



THE RESPONDER

Newsletter of the National Response Directorate

Volume 1

March 2016

What's New for 2016!

Submitted by: COMO Gary Taylor
DIR-R

Welcome to 2016. I hope everyone had a happy and safe holiday season and for those of you who have experienced flooding, blizzards or other extreme weather conditions this winter, I hope you fared well.

There have been some changes as well as additions to the Response staff recently.

In the Telecommunications Division; John Holmes was recently moved up to Branch Chief (BC), for Contingency Communications from a Branch Assistant (BA) in Contingency Communications.

David Rockwell came aboard as the Branch Assistant – Contingency East.

Randy Hawkins came aboard as the Branch Assistant – Contingency West.

In the Aviation Division; Charles Bigelow joined us as the Branch Assistant – Flight Safety.

The Response Directorate published four workshops for 2016. Besides the usual required TCT Refresher and optional Surface Ops workshops, we put out for the first time ever, optional workshops for both Telecommunications and Aviation. BZ to Bruce Pugh, his staff, and the Division Chiefs for making this happen.

A couple important notes on the 2016 TCT refresher and Aviation workshops. The TCT Refresher is not an on-line workshop! It must be taken in a group setting and led by a TCTAUX qualified presenter who will then report attendance on the ANSC Workshop Attendance Form to the IS officers. This facilitator is NOT the same certification as Auxiliarists certified to teach the 8 or 16 hour TCT to Active Duty and Reserve Coast Guard. This refresher class must be the current 2016 workshop located on the Response Web Site and cannot be altered in any manner, substituted by a previous year's workshop or be a home grown version. In



addition, the TCT Refresher was expanded to about 1.5 hours this year so we could get some important safety reminders derived from a serious surface mishap in 2015 out to all qualified members in the surface program.

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Welcome to 2016 (cont.)

The Aviation workshop is not a replacement for the required annual workshop put on by the local air stations. It is meant to be adjunct material to those Air Station workshops and included important reminders that would not normally be included in the Air Station workshop such as AOM changes.

We welcome your feedback on the workshops and this newsletter so we can improve them in the future. Please send that feedback to the DVC-RE, Bruce Pugh at Bruce.Pugh@cgauxnet.us.

In closing and as a reminder, please use your Chain of Leadership and Management when you have questions or need additional information. You might be surprised what the elected and appointed leaders actually know and they can probably help you out.

Semper Paratus and BZ for all that you do for your flotilla, the Coast Guard, and the CG Auxiliary.

Making a Difference

Submitted by: John Holmes
BC-RTC

A unique event occurred in 2015 that is indicative of the skill, dedication and ability that exist within the National Response Directorate Telecommunications Division. The history related to this precedent setting action on the part of multiple USCGAUX HF radio stations is a key part of this mission's success and the essential reason this team of trained HF Radio operators made USCGAUX Telecommunications History. The team, due to exigent circumstances, implemented the USCG Auxiliary Augmentation Communications Mission "AUGCOM" on short notice and without prior testing of the AUGCOM procedures. This occurred at the request of The USCG Communications Command, "COMMCOM". The Category 4 Hurricane "Joaquin" with enormous potential for damage to large land areas and vessels at sea along the

east Coast of the United States was the catalyst for the immediate implementation of this untested New HF Radio program.

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Please submit articles for Publication, via the chain of leadership and management, to the editor:

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Making a Difference (cont.)

The circumstances that contributed to this unique mission are related to the USCG COMMCOM project which consolidated long range manned GMDSS radio assets into one central location as part of a merger and drawdown of personnel. The COMMCOM project resulted in a singular centralized operations Center for 49 states located in Chesapeake VA. The task of managing all USCG HF GMDSS monitoring of Distress calls from one location and the subsequent risk analysis related to this task contributed to the development of the new USCGAUX program AUGCOM.

