

USCG AUXILIARY FIFTH NORTHERN

DIVISION MARINER

Division Commander (DCDR) – William E. Holmes

Editor - Howard Friedman auxhf@yahoo.com

Vol. 14 No. 2

Spring 2014



Is your SURVIVAL GEAR
properly prepared?

LIGHT
MIRROR
WHISTLE
KNIFE (optional)



Saturday openings
in our future???



“Red Right Returning”
NOT everywhere.

DIVISION 8 STAFF - 2014

Flotilla Commanders

David T. Wilson, Flotilla 8-1 (Ocean City)
Francis A. Verrichia, Flotilla 8-2 (Cape May)
Scott J. Supplee, Flotilla 8-3 (Wildwood)
John J. Percy III, Flotilla 8-4 (Absecon Island)
Alan B. Moose, Flotilla 8-5 (Brigantine)
James W. Kight, Flotilla 8-6 (Lower Township)

Division Staff Officers

VCDR (Chief of Staff) - Richard Weiss (8-2)
IPDCDR (Immediate Past Division Commander) - Joseph Giannattasio (8-2)
SO-CM (Communications) - Stanley Friedman (8-5)
SO-CS (Communication Services) - Robert Babezki (8-1)
SO-FN (Finance) - Daniel Hartman (8-2)
SO-HR (Human Resources) - Thomas Klein (8-4)
SO-IS (Information Services - South) - Daniel Hartman (8-2)
SO-IS (Information Services - North) – Michael Colondrillo (8-4)
SO-MA (Materials) - Jeanne Stretch (8-5)
SO-MS (Marine Safety) - John Tredinnick (8-2)
SO-MT (Member Training) - Ken Wilde (8-1)
SO-NS (Navigation Systems) - John Gallagher (8-2)
SO-OP (Operations - South) - Bruce Long (8-2)
SO-OP (Operations - North) – Walter Alsegg (8-1)
SO-PA (Public Affairs) - Joseph Skutlin (8-1)
SO-PB (Publications) - Howard Friedman (8-3)
SO-PE (Public Education) – Marilyn Hughes (8-1)
SO-PV (Program Visitor) – Robert Baker (8-4)
SO-SR (Secretary/Records) – Fran Krajewski (8-3)
SO-VE (Vessel Safety Check) – William Hartley (8-3)

From The Fo'c's'l (*folk-sel*):

“Spring Loaded”

The second half of the motto on the emblem honoring the 75th Birthday of the USCG Auxiliary reads “PREPARING FOR THE FUTURE.” Adhering to that theme, the focus of many of the articles in this issue is about the preparation for our own safety while on the water performing our primary task, helping keep the recreational boating public safe. In addition, you will find material that, hopefully, will make this summer’s missions simpler to perform and thereby make your seasonal goals easier to attain (i.e. ideas for preventing boredom on patrols, a more efficient method of reporting ATON discrepancies, etc).

As to future events, for those of you with advanced boating skills and a craving for competition, our division will be hosting the 5NR District Search and Rescue (SAR) Finals Competition this summer. Read about the chance to form a three person team, practice and improve your skills, and participate in the Division 8 Playoffs for an opportunity to compete in the 5NR District Finals.

And, as always, keep me informed about the happenings in your flotilla and, when the occasions arise, send me some photos of you and your fellow members participating in Auxiliary activities.

When you get the chance, please let me know what you thought of this issue. Constructive criticism is always welcome, as are, of course, complimentary opinions.

Wishing you a terrific Spring, loaded with lots of fun and learning,

Howard Friedman, SO-PB

Survival Gear Preparation – Coxswain Workshop

This year the annual Coxswain Workshop was held in two locations. The meeting of our southern flotillas (8-2, 8-3, 8-6), presented by QE Bruce Long (8-2), was held in Cape May. The session for the northern flotillas (8-1, 8-4, 8-5), presented by QE Walt Alsegg, met in Linwood.

The workshop reviewed the rules and procedures, both old and new, necessary when on patrol this season. Of course, while **SAFETY** and all matters related to it was the **NUMBER ONE** focus of the workshop, a specific topic discussed, which also should be of interest to all boaters, is the proper preparation of one's life jacket (PFD). While coxswains carry a Personal Emergency Position-Indicating Radio Beacon (PEPIRB) when on patrol, all persons onboard should also have the following three items, a strobe light, a signaling mirror, and a whistle attached to their PFDs by lines essentially not shorter than 36". (A knife is considered optional.)

CWO4 Sean McGarigal, Operations Training Officer (OTO) District 5 Northern Region has prepared a complete Power Point Presentation (PPT) on the methods of attaching this personal protective equipment (PPE) to your PFD. Since this PPT is only available at this time via e-mail, please contact your FC for a copy.



