖

OPPORTUNITIES TO SERVE WITH THE COAST GUARD

Some very interesting job positions are available with the CG Buoy Tender *Rankin*, including Junior Officer of the Deck, In-Port Security Watchstander, Ride-Alongs on day trips, and Cook.

Also, the Chief Director of Auxiliary (CHDIRAUX) is looking for an assistant to help organize Auxiliary participation in the many Coast Guard C-schools. There is a whole new world opening up for Auxiliarists. Don't let it pass you by!

Members interested in any of these positions, please contact Larry Mawn, FSO-MS, F23-01, and let him know your name and the position you are interested in.❖

THRIFT SHOP

By Caryl P. Weiss, FSO-PA, F23-01

Auxiliarists can use the Thrift Shop at the Naval Station at 348 Kinkaid, Annapolis (on the other side of the Severn River, just past the BX). USCGAUX membership card is required. Phone number is (410) 293-9220.

Driving directions are simple. Just go through the old gates, down and up a little hill, until reaching an old blue sign on the right for the thrift shop--turn LEFT, go about a half-block, until reaching a parking lot on the RIGHT, where parking space is available.

The Thrift Shop is open Tuesdays and Thursdays from 1000 until 1300. Items on sale include uniforms, books and other items at very low prices.❖

ARTICLES FOR THE CHATTER

Articles are needed for Division 23's newsletter *Chesapeake Chatter*. Submissions should be made to Connie Cosgrove, DSO-PB.❖

AUXILIARY VESSEL SALVAGE FUNDING PROCEDURES

Edited from CGMS GENERAL MESSAGES

MESSAGE NUM. 657/09

<http://www.uscg.mil/announcements/>

Auxiliary vessels operating on orders are, by law, Coast Guard Vessels and shall be treated as such. The use of Coast Guard funds is authorized for Auxiliary vessel salvage operations. This process shall be executed exactly like a response to a U.S. Government vessel.

Depending on the circumstances, an operational commander may direct local funds to be expended or seek support through the Naval Engineering Program. Office of Boat Forces (CG-731) will reimburse the funding unit for funds expended in Auxiliary salvage operations.

Auxiliarists are to submit damage claims for the repair of Auxiliary vessels damaged during operation on orders. The damage claim process shall be used for all non-emergent cases as determined by the Coast Guard operational commander. This is merely intended to validate that the operational commander may commit Coast Guard funds in emergent situations.❖

2010 FLOTILLA STAFF OFFICERS

Flotilla 23-01 is pleased to announce its Flotilla Staff Officers for year 2010.

FC	Wendy Kravit
FVC	Jim Farrell
IPFC	Larry Mawn
FSO-CM	Jim Welday
FSO-CS	Walt Discenza
FSO-FN	Douglas Norton
FSO-IS	Jim Welday
FSO-MA	Leonard Butler
FSO-MS	Larry Mawn
FSO-MT	Ed Martin
FSO-NS	Doug Robinson
FSO-OP	Jim Farrell
FSO-PA	Caryl Weiss
FSO-PB	Braulio Mercader
FSO-PE	Wendy Kravit
FSO-PS	Larry Mawn
FSO-PV	Rodney Hargraves
FSO-SR	Carl Smith
FSO-VE	Ben Copley

OPPORTUNITIES FOR CHART UPDATING

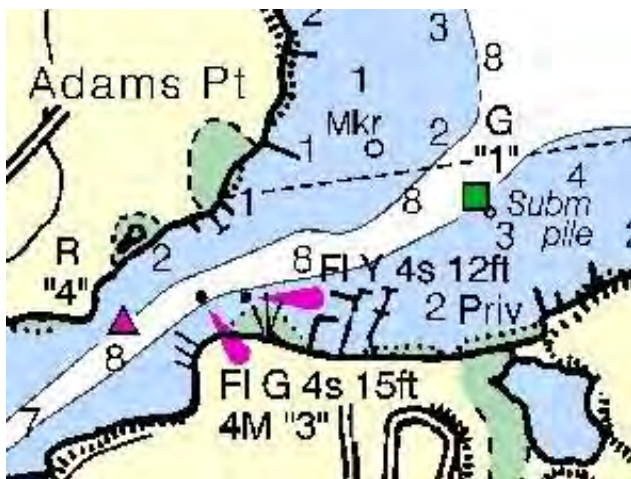
By Doug Robinson, FSO-NS, F 23-01

Using a nautical chart and following the boat position while on a routine patrol can be useful for observing differences between the chart and the land mass or Patons. In this example of a patrol where we went into Deep Creek, the flashing yellow light on the chart was not found but a Flashing Yellow Light was noticed on the dock of Fairwinds Marina.

