

IN THIS ISSUE:

- ♥ Personal Protective Equipment and you
- ♥ Tips to Avoid Grounding
- ♥ Airport Lights
- ♥ Question for May
- ♥ Alongside Tow

PERSONAL PROTECTIVE EQUIPMENT AND YOU

COMO Gary Taylor DVC-OS

With spring having recently arrived, many members are thinking about getting their boats back on the water and doing some serious boating again. Well, at least those members who live where the water gets hard each winter are gearing up. Others in the lower latitudes with warmer water have the ability to boat year around or close to that if they desire.

Wherever you live and/or boat, it is never too soon to think about your PPE – PERSONAL PROTECTIVE EQUIPMENT. That is the stuff designed to protect us from dangers.

Continued on Page 2

TIPS TO AVOID GROUNDING WHILE NIGHT CRUISING

By Charles Ford BC-OES

All Auxiliary Operationally Qualified Members have taken a night operation exercise. Usually this is over a preplanned course and does not require the skill and care of navigating strange waters. There is good reason for care in entering even a well charted creek, inlet, bay or harbor. Following are some useful precautions.

First and foremost ***study the chart.*** Be certain you know of every Aid to Navigation man made and natural that may help you. Be sure you have good depth of water all the way in to your intended anchorage or dockage.

Cut your speed to lowest rpm that gives you steerageway. Beware of lights that are not charted. Don't forget that automobile taillights are RED and that some traffic lights are green. These can easily be confused with ATON's as well as other boats. Stop way when in doubt and do not proceed until you are sure you have identified the right light.

Continued on Page 2



NIGHT FLYING SAFELY PART 3

By Steve Kokkins BC-OAT

This article is based on one written by Joel Stoller for AOPA who is a Boeing 717 captain for Midwest Airlines. Joel has been a CFI for nearly 25 years, and has more than 17,000 flying hours.

This is the final Part of this article.

Airport Lights on Approach

Always use the VASI/PAPI light system for glide path guidance, and if this is not available, keep rates of descent the same as you would during a normal daylight approach and landing (about 500 to 700 fpm rate of descent on final for light aircraft).

See Page 5 for the information chart:



Continued on Page 2

P. P. E. AND YOU

Continued from Page 1

In our case, our PPE is most important when one falls into the water. Let's look at what PPE is required as a member in the boat crew program (Crew, Coxswain, and PWC Operator), how to use it, and how to maintain the PPE or at least where to find that information for your own PPE.

Depending on where you do your boating, air and water temperature will be the most important factors in determining what PPE you are required to use.

You can find valuable information on PPE at: Rescue and Survival Systems Manual (R&SS) COMDTINST M10470.10, Chapters 3 and 4: http://www.uscg.mil/ccs/cit/cim/directives/CIM/CIM_10470_10F.pdf

Operations Policy Manual (OPM) COMDTINST M16798.3, Chapter 4: http://www.uscg.mil/ccs/cit/cim/directives/CIM/CIM_16798_3E.pdf

Rescue and Survival Systems Manual (R&SS) COMDTINST M10470.10, Chapters 3 and 4: where to find that information for your own PPE.

Continued on Page 3

TIPS TO AVOID GROUNDING

Continued from Page 1

Use your binoculars, they need not be night vision type, a good 7 x 50 binocular will help a lot. Where applicable use your compass, (of course you plotted your bearings before hand). A SPOTLIGHT is critical and a constant watch of your depth soundings will save you over and over again. Try to eliminate all lights and glare on foredeck and from all other sources. Remember to keep your light on the water and out of the eyes of other boaters.

Don't be afraid to ask for help. A radio call on a working channel has brought help to me from other boats and on occasion from a base station. Listen on the working channel for some operating station. As soon as he signs-off, call him, he maybe local and have answers for you If all Else Fails, drop the anchor while you are still in deep water.

If possible have a night experienced coxswain aboard for your first night adventure; and when possible make your first attempt on waters you are familiar with in the daylight.



NUMBER 0507

Hank Demler, Editor
hwdemler@comcast.net

NIGHT FLYING SAFELY PART 3

Continued from Page 1

Approaching your destination airport, the tower may not be operating during the night hours, so you may need to activate the runway lighting via the com-radio-controlled pilot controlled lighting (see AIM Section 2-1-6 for more), and check both the Airport/Facility Directory (A/FD) and current NOTAMS for the proper frequency). These systems are installed at many non-towered airports as well. If you key your microphone seven times within five seconds on the designated frequency (usually CTAF or tower frequency), the highest intensity available will activate, including VASI/REIL (visual approach slope indicator / runway end identifier lights), approach lighting, and all runway and taxiway lights. Five times within five seconds yields medium intensity lights, and three times within five seconds activates the lights at low intensity. Fifteen minutes' lighting duration is now available.