Clockwise from upper left:

Four items to attach to PFD (from PPT noted above)

Lew Branin (8-1) and Bruce Long (8-2)

demonstrating fully prepped PFDs.

QE Walt Alsegg (left) and OTO Sean McGarigal cutting 42" lines for PFD Preparedness Demonstration at D-TRAIN

(photo by Joe Giannattasio (8-2))

Survival Gear Preparation – Coxswain Workshop

READY BAG – SAMPLE ITEMS

- Sun screen
- Bug spray
- Prescription medications you are taking
- Common OTC meds- aspirin/antacids, etc.
- Personal hygiene needs kit (soap, shampoo, towel, toothpaste & tooth brush, etc.)
- Antiseptic hand wash/moist towels
- Power bars/granola bars/trail mix
- Source of quick sugar/candy
- Nuts/protein bars
- First aid kit

And don't leave home without your

CG Auxiliary ID card, photo/drivers license, and NJ State Boater's Certificate

For a **FULL LIST** of suggested items, turn to the following page or go to:

<http://www.a0141013.uscgaux.info/Documents/Suggested%20Emergency%20Bag%20Contents.pdf>

Suggested Emergency Bag Contents

Personal Gear

CG Aux. ID card with photo/drivers license
Medications
Common OTC meds- aspirin/antacids, etc.
Personal hygiene needs kit (soap, shampoo, towel, toothpaste & tooth brush, etc.)
Bug spray
Sun screen
Antiseptic hand wash/moist towels
Spare eyeglasses with croakie
Sewing kit/scissors
Spare car/boat keys
Travel alarm
Printed list of emergency phone numbers

Operational Gear

2 complete uniforms (pants, shirts, belt, hat, socks, and boots)
Change of clothes down to underwear
Change of shoes
Sweat shirt or fleece
PPE – PFD, float coat, Mustang, SAR vest fully equipped
Flashlight
Foul weather gear
Gloves
Stop watch or other means of time keeping
Charts, maps, pen, pencil, dividers, plotter, calculator
Digital or disposable camera
Multi tool
Dust mask
First Aid Kit ****

Electronics First Aid Kit

Cell phone, DC charger, Quick charger sterile gloves
PDA dressings
Portable GPS cleansing agent
Hand held Marine Radio w/charger Adhesive bandages
Spare rechargeable batteries or wall/ car charger Tweezers

Food/Water

Bottled water/sports drinks
PB & J squeezables
Power bars/granola bars/trail mix
Source of quick sugar/candy
Nuts/protein bars

“MULTI Patrols” Help Maintain Interest (Eliminate Boredom)

Many of our patrols are focused on only one goal. Examples of common goals are providing a safety screen for a boating/swimming event, training for crewmen or coxswains, and regular safety patrol (“showing the flag”). On single goal patrols, boredom may become a possible detriment to maintaining crew alertness. Adding an extra goal or two while underway can often increase interest and relieve boredom. Two examples of interest-generating goals are: running of search patterns and reporting ATON discrepancies.

Although practicing running search pattern legs of “realistic distances” is nearly impossible on the relatively narrow channels and shallow bays that make up most of our division’s inland waterways, creative planning (using the familiarity of one’s local waters and knowledge of the occurrence of high tides) can achieve worthwhile results. Also, taking turns as operator, timer/navigator, and spotter should help maintain interest.

Ironically, narrow channels and shallow bays create the need for many ATONS. Last year’s new ATON Discrepancy Reporting Procedures have made notifying the proper authorities easier than ever. Last summer (2013), on a patrol originally scheduled to be a “regular safety patrol” out of Station Atlantic City (AC) on Ernie Phillips’ (8-4) facility with Linda Jones (8-4) and me as crew, we added two tasks to our original goal.

Joining us for the first hour was crew trainee Chris Mozitis (8-4). Chris needed to accomplish several on-the-water tasks to complete his crew training sign-offs. After returning Chris back to Station AC and calling in our new POB and GAR numbers, we got underway again. Two hours later found us near the same area in which we had reported several ATON discrepancies in 2012. Checking them out, we were pleased to find that during the winter the damaged sign board on Marker 163 had been replaced, bird nests on other ATONs had been removed, and a new lighted buoy had been installed on the ICW. Not surprisingly, there were also new discrepancies to be reported.

Due in part to the added goals, on this patrol boredom was never an issue.



On the following pages, for your convenience, is the ATON Discrepancy Reporting Procedure, copies of the Auxiliary forms ANSC 7054 and NS 7054, and a “Lat/Lon Minutes to Seconds Conversion Table”.