Photos were taken and GPS locations were marked to show the actual position of a yellow light at the gas dock of the marina. Photos of the charted location and observations for the charted light were also done. Then the waypoints were plotted on an electronic chart and added to a Google Earth view. Here it was observed that the marina's dock had been extended for the gas pumps and that the yellow light waypoint from the GPS landed on the end of the dock.

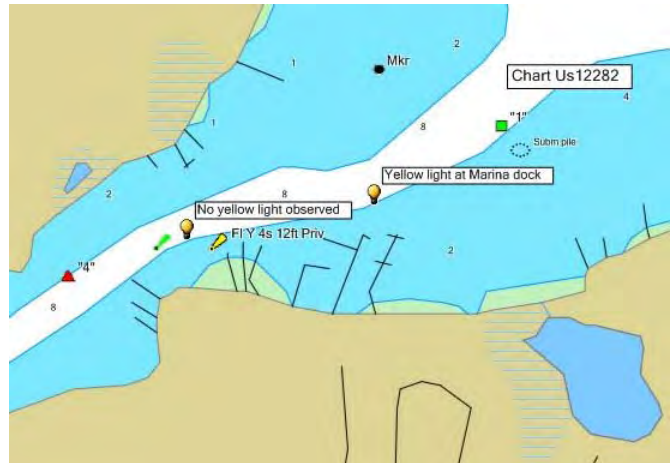
Thus the dock changes are added to the yellow light position change for the chart update. A call to the marina confirmed that the light was functional and that they had indeed added to the dock some years ago. I would have liked to do a night patrol for verification but a visit to the marina may be close enough to determine that the "charted" light is not hidden but flashing also.

At the same time the other Patons (Day Marker) actual positions were compared to the charted positions. The latest NOAA chart was downloaded to verify that the electronic chart I was using on the patrol was current. Here is the NOAA chart.



This is the section of the electronic chart with the waypoints created on the water. The position of "FL Y 4s Priv" matches the NOAA chart. The observed yellow light is, according to the waypoint, located off

a short dock and standing in the water.



However when we add the waypoints to the satellite view, it shows the yellow light at the end of a real dock and that the dock is longer than the one on the chart. The position of the waypoint created for FI G 4s "3" is where the marker is in the water.



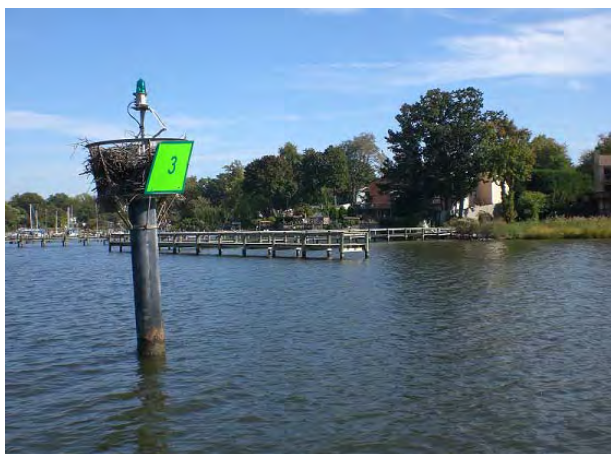
Here is the actual fuel dock with the actual flashing yellow light.



Continues on page 5

Continuation from page 4

And here is the view from Fl G 4s "3" towards the marina which is just behind and to the right of the boats.



What started to be what looked like a repositioned private yellow light (Paton) turned out to have dock changes and additions as well.

By using the marine chart, GPS, photos and satellite views, a chart update can be prepared for submission to NOAA. The patrol observations started the process and verified that the satellite view was reasonably current.❖

ETHANOL EFFECTS IN FIBERGLASS TANKS

By David Herndon, FSO-MS, F054-03-03

Most of you have read articles about the problems of fiberglass fuel tanks in boats using ethanol-enhanced gasoline. The current advice is: if you have a fiberglass fuel tank in your boat, switch to non-ethanol gasoline to avoid the ethanol breaking down the fiberglass binding resins and clogging up the fuel system.