The catastrophic failure of COMMCOM due to any number of possible or potential events necessitates that the USCGAUX prepare, train, and develop a force to provide the capacity and capability for GMDSS HF calling and distress communications monitoring when acting under orders as requested by the COMMCOM O.I.C. or C.O. One

outcome of the risk analysis process resulted in the recognition of the need to development the AUGCOM program and the policies and procedures related to this mission

The AUGCOM program was in the final stages of review when the call came in from COMMCOM that support for

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MONITORING and REPORTING was needed NOW as Hurricane “Joaquin” needed as much attention as we could provide. This request was based on the enormous power of this storm and its potential threat.

The USCGAUX Telecommunications (HF) Response Radio stations and operators and their rapid reaction to this mission is true example of “SEMPER PARATUS” Always Ready. The HF team had an estimated 5 to 6 stations involved in this mission within 15 minutes and 15 to 16 stations in support of this mission over the three day period from 01OCT15 to 03OCT15.

The initial stand up request was transmitted by the Chief Telecommunications Division (DVC-RT) Gary Young to Branch Chief RTC John Holmes AUGCOM mission coordinator and Branch Chief RTS Paul D Rossiter Coast Guard support and AUXMON mission coordinator simultaneously. AUXMON is a separate national program that requires each station to have specific required equipment that is compatible to the equipment required for the AUGCOM mission. The established AUXMON stations played a key role in the success of this mission.



The BC-RTS and BC-RTC immediately contacted by e-mail and phone HF stations in District 7, 5, and 1. The Primary stations that immediately began monitoring GMDSS frequencies were in

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Making a Difference (cont.)

North Carolina, Delaware and Pennsylvania. Stations in Florida, Georgia and California also quickly came aboard to assist with the ongoing AUGCOM mission. Incident Command was established with multiple SITREPS being reported to National Staff and the DVC-RT over the three day period.

The Stand Down order was sent on 03 OCT 15 and all stations involved in this Mission secured as directed. The review process and the after action report indicated that the rapid response to this untested program was a significant success. The mission established the value of the AUGCOM program as a contingency communications resource and as a force multiplier. AUGCOM clearly supports the USCG COMMCOM GMDSS mission related to S.O.L.A.S. issues and enhances protection for Maritime Community.

The review process also highlighted the need for

AUGCOM stations that are NOT located along either coast line. These locations are not ideal for monitoring several GMDSS frequencies based upon the ionosphere and radio wave reflection and refraction conditions. Our motivation as members in the USCGAUX is to “Make a Difference” by supporting the USCG in all approved missions. The AUGCOM and AUXMON program are true examples of fulfilling this goal. The opportunity to come aboard and join the various Communications programs is open to all USCGAUX members who successfully meet the training requirements to become an approved HF radio Facility. The requirements are listed on the [National Response web](#) site under the [To Become Qualified tab](#). The additional equipment needed for participation in AUGCOM or AUXMON programs include the software needed for receiving and decoding HF digital Selective Calling (HF/DSC), two way SSB /USB voice Communications on 2-22 MHZ and the ability to record, store and send raw messages

in electronic form to the USCG COMCOM Command. The first step is to become an approved HF radio facility once that is accomplished you join a unique team that will support and assist you in achieving your goals as part of the USCGAUX Telecommunications HF radio response team.



The USCGAUX Telecommunications team is now part of a great moment in our Directorates History. We stood side by side with The USCG COMMCOM team when called upon to do so. The sense of pride and satisfaction over the successful and unique implementation of the AUGCOM program is something we are all proud of. Join us and experience this same sense of knowing we really do

“Make a Difference”





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Did You Know?

Since the latest edition of the Navigation Rules and Regulations Handbook was released in August 2014, there have been 5 changes to the handbook.

These changes can be found on the Coast Guard's Navigation Center website at:

<http://www.navcen.uscg.gov/?pageName=navRulesContent> or the Corrigendum (Record of Changes) at: http://www.navcen.uscg.gov/pdf/navRules/CG_NRHB_20151130_Corrigendum.pdf

It is your responsibility to keep your copy of the NavRules up to date by either pen and pencil changes or printing out the latest updated version.