ATON Discrepancy Reporting Procedure - 2014

The ATON Discrepancy Reporting Procedure will remain the same as last year's.

When observing a discrepancy to an aid to navigation, on a federal aid (ATON), private aid PATON, or bridge (especially bridge lighting):

FIRST - take some rough notes on an NS7054 or NS7055. Also, take a photo.

SECOND - once you have verified that your facts are correct,

call **Sector Delaware Bay Command Center at 215-271-4940.**

Do NOT call your controlling USCG Station; it is no longer necessary.

THIRD - send a completed NS7054 or NS7055 along with the photo(s) to

John Gallagher (SO-NS) via e-mail or postal mail.

gdwrnch@verizon.net

If you are not comfortable with the new NS forms, use whatever you are comfortable with.

Versions of Form 7054

To save you time and possible confusion and aggravation concerning the two existing versions of Form 7054, below is my description of and directions to both versions,

D5-7054

ANSC-7054.

U. S. COAST GUARD AUXILIARY
7054 - Aid to Navigation Report

SECTION I - MEMBER INFORMATION

SECTION II - COAST GUARD NOTIFICATION

SECTION III - AID IDENTIFICATION AND CHARACTERISTICS

SECTION IV - DISCREPANCIES

SECTION V - NON-PERMITTED AID TO NAVIGATION DATA

SECTION VI - COMMENTS

U. S. COAST GUARD AUXILIARY
AIDS TO NAVIGATION REPORT

SECTION I - MEMBER INFORMATION

SECTION II - COAST GUARD NOTIFICATION

SECTION III - AID OWNER, IDENTIFICATION AND CHARACTERISTICS

SECTION IV - DISCREPANCIES

SECTION V - NON-PERMITTED AID TO NAVIGATION DATA

SECTION VI - COMMENTS

Previous editions are obsolete
10.100R10.10

Of the two above forms, the D5-7054 is the most recent (0214) and is the preferred version of the two. However, the ANSC-7054 (01-11) is the most readily accessible because it is in the Forms Warehouse on our National website (cgaux.org) and it's the form to which you are guided to by the website's search engine.

Nevertheless, if you prefer to use the D5-7054, you can access it's earlier version, the NS-7054 (0913), as it is also on our National website. However, it is not in the Forms Warehouse and our computer will need MS Excel to open the form. If you are still interested in using it, the steps are as follows:

Home page (www.cgaux.org)

In the DIRECTORATES pull down menu, click on PREVENTION

Click on Navigation Systems (left column)

Click on Forms and Manuals (left column)

Click on 7054 – Aids to Navigation Report (MS Excel)

LAT/LON Conversion Table

(Decimal minutes to seconds)

The Coast Guard requires that all Latitude and Longitude expressions include Degrees, Minutes, and Seconds. Use this table to make your conversions. A simpler method is to adjust your GPS to read out in Degrees, Minutes, and Seconds. This is a simple operation. It only takes a few seconds to make this change. Check your GPS' Operating Manual for the proper procedure. Keep a copy of this table in your *navigation kit*.

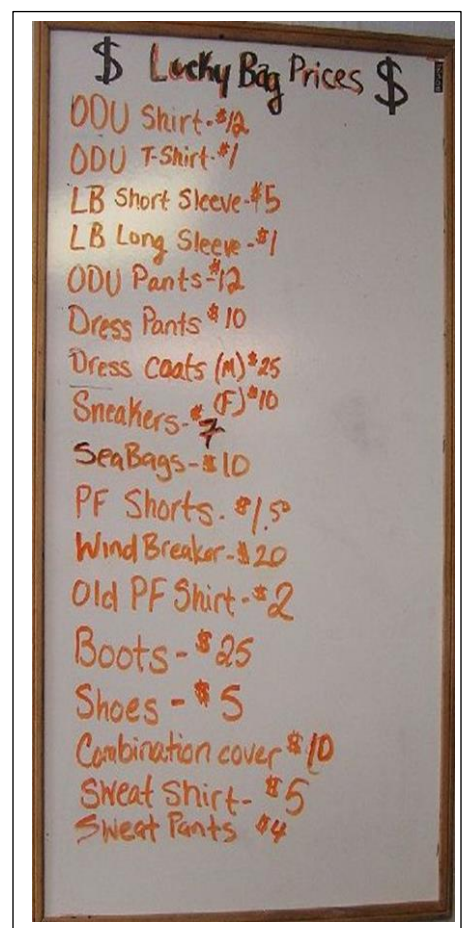
Decimal Minutes	Seconds	Decimal Minutes	Seconds	Decimal Minutes	Seconds
.017	01	.350	21	.683	41
.033	02	.367	22	.700	42
.050	03	.383	23	.717	43
.067	04	.400	24	.733	44
.083	05	.417	25	.750	45
.100	06	.433	26	.767	46
.117	07	.450	27	.783	47
.133	08	.467	28	.800	48
.150	09	.483	29	.817	49
.167	10	.500	30	.833	50
.183	11	.517	31	.850	51
.200	12	.533	32	.867	52
.217	13	.550	33	.883	53
.233	14	.567	34	.900	54
.250	15	.583	35	.917	55
.267	16	.600	36	.933	56
.283	17	.617	37	.950	57
.300	18	.633	38	.967	58
.317	19	.650	39	.983	59
.333	20	.667	40	1.000	60

