UP TO DATE IN OPERATIONS
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UNITED STATES COAST GUARD AUXILIARY
NEWSLETTER OF THE NATIONAL OPERATIONS DEPARTMENT

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SURFACE OPERATIONS 2006

Gary Taylor DVC-OS

Welcome to Surface Operations 2006! A lot is going on! First we have two new Branch Chiefs in the Surface Ops Division.

Steve Magaro is the Branch Chief for the Dive Program. Steve comes to the program with 24 years of military service including a tour as the Coast Guard's Dive Program Manager. He has attended U.S. Navy dive schools and will be an excellent fit for this new position. He will be working closely with the current Coast Guard dive program manager to determine the feasibility of a national Coast Guard Auxiliary dive program and develop program elements. Stay tuned for more details on the development of this program as they unfold.

Douglas Cream is Branch Chief for Projects. Doug is an attorney in private practice, having retired from a long career in the NY State Attorney General's Office. He also has had considerable experience with volunteers in the volunteer fire department where he has held many positions including Fire Chief.

Welcome aboard Steve and Doug!

The Surface Ops Standardization Team has been working toward completion of a QE guide which will be incorporated into the Boat Crew Training Manual. The STAN Team is also working on updating the BCTM and the 3 qualification guides. The team met at CGHQ recently and made great progress on the QE guide and the manual. We have a lot of work ahead of us, but we are confident that the program will be stronger as a result of this effort.

Hypothermia is a concern for all of us, especially those living in or visiting in the colder climates. A world renowned expert, Dr. Gordon Giesbrecht from Winnipeg, Manitoba (Canada) has some great information on his web site and, in fact, it dispels some of the old myths about survival times related to hypothermia. He attended the D17 Winter D-Train last year and the information that he presented was eye opening! Last summer, he filmed an updated video on hypothermia survival. More information can be found at: http://www.umanitoba.ca/faculties/physed/research/people/giesbrechts.html.
A video clip is also available: http://www.exn.ca/video/?Video=exn20020325-icewater.asx. Please take a moment to look at these informative sites.

NOAA now offers free navigational raster charts on the Internet. A raster chart is a digitally scanned image of a paper nautical chart used by mariners for navigation. I am told that many of the electronic chart programs work with these charts. Check them out at:

http://www.noaanews.noaa.gov/stories2006/s2557.htm

As we look forward to the upcoming boating season, remember – SAFETY, first and foremost!

Radio Installation in a PWC Method 1

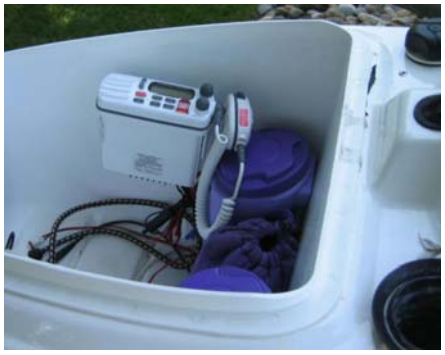
By Don Pryjmak DSO-OP D9CR

Here are photos and instructions on how to install a regular radio in a PWC, thereby increasing the communication range from that of a handheld radio. Three components are needed to make a successful installation: (1) A waterproof and submersible radio; (2) A waterproof and submersible control microphone with integral speaker and controls; and (3) An antenna with a detachable whip.

Step 1 Mount the antenna at the stern of the PWC by attaching (with screws) the loading coil bracket (sold separately or as part of the loading coil) at the rear of the PWC.

Step 2 Pass the coaxial cable through the waterproof pass-through fitting and route to the front of the PWC or wherever you will mount the main radio. A PL259 connector at the end of the cable will attach the cable to the antenna base.

Note, in the picture, the detachable whip can be removed when not using the radio. The whip is spring loaded and taking one quarter turn while pushing down attaches or removes the whip from the loading coil.



Step 3 Mount the radio in a waterproof or semi dry place. The forward bin of the PWC nicely protects the radio. (Remember to buy a radio which is Waterproof Submersible to IPX7 or IPX8 standards: X7 is 30 minute immersion in 1 meter of water; x8 is continuous immersion in 1 meter of water. The radio should also have the capability of attaching a separate control mike. Some manufacturers offer a wireless remote mike, but a mike attached to the PWC with a coiled cord can prevent expensive losses.

Number 3

Hank Demler, Editor
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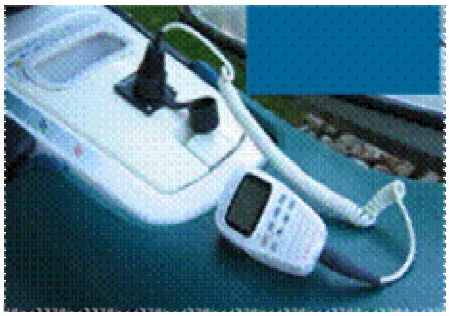
Step 4 Route the Coax (as well as a ground and power lead) from the battery to the front of the PWC. Grommets or silicon sealant can be used to prevent water entry into the storage compartment. Don't forget to put a fuse in the power lead, and leave plenty of slack outside the bin for ease of bin removal, as required.