Continued on Page 4

UP TOP IN OPERATIONS

P. P. E. AND YOU

Continued from Page 2

The manufacturer's web site or documentation provided with the particular equipment.

Hypothermia Protection: When hypothermia protection must be worn depends on both the ambient air and water temperature. The chart on page 3-6 of the RSS manual (copied on Page five) will define what is required and when.

If both the water and air temperatures are below 50°, a dry suit with appropriate undergarments or the MSD900 Breathable Marine Survival System must be worn. The dry suit has no inherently buoyant so floatation must also be worn with it. The MSD900 does not require any additional floatation.

If the air temperature is above 50° but the water temperature is between 50° and 60°, the anti-exposure coveralls shall be worn.

If the water temperature is 60°+ degrees, then the Type I or III PFDs are used with a work uniform or ODUs.

Information on proper use and maintenance of hypothermia protection equipment can be found in the

R&SS Manual or from the appropriate manufacturer.

Inherently Buoyant PFDs: All PFDs must be Coast Guard approved and be International Orange or high visibility yellow. No other colors are authorized for obvious reasons (visibility when searching for someone in the water). Additional information on maintaining PFDs can be found in the RSS Manual in Chapter X as well as the manufacturer. Maintenance is generally limited to inspection of zippers, straps and overall condition and cleaning after use.

Inflatable PFDs: Must be Coast Guard approved and only the automatic/manual inflation type is authorized (manual inflation only models are not authorized when under orders). Inflatable PFDs must also be either international orange or high visibility yellow.

Never wear anything over an inflatable PFD as the inflation could be restricted or the wearer could even be injured.

Inflatable PFD bladders can develop leaks, the bobbins used to release the CO2 can deteriorate, or the CO2 cartridge may become discharged. Any one of these conditions can ruin your day!

Continued on Page 4

DISTRIBUTION:

Direct e-mail:

National Board
DIRAUX

DSOs AN/AV/CM/OP/DFSO

By DIRAUX to:
OTOs

By DCOs to:
District Board
DCPs to FCs

By DSOs to:
SOs and FSOs

THE DVC QUESTION OF THE MONTH

By Keven Redden, BC-ONB,

A certain bridge tender is in the habit of ignoring small boat traffic calls for openings and only recognizes larger commercial traffic.

Because you are recognized as an Auxiliarist, you have been approached by local boaters with complaints about this issue. How would you respond?

Answer on page 6



UP TOP IN OPERATIONS

P. P. E. AND YOU

Continued from Page 3

Because inflatable PFDs are more susceptible to problems than inherently buoyant PFDs, periodic inspections are a must. Periodic maintenance items include; Inspecting and/or replacing the bobbin; Checking the CO2 cylinder that it has not been pierced; Inflating the PFD and leaving it sit for several hours or even overnight to check for leaks; Checking the oral inflation valves for leaks; and, Checking the straps, seams, and hardware for rips, tears, or holes as well as cleaning after use.

Please follow the manufacturer's maintenance instructions closely if you use inflatable PFDs.

SAR Vest: The orange nylon mesh vest is designed to carry all your survival equipment and is worn over all flotation devices except inflatable PFD's. For inflatable PFDs without built-in pouches, waist pouches are available to carry required survival equipment. Maintenance is limited to cleaning and inspection of hardware.

Survival Equipment Required:

PEPIRB – At least one member of the crew on an OPFAC must be equipped with

a PEPIRB if the OPFAC does not have an installed 406 EPIRB. Periodic testing and inspection are done in accordance with the PEPIRB manufacturer's recommendations.

Also required are a:
PML/Strobe Light
Survival Knife
Mirror
Whistle

Note: PML – In cold water, the PML (chemical light) has been found to be ineffective. In these areas, a strobe light is required.

Each piece of survival equipment must be secured to the SAR vest (or waist pouch) with 36" piece of type 1 nylon cord using bowline knots (this will keep the equipment with you if you should drop it while in the water).

Please take the time to review the R&SS Manual and the manufacturer's recommendations to keep your PPE in top notch condition. Remember, it could save your life, but only if it is properly worn and maintained!

NIGHT FLYING SAFELY PART 3

Continued from Page 2

Approach lights often include sequenced flashers (the

"rabbit") leading to the primary instrument runway.

The airport rotating beacons for civilian use alternate white and green. The green flash often appears much dimmer than the white. Don't confuse this with a military airport beacon that alternates white, white, and green, such as USCG Air Stations. Also, be familiar with any low-altitude military operations areas along your route, which can extend over water.