Lucky Bag Open on a Saturday **See FLASH! below.**

TRACEN's used uniform shop, the Lucky Bag, is normally only open to Auxiliarists on Thursdays (noon to 1pm) and the second and fourth Fridays of every month (9am to noon). Thanks to the effort of VFC Lorraine Bianco (8-2) and Bruce Long (8-2), it opened for a trial time on Saturday, April 5, 2014 from 0900 to 1300. The large turnout and considerable stock (many items were never used) may generate more Saturday openings. Stay tuned to future announcements via e-mail and flotilla meetings.

FLASH! Will be open on Sat. June 21, 0900 to 1300.

Also located at the USCG base in Cape May, NJ, are the X-Change and the cafeteria.



DISTRICT 5NR SEARCH & RESCUE (ASAR) COMPETITIONS

D5-NR ASAR CHAMPIONSHIP (Finals)

On August 1 and 2, 2014, District 5NR will hold its annual Auxiliary Search and Rescue (ASAR) Competition among teams from the East, Central, and Western Areas. The events will contain common Search and Rescue tasks. The winning team will hold the title of the 2014 Fifth District Northern Region Champion.

Held at TRACEN (Cape May, NJ), the ASAR Contest will match three man teams competing in six to nine separate events. The events will be similar to those in the Operational Excellence Program and, except for the Mystery Event, will be selected from SAR- related tasks that are common to the Auxiliary. Emphasis shall be placed to avoid unique procedures or tasks that are common to only one D5NR Area. This year's events *may* include any of the following:

1. SAR Planning
2. On-Water SAREX
3. Marlinspike
4. P6 Pump Operation
5. Throw Ring
6. Heaving Line
7. Damage Control
8. First Aid
9. Mystery Event (Held in secrecy until the Team Briefing.)

AREA PLAYOFFS

Although only one (1) Representative Team from each Area (East, Central, and West) will be permitted to compete in the Finals Competition for the D5NR ASAR Championship, the number of teams allowed to compete in each Area Playoffs is at the discretion of the Area Leader. The Area Leader for the East is Bruce Long (8-2). Contact him for details on the tasks and about forming a team for the East Area Playoffs. (dcp08@comcast.net). As of April 5, two teams from Division 8 have signed up:



TEAM 8-2 l.to r. – John Tredinnick, Joe Giannattasio, John Tice.



TEAM 8-3 l. to r. – Bill Hartley, Chris Gloede, Scott Supplee

NJ State Re-Certification Workshop – 22MAR14

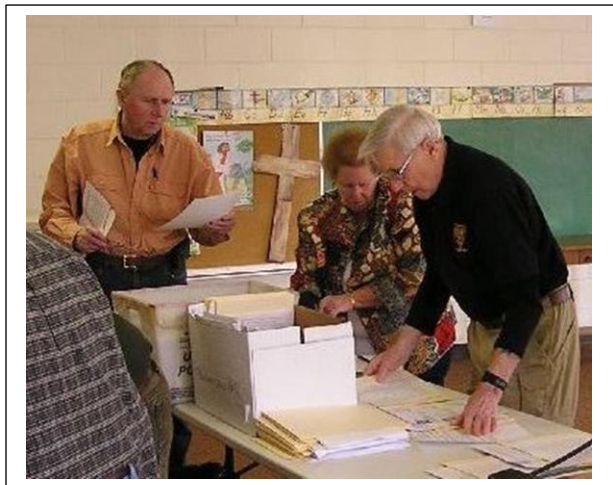
To eliminate the need for the Auxiliary instructors who teach the NJ Safe Boating Course to have to travel to West Trenton to attend a State Re-Certification Workshop, Marilyn Hughes (8-1) ADSO-PE (E) and Richard Weiss (8-2) DSO-PE arranged with New Jersey State Police (NJSP) Sgt. Christopher Jones for he and two assistants to meet with the boating safety instructors from Divisions 8, 7, 3, & 16. The Workshop took place at the “home” of Flotilla 8-1 in Ocean City.