My smaller facility, *Pier Pressure* (Aux 17638) is a 1987 17' Boston Whaler Montauk and it has had a 24 gallon fiberglass fuel tank. A few years ago just when ethanol was first blended in commercial gasoline and before the problems were found with this combination, my fuel tank contained ethanol enhanced gasoline.

At the end of the boating season, the engine started running very rough and finally would not start at all. During the winterization it was found that the fuel system was totally clogged with resin and the injectors had to be totally replaced. The fuel tank was also drained and cleaned and since then only non-ethanol gasoline (with appropriate stabilizers and additives) has been used. Despite this changeover to non-ethanol gasoline, I have continued to have fuel

system problems from fiberglass resin getting into the fuel system.

Because of the continuing fuel contamination problem, I have changed out the old fiberglass fuel tank with a new polypropylene fuel tank. When removing the old fiberglass tank it was found that the inside of the old fiberglass tank was very soft and was still shedding resin even though the current fuel did not contain any ethanol. Evidently once a fiberglass fuel tank starts breaking down from ethanol gasoline, the resin leaching can continue even after switching to non-ethanol fuel.

I hope the above information is helpful to you.❖

STAINLESS FUEL SYSTEM

Edited from USCG Boating Safety Circular #68

Can stainless steel be used in fuel systems on gasoline powered pleasure vessels?

Stainless steel fittings are acceptable, but stainless steel fuel lines are prohibited. Each metallic fuel line connecting the fuel tank with the fuel inlet connection on the engine must be made of seamless annealed copper, nickel-copper or copper-nickel.❖

REMOTE START AND NO BLOWER

Edited from USCG Boating Safety Circular #68

What are the circumstances under which a boat with remote starting would not require a powered ventilation system?

The requirements for powered ventilation (an electric blower) apply only to boats with permanently installed gasoline engines equipped with remote starting. If such an engine is installed in the compartment which is "open to the atmosphere," i.e. at least 15 square inches of openings are directly exposed to the atmosphere for each cubic foot of net compartment volume, powered ventilation is not required. If the boat operator has to open the engine cover to operate the remote starter, the requirements for powered ventilation would not apply, because the operator's action would create a compartment "open to the atmosphere."❖

Disclaimer Notice

As a matter of policy, Auxiliaries addresses and telephone numbers are not included in any articles appearing in this publication. Telephone numbers and addresses of Auxiliaries are protected by the Privacy Act of 1974. Posting of this publication in the Internet is restricted to approved DHS, USCG and USCG Auxiliary websites and must fully comply with the provisions in the Privacy Act of 1974.

USCG RESCUED BOATERS IN BODKIN CREEK

Personnel from Coast Guard Station Curtis Bay rescued two adults on an 18-foot disabled boat near Pasadena, MD. The diabetic boat owner contacted the Coast Guard through a cellular phone since his boat did not carry a marine-band radio (VHF).

With the assistance of the cellular phone provider, the Coast Guard searched the area between the boat's departure point and the area where the call was made. Eventually, a fellow boater found the disabled boat and reported its location to the Coast Guard, who assisted both individuals by towing the boat back to safety.

Not carrying a VHF radio unnecessarily delayed the rescue effort. Cellular phones are not a substitute for a marine-band radio due to their inherent limitations, including limited range, lack of USCG monitoring, difficult-to-reach position signal, and very limited power source. ❖

NSTB DETERMINES CAUSE OF FIRE ON BOARD OF PASSENGER VESSEL IN OREGON

Edited from NSTB Report SB-09-72
November 18th, 2009

The National Transportation Safety Board (NTSB) determined that the probable cause of the fire on board the Queen of the West was the failure of a pressurized component on the port main propulsion hydraulic system, resulting in hydraulic oil spraying onto the port engine's exhaust piping and catching fire.

On April 8, 2008, a fire broke out in the engine room of the 221-foot U.S. small passenger vessel Queen of the West. The vintage-style paddlewheel vessel was traveling east on the Columbia River near Rufus, Oregon, with 124 passengers and 53 crewmembers on board, as part of a 7-day cruise. The vessel had both an automatic fire detection and fixed fire suppression system on board, which functioned properly by alerting the bridge team and suppressing the fire. The crew was able to confine the fire to the engine room, and the vessel did not need to be evacuated.