Step 5 Choose a convenient mount for the remote access mike. I chose the door of the knee compartment because that part can be bought at a low cost when I sell the PWC. The mike control cable must be fished through some holes drilled in the cover and routed to the radio in the front bin.



The finished installation looks like this. You can control all of the radio functions from the key pad on the mike.

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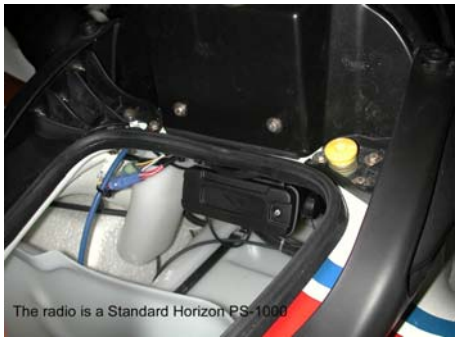
VHF-FM Radio Installation in a PWC Method 1

Continued from Page 2

When not in use, detach all connections from the back of the radio, remove the radio, and unscrew the knurled knob that attaches the remote mike to the PWC. The rubber grommet covers the connector. When riding the PWC on patrols, attach the mike to your PFD with Velcro so that you can hear communications through the speaker inside the mike. The Velcro should release if you take a header off the PWC, or do a quick dismount.

VHF-FM Radio Installation in a PWC Method 2

COMO Mike Folkerts D17



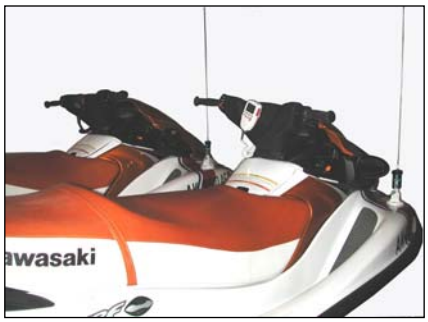
The Standard Horizon PS-1000 seems a good choice to meet the need given the limited mounting space available on the PWC.

Pay special attention to the wiring. Use marine grade wiring and connectors making sure that all the connectors are sealed and all wiring is secured using nylon wire ties and no rubbing or chafing should occur.

Step 1: Fabricate a stainless bracket to mount the radio in the front storage bin, and bolt it to the same bolts that hold the heavy plate that is under the black fiberglass cover. It avoids drilling extra holes.

Step 2: Wire the radio through the battery switch so it will stay on when the machine is shut off. The radio will shut off when the battery switch is turned to off.

Step 3: Mount the antenna on the front so it does not interfere with operations on and off the boat. Opposite the fuel filler cap seems a logical choice. The antenna, is the type designed for center console boats; they are heavier duty than the standard 3' whips.



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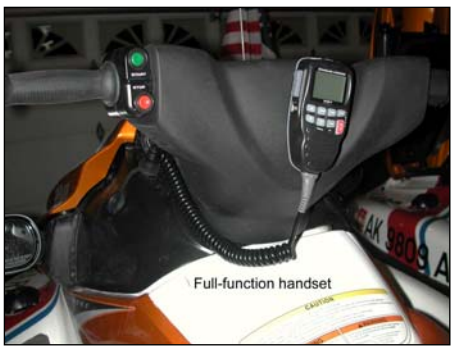
Step 4: Run the antenna lead under the starboard mirror bracket and then through the hull at the mirror attaching bolts.

Step 5: Run the cable from the radio to the handset up through the balance tube that runs from the starboard side of the gas tank up to the handlebars so you don't have to drill any more holes in the hull.



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VHF-FM Radio Installation in a PWC Method 2

Continued from Page 3

Step 6: Place the handset in the middle of the handlebars as the radio speaker is in the handset and can be heard from this position.

The handset bracket is screwed to a 2"X2" piece of 3/8" hard plastic backing plate behind the handlebar cover.

ICS Capability is Expected

By Rick Washburn
DCP-12-8ER

On Christmas Day our flotilla received a call for assistance in a search and rescue for a missing fireman in Loudon County (TN). This fireman had gone fishing and hadn't returned on schedule. His family initiated a call for help to Loudon County 911. Loudon County in turn called TWRA and the AUXILIARY as well as others.

Tom Walsh (FC 12-01) responded. Upon arrival at the scene, he was surprised to find all emergency personnel using the ICS training we have had. All of the terms, procedures, etc. were followed to the letter. Tom claims it was close to verbatim from the training class. Furthermore, he found he was EXPECTED to know and abide by all the ICS protocol.

Unfortunately, this became a search and recovery. The fireman was found deceased with his fishing waders filled with water. Tom was in contact with Sector Ohio Valley and acted with their help and direction.

My point is to let all concerned know that even in rural Tennessee, ICS is in use by all emergency personnel and our members are expected to be trained and knowledgeable about all procedures. *It is critical!*

My thanks go to Tom Walsh. Division 12 of 8ER will certainly learn from this and, to all our members who feel this training is not needed; we can testify that it is. The image and training skills displayed by Tom and his crew have helped our rapport with the local authorities in times of need.

For more information about the NIMS/ICS requirements, see: http://www.auxodept.org/FAQ%20on%20ICS%20update.pdf

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