During his presentation, Sgt. Jones answered all of our questions and addressed our concerns, occasionally interjecting antidotes and stories from his experiences patrolling our state’s waterways. Of the many relevant points that were mentioned, the one I found most usable was:

For **ALL** of the questions we are asked about the Safe Boating Program, we should **ALWAYS** advise boaters to go to the Frequently Asked Questions **(FAQ)** Section of: **www.njsp.org/maritime** (photo below left)

In a room adjacent to the workshop, Auxiliary Fingerprint Technician John Gallagher (8-2) helped NJSP assistants Tom Bibby and Bob Dreeke with the completion of the new Instructor ID cards.

Curious as to why we have to have our fingerprint records updated every three years, I posed that question to a technician at MorphoTrak. The reasons I received were: cut(s) in a finger(s), loss of a finger(s), the wearing down of the fingerprint ridges over time, and/or excessive dryness.



Clockwise from upper left:

FAQ page of MSI website.

Rich and Marilyn helping NJSP assistant with the paperwork.

Allen Nordt (8-3) being thumbprinted by John.

Allen signing his certificate.

Division 8 Members at D-TRAIN 2013

Details by Richard Weiss (8-2) and Photos by Joe Giannastasio (8-2)



COAST GUARD MERITORIOUS TEAM COMMENDATION to:
REAL PROPERTY AUXILIARY PHOTOGRAPHIC TEAM –
Div. 8 – VCDR Richard Weiss (2nd from rt.)
Bob Babezki DSO-PA (4th from rt.)



AuxAIR Presentation –
LtoR: Lt. Christopher Hooper
AUXLO USCG AIRSTA Atlantic City,
Joseph Giannattasio ADSO-AV, and
USCG Ens. Griffin.



AUXDATA/AUXINFO
Dan Hartman DSO-IS
provides information to
members about their
personal hours and
qualifications.

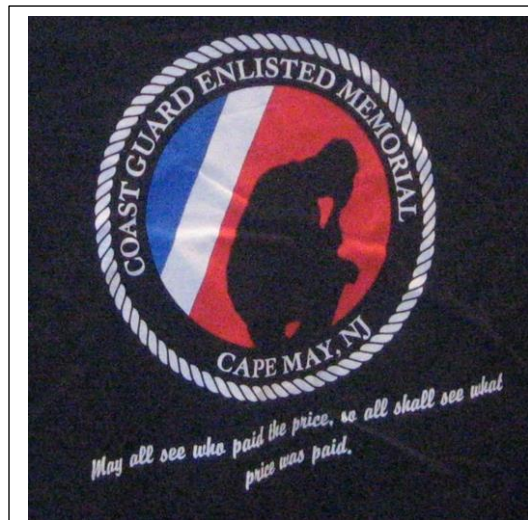
The C.G.E.M.F. at D-TRAIN 2014

Details and Photos by Joe Giannastasio (8-2) and John Tredinnick (8-2)

D-TRAIN, the acronym for the 5NR District Training & Board Meeting, formerly named the 5NR Spring Conference, was held this year on Friday, March 14 through Sunday, March 16, 2014 at The INN at Reading (PA) Hotel & Conference Center. Since all 5NR Auxiliaries received an e-brochure listing the schedule of the exceptional training and informational sessions ranging from Paddlecraft to Leadership to Aircraft, below are some details of just two of the activities that took place.

One very popular exhibit at these events is the District Store. At this meeting, the store participated in the raising of contributions for the Coast Guard Enlisted Memorial Fund. The money was acquired through the sale of commemorative t-shirts and coins made available by (Ret.) Cmdr. Glenna Tredinnick (Past Diraux – 5NR) and her husband John. Combining sales and cash donations, our District contributed \$2300. Notable donations to the cause were made by Rear Admiral S.H. Ratti, USCG, Capt. Kathy Moore (CO Sector Delaware Bay), Commander Paul Arnett (Diraux – 5NR), Bosn4 Sean McGarigal (OTO – 5NR), and Auxiliaries John Halligan (4-9) (Ret. USAF) who contributed the total amount he had won at the banquet lottery.

For further information about sales/purchases of the CGEMF t-shirts and coins, please contact Glenna Tredinnick at: GTTREDINNICK@VERIZON.NET.



MARINE SAFETY CLASS at D-TRAIN and Division 8 Meeting

Details and Photos by Joe Giannastasio (8-2) and John Tredinnick (8-2)

Presented at both the AM and PM sessions on Saturday, the Marine Safety Class was just one of the many excellent training sessions offered at D-TRAIN 2014. Mike and Deborah Bennett (7-11) taught the Sea Partners segment while DSO-MS Laurie Huselton (7-11) explained America's Waterway Watch Program.

