

HELLO ALL STATIONS

Vol. 2 - Issue 1
<http://fl05S2301.org>

Flotilla 05S - 23 -1
Annapolis, MD

January - February 2010
<http://AnnapolisCGAux.org>

SNOW BLIZZARD



A severe blizzard paralyzed several areas of the East Coast in February. Illustrated in this picture three days after the blizzard is the narrow waterway known to the locals as "Ego Alley". "Ego Alley" leads to the heart of Annapolis. Photo by Wendy Kravit (FC, F23-1).❖

RBS DEVICE AWARD CRITERIA REVISED

Changes have been made to the Public Affairs activity codes that count toward earning the Auxiliary Recreational Boating Safety (RBS) insignia. The RBS insignia recognizes extraordinary effort of auxiliarists who consistently provide strong support to RBS programs. Its eligibility criteria require significant RBS program activity over a minimum period of two years. The newly revised award criteria are available online [here](#).❖

CHANGE IN DESIGNATION

Due to changes in the areas of Personnel Services systems, strategy, resources, and training, Personnel Services (PS) is now called Human Resources (HR). Consequently, all appointed PS officers are now HR officers.❖

FLOTILLA 23-1 MEMBER RECEIVED 2 PHOTO AWARDS FROM USCG SECTOR BALTIMORE

Caryl P. Weiss, FSO-PA, 23-1, won two photo awards from the United States Coast Guard, Sector Baltimore. The pictures were included in the Baltimore Sector's 2010 calendar. This is the second time Caryl won a photo award from the Sector. In addition, Caryl was the only Auxiliarist receiving such distinctions on both occasions. Bravo Zulu, Caryl!❖

ACTION SHOT



Photo taken aboard the operational facility *Ripple*. The crew aboard the *Ripple* patrolled the Severn River in Annapolis, Maryland, during the annual Blue Angels demonstration flight as part of graduation week events at the US Naval Academy. Photo by Caryl Weiss (FSO-PA, F23-1).❖

FLOTILLA COMMANDER'S CORNER

By Wendy Kravit, FC, F23-1

February is going to be a month for the record books.

First, we have decided to hold our own Boat Crew Qualification (BCQ) training program. We would like to keep the class size limited to 8 members and I believe we already have all slots spoken for between several new members and one or two people from outside the flotilla. Our flotilla's Vice Commander and Operations Staff Officer, Jim Farrell, is coordinating this activity. We believe that we have plenty of talent within our own flotilla to teach our members and hold on the water training exercises.

Second, we are currently experiencing what the news call a 100-year snowstorm. This snowstorm has broken all records since the 1880s, when its initial recording in the National Capital Region started. So far, I have not heard of any injuries from any members, so I am hoping that no news is good news.

I own my own Mustang cold weather suit and found it was the warmest thing for me in the cold and wind, so I wore it to shovel! The snow, as you can see, is almost over my head!



So, as I said before, February is going to be a month for the record books. As for the rest of 2010, let's all stay warm, safe, and ready for an exciting Auxiliary year!❖

Disclaimer Notice

As a matter of policy, member addresses and telephone numbers are not included in any articles appearing in this publication. Telephone numbers and addresses of members are protected by the Privacy Act of 1974. Posting of this publication on 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.

ST. ELIZABETH'S NEW COAST GUARD HEADQUARTERS BUILDING

Edited from WEB JOURNAL OF ADMIRAL THAD ALLEN
3 FEBRUARY 2010

<http://www.uscg.mil/comdt/blog/default.asp>

Guardians,

I'm pleased to report that the new Coast Guard Headquarters building was approved for construction on January 7, 2010 by the National Capital Planning Commission, the federal government's planning agency for the National Capital Region, allowing the project to proceed on schedule. This new facility will be a part of the consolidated U.S. Department of Homeland Security (DHS) headquarters campus being developed on the historic St. Elizabeth's Hospital site near the Anacostia River in SE Washington, DC approximately 2 miles from our current Headquarters building. The campus will be developed in phases and, when complete, will support a population of 14,000 employees department wide. The Coast Guard will be the first to occupy the site scheduled for 2013.