After a thorough examination of the portside engine, NTSB investigators concluded that one of the hydraulic oil hoses that serviced portside pumps 3 and 4 had failed. Because of the fire damage, the hoses could not be pressure-tested for preexisting holes or leaks. Consequently, the NTSB could not determine the specific hose that failed.

However, because of the proximity of the hydraulic oil hoses to the hot exhaust piping, and the lack of alternative ignition and fuel sources in the immediate area, investigators determined that the fire was caused by hot surface ignition of hydraulic oil. The hydraulic oil

leak was in the form of atomized spray; therefore, it created a fuel-air mixture that ignited when it came in contact with the near-800 F exhaust piping.

Contributing to the survivability of the vessel, and to the absence of injury or loss of life, was Majestic America Line's voluntary installation of an automatic fire detection system and a fixed fire suppression system. The Board concluded that this action by Majestic America Line, which was not required by Coast Guard regulations, limited the fire damage to the vessel and enhanced the survivability of passengers and crew. ❖

AUXILIARISTS ASSISTED IN RESCUE IN THE BRITISH VIRGIN ISLANDS

Edited from The Coast Guard Compass
10 December 2009
<http://coastguard.dodlive.mil>

Coast Guard Auxiliary Aviators spotted a 52-year-old fisherman from the British Virgin Islands who had been missing since 6 December 2009. The missing boater made his distress call on a cell phone on 8 December. At that time, Sector San Juan watchstanders diverted an Auxiliary aircraft to the area, who found the missing boater and assisted a Good Samaritan on scene in the rescue. ❖

THE ACCIDENT WILL COME

By Jesper Hansen, Senior Advisor, Arctic Council
1 September, 2009
http://arctic-council.org/article/2009/9/the_accident_will_come

Danish Military expects that a marine accident soon will happen in the waters of Greenland.

Danish military commanders in Greenland are warning that it is 'only a matter of time' before an accident involving a cruise ship occurs in Arctic waters, writes the Greenlandic paper Sermitsiaq.

Speaking during the Greenland Climate Days conference in Nuuk, Navy Commander Jan Bøgsted called the cruise liners, some carrying thousands of passengers, 'a huge challenge', because the ships are not used to sailing in the Arctic Ocean.

At the same time Mr. Bøgsted told that Greenland does not have the sufficient equipment to do an overall monitoring of the Greenlandic waters. He said the job of monitoring the waters off Greenland could be made easier if the Greenland Command had round-the-clock access to surveillance planes. Currently, such planes are available only eight days per month.

'I would rather we had a surveillance aircraft standing ready 24 hours a day. That would ensure we could quickly come out and get an overview when an accident happens. Because it is going to happen,' Bøgsted said. ❖

FROM THE EDITOR

Happy Holidays! Or as we say in Germany, *Frohe Weihnachten!*

2009 was a great year for Hello All Stations. With your enthusiastic and constant support, this newsletter re-emerged from years of inactivity and became your regular flotilla publication. I feel honored and privileged by preparing this publication for you and will continue to try to keep it informative and entertaining as possible.

In addition to our always great flotilla member contributions, I also tried to expand our sources of information. For example, this November-December issue includes an article from Mr. Jesper Hansen, from Denmark. Mr. Hansen is a Senior Advisor for the Artic Council who gladly allowed us to publish his interesting article. In addition and with USCG PO3 Barber Patton's permission, we published (and will continue publishing) her cartoon "Scuttlebutt."

2010 will be even better. Thank you all! ❖



CONTRIBUTORS

Wendy Kravit (FC); Caryl P. Weiss (FSO-PA), Walt Discenza (FSO-CS); Jim Farrell (FSO-OP), Larry Mawn (FSO-MS), Ed Martin (FSO-MT), Doug Robinson (FSO-NS), Mr. Jesper Hansen, Senior Advisor, Artic Council; PO3 Barb Patton, USCG.

Hello All Stations is a bi-monthly publication open to articles and pictures of interest for all Flotilla 23-1 members. Please forward any material to Braulio Mercader, FSO-PB, at FSO-PB@fl05s2301.org. ❖

2009 FLOTILLA STAFF OFFICERS

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FSO-VE	Ben Copley

SCUTTLEBUTT