Attending the class along with John Tredinnick (SO-MS) was Commander Paul Arnett (Diraux 5NR). Considering his extensive experience in Response, the commander's expression of high praise for the job done by Laurie, Mike, and Deborah was a well-earned compliment.

Wanting to take advantage of the diversity of the training topics offered at D-TRAIN, Division Commander Bill Holmes invited Laurie to present the America's Waterway Watch (AWW) PowerPoint Presentation (PPT) and the "See Something, Say Something" Video at the April Division 8 meeting. Afterwards, Laurie offered to make a disc of the AWW PPT available to those officers interested in obtaining it.

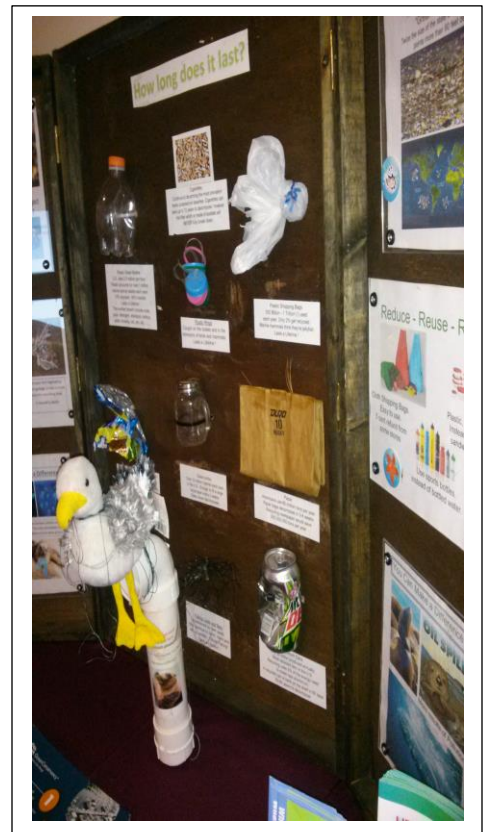


Photo question (from the Winter Issue)



Assuming that the boat in the above photo is in the channel of the inlet, is it going out into the ocean or is it returning from the sea? (In CG lingo, is it “outbound” or “inbound”?)

Correct Answer – “Outbound”

New photo, same question.



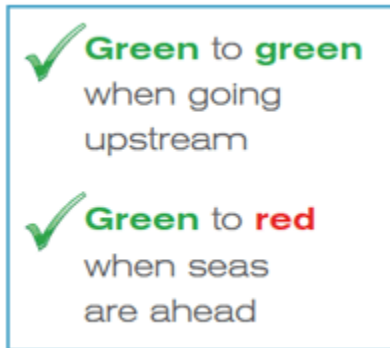
Correct Answer – “Inbound”

Inbound? Turn the page (scroll down) and discover why.

“Red Right Returning” is NOT Universal

When a non-boating friend replied to the photo question in the Winter Issue (previous page), I wasn't surprised that he had the wrong answer – “Inbound.” A long time computer “nut”, he attached to his reply his source that he had gotten from the Internet. According to his source, the Boating Handbook published by NSW Maritime, “Inbound” was the correct answer. (“NSW” stands for New South Wales, Australia.) To my surprise, not an abbreviation commonly used here in America, the fact that he didn't know that it, really didn't surprise “Red Right Returning” is not an internationally used ATON system.

Below are the five diagrams my friend saw in the “Boating Handbook – Transport Maritime NSW”:



Ed. note. – With no explanation in the Handbook of “Green to green” or “Green to red”, I assume that the first “Green” in each of the two memory aids on the left refers to the green running light (“hand marks”) on the starboard side of a boat.



Keep **green** (starboard hand marks) on your **right hand side** (to starboard) when going upstream.



Keep **red** (port hand marks) on your **left hand side** (to port) when going upstream.



Keep **red** (port hand marks) on your **right hand side** (to starboard) when going downstream.