The construction required for the Coast Guard occupancy is funded and on schedule. It includes the new headquarters building, parking, utilities, support spaces and the Coast Guard Operations Center. The aerial view here shows the location for the Coast Guard building on the campus. Other construction, including renovation of historic buildings, is scheduled for completion during 2014-2016.

This building will meet criteria for a gold rating in Leadership in Energy and Environment (LEED) the 2nd highest certification as set by the U. S. Green Building Council. The building will include robust technology infrastructure, state of the art conference rooms, a child care center with capacity for 120 children, and a medical and dental clinic for military personnel. Shared support facilities on campus will include a fitness center, cafeterias, and additional conference center spaces.❖

DID YOU KNOW THAT...

All recreational boats manufactured for the purposes of sale to the public, including all kit boat manufacturers, must have a primary and a duplicate hull identification number (HIN) affixed. Therefore, they must obtain a Manufacturer Identification Code (MIC) and assign HINs. If an HIN cannot be affixed to a kit part, the kit boat manufacturer needs to provide purchasers with instructions which will result in the proper placement and attachment of the HINs.❖

STATE OF THE UNION PATROL

By John Kostak, F23-1

As requested by the Coast Guard, the Coast Guard Auxiliary provided assistance in executing its local maritime security plan for the President's Annual State of the Union Address on January 27, 2010.

I participated in the mission as a crewmember assisting Mitchell Mutnick, FSO-MT, F25-05 (coxswain and operational facility owner), Dick Nugent, F25-05 (crew), and "JC" Caianiello, F25-05(crew). The operational facility was a 47' Mainship motor yacht equipped with Northstar navigation gear,

We were assigned to keep the area of responsibility from the Dogue Creek to the Ronald Reagan National Airport clear of distressed vessels. We departed Mount Vernon Yacht Club, Alexandria, VA at 1300.

Since the winter water temperatures were below 50 degrees Fahrenheit, the crew had the required cold water patrol training from Coast Guard Station Washington and sported the black/orange Mustang-made high performance boat crew dry suit for anti-exposure and flotation protection.



Operations were normal. The operational facility was occasionally passed by a Coast Guard's H-65 Dolphin short-range chopper and police fire and rescue patrols.

We also had the pleasure of sharing the AOR with one of the Coast Guard's 65 foot small harbor tug. She's a real beauty up close - stubby, but brawny and fierce. ❖



SCUTTLEBUTT



Why Coast Guard personal protective gear is standardized.

BTC '09

UPCOMING TRAINING OPPORTUNITIES

- 27 March 2010 - Sector Baltimore will hold its annual all-day winter workshop on Saturday, March 27th from 0830 to 1630 in Southern High School, 4400 Solomon's Island Road (Route 2), Harwood, MD 20776. Courses will include: Operations Workshop, 1-hour TCT Refresher, Mentoring, Introduction to Marine Safety, Vessel Examiner Meeting, use of AUXDATA and AUXINFO, AUXCHEF, ICS-210, GPS for Auxiliarists, wearing the uniform, and others. The District Store will be open from 0830 to 1500 so you can obtain insignia and other Auxiliary items. Uniform will be tropical blue long or winter dress blue.
- 16-18 April 2010 - The Spring 2010 Fifth District (SR) Advanced Skills Weekend (ASW) will convene at the U.S. Coast Guard Training Center (TRACEN) Yorktown, VA. Registration deadline is 5 April 2010. Courses will include AUXCOM, AUXNAV A, AUXNAV B, AUXSCE, AUXSEA, AUXPAT, AUXWEA, AUX-MSAM, AUX-MEES, IIMS/IMSEP, AUX-ATON refresher, AUX-CHEF, PQS_TCO, ICS 210, and others. Registration point of contact is Susan Lowe, DSO-MT 5SR. ❖

BOATING SAFETY

By Doug Edelman, F3-13 8WR
Edited from USCGAUX PUBLIC AFFAIRS RELEASE
7 FEBRUARY 2010
<http://auxpa.org/weblog/blogs/>

Drowning after a fall overboard is the most common cause of a boating fatality. Hunters and fishermen alone in small boats represent the highest risk of such an occurrence. In cooler weather, pleasure boaters' numbers dwindle and the lakes and rivers play host primarily to hunters and fisherman. Oftentimes these outdoorsmen don't see themselves as "boaters".

They are hunters and fishermen.