Another classic "trap" during night cross-country flights occurs when there are two airports relatively nearby (within 20 NM of each other) that have similarly configured runways. Many pilots have lined up perfectly for a straight-in approach to one airport's runway only to realize that what really lies ahead is another airport several miles from the intended destination (of course, while talking to the tower operator at airport #1). Even professional pilots have made this mistake. Use standard technique when approaching an uncontrolled airport at night, circling 1,500 feet above field elevation to view the lighted wind tee or

Continued on Page 6

VASI/PAPI light system for glide path guidance

	BELOW Glide Path	ON Glide Path	ABOVE Glide Path
VASI (2-bars)	Red over red	Red over white	White over white
PAPI (4 lights)	All red	Two white-two red	All white

ALONGSIDE TOW

By Hank Demler BC-OEE

I have seen many versions of this task over the past 16 years as a QE, *some were even correct*. It seems every mentor has their own idea of how to perform this task. There are of course many reasons to modify the procedure depending upon the towing vessel and the vessel to be towed, not to mention the usual variables such as wind, current, water depth, maneuvering room and docking conditions. Note I did not say Sea state as any thing but calm waters is high on the Risk Assessment scale, usually the only acceptable sea state is calm (less than 2ft Seas); Unless you happen to be driving a CG "41 Footer".

Chapter 17 of the Boat Crew Seamanship Manual CMDTINST 16114.5C Rev. Sept 16, 2003. "Towing Alongside", Page 17-54. "When set up properly, an alongside tow allows two vessels to be maneuvered as

one". It is not my Intention to outline the section on alongside towing but I would recommend that all coxswains review Pages 17-54 to 17-57 as well as the General Towing precautions on 17-58 to 17-60.

Of the many tasks that may be required in the prosecution of a Safety Patrol, Towing especially the alongside towing is a study in "Team Coordination Training", as well as Risk Assessment and Management. While it is necessary for the Coxswain to conduct the proceedings, a well trained crew familiar with the Auxiliary Patrol Vessel, will be a great help in accomplishing the mission safely. An imperative is to brief the crew to exactly what is planned, and get comments and agreement on the proposed action. **Every one** should know what is expected of them. A major problem is determining how the two hulls will align alongside. If the hull match is not good damage may well occur to both vessels, or even worse to members of the crew. If a

good hull match is not possible, one should think of possible alternatives, or even better get another Auxiliary vessel to take the tow.

Before taking a vessel in alongside Tow, be sure you have considered all the factors. Above all be sure the vessel you are about to secure tightly to your boat **is not sinking**. Remember in order to give you the best chance to maneuver, the towed boat stern, rudder or drive needs to be forward of your stern, rudder or drive.

Currently this task is required every three years, but regular practice is helpful. Planning ahead is always a good idea and additional cleats with backing plates will give you more tie up options. Large fenders are always good to have. One other note although all crew members will be working to hook up the tow, the requirement to maintain a proper lookout is not to be forgotten.

"Situational Awareness"

**NIGHT FLYING
SAFELY
PART 3**

Continued from Page 4

windsock, before entering the pattern.

The current A/FD lists all of these important details about what is available at destination airports that you must incorporate into your preflight planning. Note some fields publish higher pattern altitudes for turbine aircraft.

In closing, the basic flying techniques and procedures for day and night flying are essentially the same, just more so. Flying fundamentals never change. Your airplane doesn't know whether the moon is out or not, but the stage on which you are performing has a definite new look at night. Practice with your crew, and build confidence!

**ANSWERS TO
DVC-ON QUIZ**

The Auxiliarist should document the event or events (Date, time, vessel involved) and forward the information as a Bridge Discrepancy report according to their District reporting Procedures.

REQUIREMENTS

A Drawbridge must:

1. Open promptly and fully for vessel passage upon request except when special regulations are listed in Subpart B of 33 CFR 117.

Bridges authorized to operate under special regulations are required to post signs on both sides of the bridge which are of sufficient size and be so located as to be easily read at any time by

approaching vessels.

The regulation signs must summarize the regulations, and if advance notice is required to open the draw, the signs shall state the name, address, and telephone number of the person(s) to be notified. 33 CFR 117.56



US COAST GUARD AUXILIARY OPERATIONS CONTACT INFORMATION		
PROGRAM AREA	STAFF MEMBER	E-MAIL ADDRESS
Department Chief	David A. Elliot	DC-O@cgaux.us
Deputy Department Chief	Robert T. Shafer	DC-Od@cgaux.us
Aids to Navigation	Frank J. Larkin	frankjlarkin@verizon.net
Aviation	Byron A. Moe	byronmoe@comcast.net
Communications	William H. Scholz	w1hijcw@aol.com
Surface Operations	Gary A. Taylor	gtaylor@alaska.net
Education	Bruce C. Pugh	DVC_OE@yahoo.com
CG-3PCX Operations Division Chief	LCDR Kathryn C. Dunbar, USCG	Kathryn.C.Dunbar@uscg.mil
CG-3PCX Aviation and Recreational Boating Safety Branch Chief	LTJG Shannon F Scaff, USCG	Shannon.F.Scaff@uscg.mil
CG-3PCX Surface Operations Branch Chief	CPO John R. Dingley, USCG	John.R.Dingley@uscg.mil