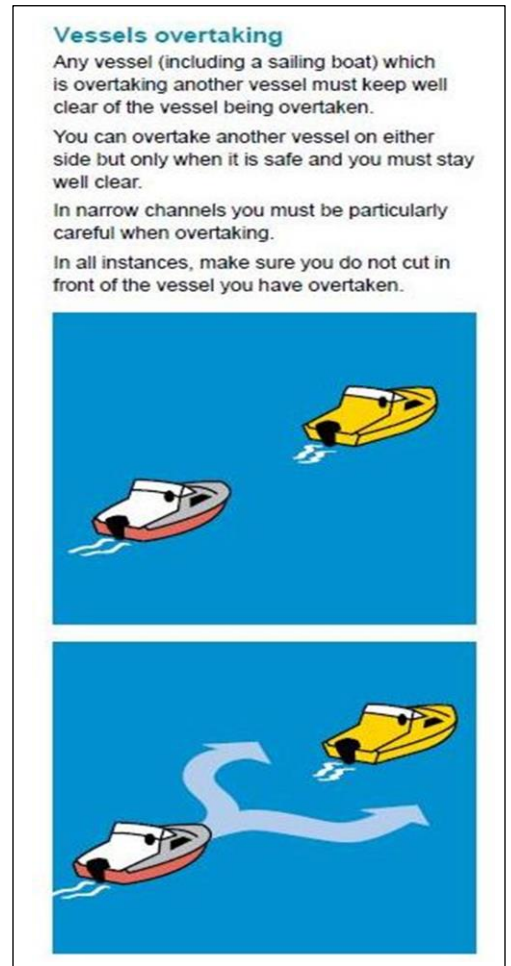
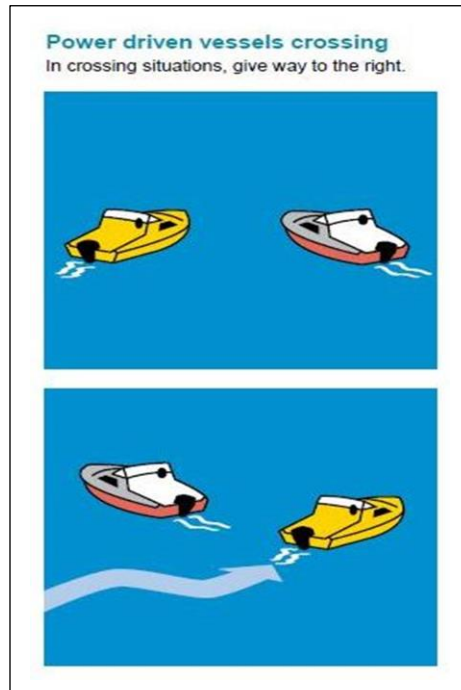
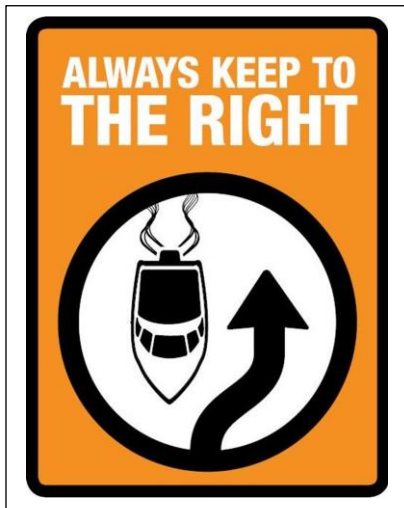


Keep **green** (starboard hand marks) on your **left hand side** (to port) when going downstream.

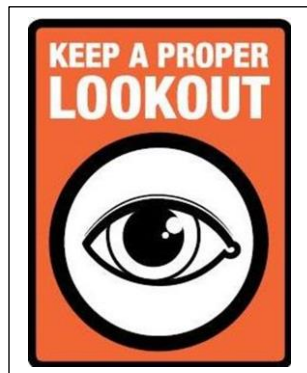
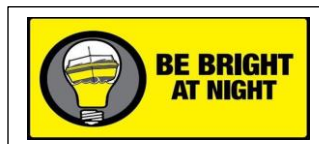
“Red Right Returning” is NOT Universal (cont’d)

Knowing that in Australia, cars are driven on the left side of the road. I was curious as to whether their marine “rules of the road” were also opposite to those here in America. What I found may surprise you.

According to the NSW Boating Handbook, “down under” the marine “rules of the road” are the same as those in the USA (i.e. head to head meetings, crossing and overtaking situations, etc.) Just watch those inlets!



Other interesting signs:



For more signs, diagrams, and info, here is the link to the Navigation Chapter of the NSW Boating Handbook.
http://www.maritime.nsw.gov.au/sbh/safety_on_the_water/navigation/signs.html

NAUTICAL



NUGGETS

Division 8 Mariner

ANSWERS

Fall 2013

Below are the “Nuggets” (and the answers) from the Fall Issue 2013. My apologies for forgetting to include them in the Winter 2014 Issue.