The boat is simply a tool of the trade; viewed as little more than a means to the end of bringing home dinner, a trophy, or a good fish story. Hunters and fishermen often fail to take the safe boating classes offered by the Coast Guard Auxiliary or the US Power Squadron. Wearing a Life Jacket is often viewed as an unnecessary encumbrance upon their freedom of movement – which they consider vital in the pursuit of their sport.

Small crafts are inherently less stable than larger vessels. Their center of gravity is more easily shifted by minimal movement. A fall overboard can occur easily, even without the contribution of a collision, bad weather, or travel at high speed. Frequently a man in a small boat will stand up to relieve himself. This raises the center of gravity, sharply reducing the boat's stability. As the boat shifts and rocks, he may lose his balance and fall into the water. At this time of year, the water is cool enough to trigger a gasp reflex upon sudden immersion. Inhaling water, he begins to drown.

Even where cold water immersion shock and hypothermia isn't a factor, a fall of this type still carries a high risk of fatality. Hunters and fisherman spend much of their time in shallow water around standing timber, submerged rocks, and logs; as these are a great habitat in which to locate (or hide from) their quarry. Unfortunately, falling headfirst from a standing position into shallow water around rocks and logs is a very good way to be knocked unconscious and drown. Falling from a standing position, one can also hit their head on the gunwales of their own boat.

While hunters and fisherman will frequently bring along a few beers to drink while they relax and enjoy their activity, drinking alcohol while on the water is ill advised. After a couple of cold-ones, the need to relieve oneself will probably arise. Balance will be impaired. Resistance to hypothermia will be reduced. Judgment will be diminished. This is a deadly mix.

What steps can the hunter and fisherman take to keep safe as they commune with nature?

First and foremost, wear a Coast Guard Approved Life Jacket at all times. Having one on board but stowed under the seat will serve little purpose once you're in the water. There are many types and sizes of approved Life Jacket. You can find one that is comfortable and won't be too restrictive to your movement.

Bring along a suitable receptacle to relieve yourself into, as this is much safer than standing up and going over the rail.

Go with a buddy! It's more fun, and there's someone there to help you if there's a problem. When alone, you could be in serious trouble for a long time before anyone even misses you.

Use a Float Plan. Make sure someone knows where you are, and when you're expected back.

Save the alcohol for when you get home with your catch.

Take a Safe Boating Class and get a Vessel Safety Check. The Coast Guard Auxiliary and US Power Squadron offer both.

Have fun, and come home safe!❖

NOTICE FOR OWNERS OF PRE-1995 25MM SIGNAL LAUNCHER CONVERTERS

Edited from USCG BOATING SAFETY RESOURCE CENTER
<http://www.uscgboating.org/news/default.aspx?ArticleId=21>

Certain customers of Orion Safety Products (or Orion's predecessor Olin) utilize a metal "converter" to launch 12-gauge aerial signals out of a 25MM launcher.

In 2005 Orion introduced the 12-gauge HP which was a longer shell designed to improve altitude. While all converters sold since 1996 accept the 12-gauge HP shell, it has recently come to the attention of Orion that converters manufactured before 1996 (whether by Orion or Olin) will not accept the 12 gauge HP shell.

If you possess a 25MM converter for firing 12-gauge shells and such converter was or may have been manufactured before 1997, Orion wants to send you a new converter at no charge to assure you have all the equipment you need to fire your aerial signals. Please send a letter requesting your new converter with your address to Orion Safety Products, Attn: Converter Request, 3157 North 500 West, Peru Indiana 46070.

Alternatively, you may email your request to the manufacturer at mcustomerservice@orionsignals.com.❖

OMBUDSMAN

Currently the U.S. Coast Guard Auxiliary is working with the U.S. Coast Guard Work-Life program to link up interested Auxiliarist's and local Coast Guard commands who need an Ombudsman.

An Ombudsman is a volunteer (who may be a spouse, reservist, or Auxiliarist) that is designated by a Command to serve as a link between the command and families. They assist the command in its functions of providing information and related services to families regarding sources of assistance available to them, Coast Guard and command policies, and activities of interest to family members. They take confidential concerns of the families to the command. The Ombudsman is also available to help parents and other relatives of crew members. The Ombudsman is familiar with the local community and its resources.