Instill Realism in Surface Operations Drills

Submitted by: David Larkin
BC-RSP

An Auxiliary crew is underway on a routine safety patrol. The weather is perfect, the crew rested, fit, and current in all qualifications. The coxswain conducts a no-notice drill "man overboard, port side!" The crew springs into action with the first person to see the "victim" pointing and calling distances, the coxswain calling commands to the helmsman, notifying the local sector via radio, pushing the button on the GPS, and the rest of the crew readying to recover the person. Soon the facility smoothly maneuvers alongside, a boat hook reaches out, and again, as has been done time after time, a type IV throwable PFD is safely recovered.

Does this sound like a drill you have been involved with or witnessed? Should we be proud that we are incredibly

ready to rescue that wayward PFD that jumps over the side, or should we be a little concerned that we might not have practiced getting 180 pounds of dead weight out of the water, over the gunnel and into the boat?

As you plan your drills try to make them as realistic as possible. Try to borrow an "Oscar" from your local small boat station or cutter. Practice with your crew different ways to get someone (who is unable to help you) out of the water and into the boat. Most of those methods will not be pretty, but we are looking for effective, not comfortable.

Here are a few ideas that work on various boat types.

1. If you have a swim step position the victim at the port or starboard edge of the step facing inboard (beware of the props). Grab their clothing near the shoulders and lift them just high enough to get their belly to the edge and at the same time step back towards the other side of the

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Instill Realism in Surface Operations Drills (cont.)

boat. This should get them essentially laying on the step from the waist up. From there you should be able to do a couple of pulls to get them onto the step. That may be as far as you are ever able to get them, but at least you have recovered them from the water.

2. Position the victim against the boat, face to the hull, at the lowest point of the gunnel. Two crew members are used for this, each one grabbing one of the victims' wrists. On a slow count of three you lift the victim up as far as you can and then let them go back down into the water. Using the lift, lower motion you get them to "bob" in the water and they will come higher each time. After the count of three (actually on four) you both step back and pull them over the rail just

like the swim step. As one of you holds the victim in that position, the other grabs them around the beltline and "flops" them into the boat.

3. Tie two lines onto the boat (cleats, rails, or whatever you have) on the side near the lowest point of the gunnel. Lower the lines over the side under water and then loop back up to your hands. Float the victim alongside the boat on their side with the tied side of the line between them and the boat. The free end of the line will go under them and back up to you on the outside of the victim. Now just pull the line in. This will effectively roll the victim up the side of the boat and "flop" them onto the deck.

These are just three ideas. There are as many possibilities as you can imagine. The only goal is to get them into the boat; we can treat the bruises later.

Try it at the dock a few times first. It is embarrassing to tow your dummy back to the marina by the feet because you cannot get them back on board so it is better to figure that out before getting underway.

If you have two facilities available have one go a mile or so away, toss Oscar in the water, clear the area, and then have you practice a real search to find him before you rescue him. That will build confidence in your crews (and yourself) that the search patterns work.

All of these will build professionalism and confidence in your surface operations crews. Stay safe.

Note: see USCG Boat Crew Seamanship [Manual](#), [COMDTINST M16114.5C](#), chapter 16.A.29 for additional information on Person in Water techniques.





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Are You Thirsty?

Submitted By: Jeffrey Kyff, D.O.,
BC-RAA, DSO-AV 9CR

If you're thirsty, you're dehydrated and being dehydrated doesn't just happen in hot weather. Most adults in climate controlled environments with minimal exertion require just over a liter (four cups) of water a day. The thirst response isn't triggered until you are over 2 liters behind on fluids. So if you are thirsty you've got a lot of drinking to do to catch up. Age, body fat, nutritional state, level of work or exercise and the environment all have significant effects on your daily water requirements. Dehydration in children and the elderly, who often lack the ability to effectively compensate, can cause serious health issues much sooner than in healthy teens and adults.

While it is possible to be as much as 14 liters behind on

fluid before dying, people become symptomatic and begin to lose function long before that. Extreme fatigue, muscle cramps, headache, nausea, disorientation and loss of ability to control body temperature (heat stroke) are possible symptoms of severe dehydration. In theory, a person could survive (not function) for as long as 7 days without water, under the right conditions, such as mild temperature and minimal activity. People in very hot climates and performing vigorous exercise, however, may require 10 liters of water or more per day to stay hydrated. Their survival time might only be a day and half without water.