Interested Auxiliarists will be vetted through their DCO prior to a Coast Guard interview. Please be aware that the local Commanding Officer/Officer-in-Charge has the final authority on appointing an Ombudsman.❖

When Changing Clocks Back to Standard Time, Check Batteries and Age of Alarms

Edited from USCG Boating Safety Circular #86

WASHINGTON, D.C.- Since 1992, the U.S. Consumer Product Safety Commission (CPSC) has reminded consumers to check smoke alarms and change batteries when they change their clocks, but in that time, many alarms have lost their effectiveness. This year, CPSC wants to remind consumers to replace smoke alarms every ten years and replace carbon monoxide (CO) alarms every five years.

Without fresh batteries, alarms will not work when needed. And the sensors in alarms will degrade and lose effectiveness over time because of environmental contamination and age.

"Millions of Americans are without adequate protection from fire and CO because the alarm's battery is dead or the alarm is too old," said CPSC Acting Chairman Nancy Nord. "Alarms don't last forever, and old ones need to be replaced." Consumers need to remain vigilant against carbon monoxide poisoning and fires. CPSC recommends three simple tips to protect your life, your loved ones, and your home:

1. Make sure your home is protected with both smoke and CO alarms. Combination smoke/CO alarms are available in the marketplace.

2. Test alarms monthly to make sure they are working.

3. Once a year, change batteries when you change your clocks.❖

STOCK UP FOR NATIONAL SAFETY BOATING WEEK

By Harriet Howard, National Assistant for NSBW
Edited from NSBW News
January-February 2010

We're in the planning stage for National Safe Boating Week 2010 (May 22-28). We need to stock up now on the materials for our PA exhibits and VE stations. First, develop a list of supplies, pamphlets, posters and other materials needed to give out to the recreational boating public.

One of our best sources for NSBW materials is the National Safe Boating Council. This year, the Council's North American Safe Boating Campaign will send out a mailer to campaign participants to let them know about order information, USCG statistics, NSBW information and other resources available for the "Wear It!" campaign.

To receive this mailer, be sure to send a mailing listing in an Excel format, to Rachel Burkholder, Outreach Manager, National Safe Boating Council, at <outreach@SafeBoatingCouncil.org.> Include your Name, Title, Organization, Street Address, City, State and Zip Code, by 12 February 2010.

Also, get in touch with your state boating agency to order safe boating materials. Contact your DIRAUX office to reserve PFD Panda and the Coast Guard Half Boat. Schedule a Coastie visit for the kids. For special events, such as parades, regattas and Blessings of the Fleet, request permits. For your PA exhibits, reserve space at malls, parks and marinas.

January and February are planning times. National Safe Boating Week is just over the horizon.❖

FLORIDIAN CHARGED WITH CRIMINAL OFFENSE FOR BOATING ACCIDENT

A 56-year old physician of the City of Stuart, Florida, was charged in January with violating local navigation rules one year ago.

The physician allegedly ran over a diver with a motorboat, causing him the loss of both of his legs.❖

JOINT SUPPORT FOR HAITI



SANTO DOMINGO, Dominican Republic - U.S. Army LTC Hector Paz of U.S. Military Assistance Advocacy Group, U.S. Embassy in Santo Domingo, D.R., carries an injured girl to receive medical treatment after being evacuated from Port-au-Prince, Haiti, by a Coast Guard HC-130 Hercules aircraft crew stationed in Clearwater, Fla., Jan. 14, 2010. Hundreds of U.S. personnel have been evacuated from Haiti in the aftermath of a 7.0 magnitude earthquake that struck outside Port-au-Prince on January 12. U.S. Coast Guard photo by Petty Officer 1st Class Mariana O'Leary. ❖

NOTICE FROM USCGAUX INTERNATIONAL AFFAIRS

Edited from USCGAUX WHAT'S NEW
23 JANUARY 2010

http://www.cgaux.org/members/whats_new/announce.php

We have learned that some USCG Interpreters and other members of the USCG Auxiliary plan to go to Haiti in support of non-government organizations (NGO's) at their own expense. This is very commendable.

Members may acknowledge and/or list membership in the Auxiliary when applying either to the NGO or for deployment with the NGO, but to stress that they are there working for the NGO and not the Coast Guard.

If members of the USCG Auxiliary go as either civilian volunteers or under the auspices of an NGO, they cannot identify themselves as member of the USCG Auxiliary as ACTING IN AN OFFICIAL CAPACITY or ASSIGNED TO DUTY as a member of the Coast Guard (also known as on-orders). As such, they are not authorized to wear any part of the USCG Auxiliary uniform. They will also NOT be able to file for reimbursement of travel expenses since they will be under the NGO's umbrella. ❖

LOCAL AUXILIARY MEMBERS ASSIST IN COAST GUARD RESPONSE TO HAITI EARTHQUAKE

By George Navarini, N-IA-CC / SO-PA, Div 6 Dist 7

Edited from CARIBBEAN SEARCH AND RESCUE

19 JANUARY 2010

<http://carsar.cgaux.org/#>

MIAMI — As part of the U S Coast Guard response to the earthquake in Haiti, many crew-members of the Seventh District Public Affairs staff have been deployed to Port-au-Prince and to several of the Coast Guard Cutters deployed in support operations in the area. This public affairs office, one of the busiest in the nation, did not miss a beat, as local members of Division Six of the U S Coast Guard Auxiliary quickly stepped up to assist with standing-up and running the Coast Guard's Joint Information Center (JIC), based in Miami.

Schedules were quickly crafted and jobs assigned. Soon these volunteer auxiliaries were busy answering phone calls from the national and international media, setting up transportation for members of active duty staff, and translating information. "The Coast Guard's Auxiliary force has been a tremendous asset in the Haitian Relief response," said LT Suzanne Kerver, Coast Guard JIC Manager for Operation Haiti Relief. "Members from Division Six stepped in quickly and, using their skills and background, assisted with getting the JIC up and running smoothly," the Lieutenant added.

Some, like auxiliaries Chris Todd of Miami Beach and George Navarini of Pembroke Pines, are experienced public affairs officers with years of experience both in the Auxiliary and other emergency management agencies. Others are volunteers, new to public affairs, but eager to serve and quick to learn.

Among these volunteers is Judith Hudson of Coral Gables, who just took office as Division Commander earlier this month. "When the Coast Guard Public Affairs (PA) office requested assistance from us, there was no problem in recruiting auxiliaries for these temporary assignments to work through the weekend, and for as long as they need us," Ms Hudson remarked. "We have interpreters, computer experts, and administrative professionals currently supporting the Coast Guard PA regular staff through 12-hour days. We all want to help in any way we can."

The U.S. Coast Guard Auxiliary is the uniformed volunteer component of the United States Coast Guard created by an Act of Congress in 1939. The Auxiliary, America's Volunteer Guardians, supports the Coast Guard in nearly all of the service's missions. ❖

EDITORIAL

We initiated this year with a tragic but at the same time hopeful note. I'm referring to the earthquake disaster in Port Au Prince, Haiti. It is tragic for obvious reasons. The earthquake's magnitude and the human suffering and material destruction that followed in an already impoverished country are beyond comprehension. However, it is hopeful since it brought and continues bringing the best of many people from all over the world. The solidarity and support from people of all walks of life has been impressive.

Coast Guard personnel immediately became involved in an enormous relief operation. In the words of Admiral Thad Allen, "Coast Guard units were the first on-scene in Port Au Prince and have been working around the clock with our interagency partners to provide humanitarian assistance, evacuate U.S. citizens, and help the most seriously wounded."

Auxiliarist Guardians also participated and continue participating in the massive relief effort. For example, auxiliarist interpreters rapidly deployed to the disaster zone due to their critical knowledge of Haitian Creole and French. Other auxiliarists are staffing the Joint Information Center (JIC) in Miami, Florida.

Once again, the Coast Guard family is and will continue to be ready and present whenever and wherever there is a need for a protecting Guardian.❖

Semper Paratus

Braulio Mercader
FSO-PB, F23-1

CONTRIBUTORS

Wendy Kravit (FC); Caryl P. Weiss (FSO-PA), Walt Discenza (FSO-CS); Jim Farrell (FSO-OP), Larry Mawn (FSO-MS, FSO HR), Ed Martin (FSO-MT), John Kostak (Member), and USCG Petty Officer 3rd Class Barbara Patton.

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.❖



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