We lose body water thru evaporation (sweating and breathing, eyes and mucus membranes) as well as through an obligatory urine output of a half-liter per day. To remain in water balance and continue to function we need to replace

those losses. Sensors in our brain, heart, liver and kidneys trigger bodily functions that keep us in water and electrolyte balance, trigger the thirst response and conservation of fluids through concentrating urine and minimizing urine output. Urine is normally clear and very light yellow. As we become dehydrated urine will appear dark in color. Dark tea colored (concentrated) urine (unless there is blood in it) can be a sign of severe dehydration. Another way of determining our fluid needs is by body weight. For every pound of sweat you lose you need a pint of water to replace it. So weighing yourself before vigorous activity and again afterward can also be a gauge of how much water you need.

When you are well hydrated your heart, kidneys, brain and

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Are You Thirsty? (cont.)

other parts of our bodies function best. Water is the best fluid replacement but if you are exercising vigorously a sports drink containing electrolytes is also useful. Snacking on juicy fruits and vegetables can also be good source of water and electrolytes. Sugary drinks and soda should be avoided as well as caffeinated beverages which act like a diuretic and cause you to lose water in your urine.



It can be a delicate balance when it comes to boating and flying where bathroom facilities may not be readily available. Fluid losses can be extreme when wearing a dry suit, with appropriate long underwear when water temperatures are low and air temperatures are high. It is far better to pull in to port or land at a nearby airport for a

bathroom break than to suffer the physical and performance consequences of dehydration. So drink up!

References:

Piantadosi C.A. (2003), Water and Salt in The Biology of Human Survival (pp 41-54) New York, NY: Oxford University Press

American Heart Association, 9-2014, Staying Hydrated-Staying Healthy, www.Heart.org/GettingHealthy/PhysicalActivity/FitnessBasics/StayingHydrated-StayingHealthy



Celebrating 76 years of service

Submitted By: Dan Amoroso BA-RTP

On 17 October, six members of District 5NR had the honor and pleasure of spending the day on board USS New Jersey, BB62.



We were guests of the BSNJ Amateur Radio Club making contacts and promoting the US Coast Guard Auxiliary as NJ2BB. The event was to recognize the 76th anniversary of the US Coast Guard Auxiliary. Included in the group were Vic Tenaglia, 053-01-01 and Ken Pierce, 053-01-09 from Division 1. Other members of the group were Donna Ferron, 053-04-09, Mike Slepian, 053-18-18, Rick Tighe, 053-18-04, and Jim Wintrode, 053-18-04.

The event was organized by Dan Amoroso and thanks to

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Celebrating 76 years cont.

the generosity of Dan the group was given a tour of the ship prior to operation. In addition to the operation on board the ship 50 other amateur radio stations throughout the U.S. operated with special call signs also



making contacts to celebrate the anniversary.

Numerous contacts were made

on both voice and morse code. In a bit of irony my first contact in morse was with a radio operator in Berlin.

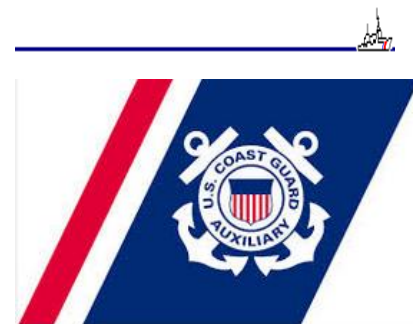
The day was a huge success and allowed us to represent the auxiliary both on the airwaves and to visitors on the ship.

For me special moments were when former members of the crew were announced as they came aboard by the familiar whistle (bosun's call) followed by "Welcome aboard ... welcome home" over the loud speaker. One of these visitors entered the officer's lounge and sat on a sofa area where

he said he would never have been allowed when he was serving on the ship.



We all look forward to future visits to the most decorated battleship in the US Navy.



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