1. What is the name of the line whose latitude is 0°? **The Equator**
2. In which direction do the winds circulate around a High Pressure System? **Clockwise**
3. What is the abbreviation of the Operations Officer at the flotilla, division, and district levels?
The FSO-OP, SO-OP, and DSO-OP, respectively.
4. If you're heading 060°, in what geographical direction are you going? **Northeast**
5. What form number is used to report mission activities? **7030**
6. Vessels over what length are required to have two fire extinguishers? **26 ft. (to under 40 ft.)**
7. If you are at Latitude 39°, how many miles (north or south) from the Equator are you?
2340 nautical miles (2692.82 statute miles)
8. What is the eligible minimum age for enrollment of a U.S. citizen into the CG Auxiliary? **17 y.o.**
9. What is the appropriate head cover worn with the ODU? **An Auxiliary ball cap.**
10. In the Boat Crew Program, what are the two levels of qualification? **Crew and coxswain**
11. What might an ATON with a white diamond and red border indicate? **Danger (Fall Issue - pg. 24)**
12. What is the difference between a bow line, a bowline, and a bow spring line?
Bow line – A line made fast to the bow bit and run along the dock to prevent movement astern.
Bowline – The “king of knots” (pronounced – bo'-len)
Bow spring line - There are actually two Bow spring lines (and two Quarter spring lines):
The Forward bow spring line (goes forward from the bow) and the After bow spring line (goes aft from the bow). The purpose of a spring line is to stop a docked boat from moving further forward or further aft.

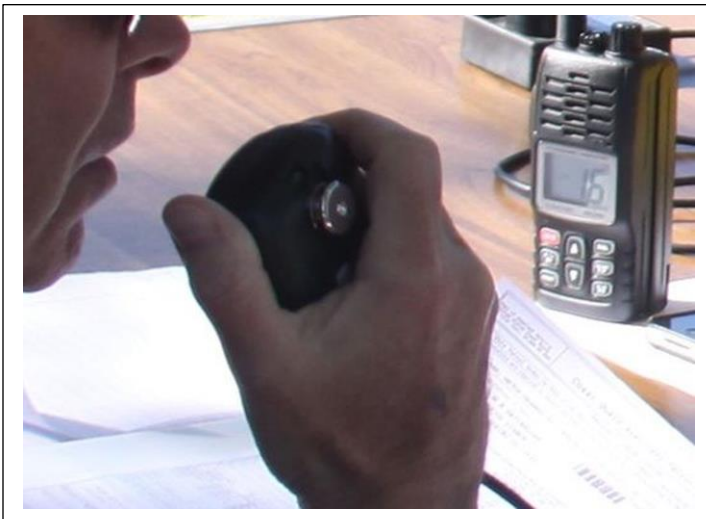
NAUTICAL



NUGGETS

Division 8 Mariner (The answers are on the next page. DON'T PEEK!) Spring 2014

1. What 3 items should be attached to your life jacket (PFD)?
2. Not including the knots, how long of a line should attach the above items to your life jacket (PFD)?
3. What channel should an OPFAC monitor with its second VHF radio? (See photo below left)
4. Which USCG Station in Div. 8 is the OPFAC in the below right photo using for its "radio guard"?



5. After your Auxiliary patrol facility has made its initial VHF radio contact with your controlling station (the station providing your "radio guard" during the duration of your patrol), what is the **FIRST WORD** you should use in every VHF radio transmission to that station (In other words, every time you "key" your mic to speak to that station)?
6. What is the **FIRST WORD** you should use in every VHF radio transmission to your controlling station when responding to an "Ops-Normal" report?
7. What is the **FIRST WORD** you should use in every VHF radio transmission to your controlling station when calling to ask permission to secure from patrol?
8. What is the **LAST WORD** you should say in every VHF radio transmission to your controlling station when on patrol?
9. Although used specifically by Hollywood for artistic emphasis (e.g. Hogan's Heroes), why is "Over and Out" an improper use of USCG radio communications procedures?

NAUTICAL



NUGGETS

Division 8 Mariner

ANSWERS

Spring 2014

1. What 3 items should be attached to your life jacket (PFD)? **Mirror, light, whistle (knife – opt.)**
2. Not including the knots, how long of a line should attach the above items to your PFD? **36”**
3. What channel should an OPFAC monitor with it’s second VHF radio? (See photo below left)
4. Which USCG Station in Div. 8 is the OPFAC in the below right photo using for it’s “radio guard”?



VHF Ch. 16



Station Cape May (VHF Ch. 21)

5. After your Auxiliary patrol facility has made it’s initial VHF radio contact with your controlling station (the station providing your “radio guard” during the duration of your patrol), what is the **FIRST WORD** you should use in **every** VHF radio transmission to that station (In other words, **every** time you “key” your mic to speak to that station)? **“Station”**
6. What is the **FIRST WORD** you should use in **every** VHF radio transmission to your controlling station when responding to an “Ops-Normal” report? **“Station”**
7. What is the **FIRST WORD** you should use in **every** VHF radio transmission to your controlling station when calling to ask permission to secure from patrol? **“Station”**
8. What is the **LAST WORD** you should say in **every** VHF radio transmission to your controlling station when on patrol? **“Over”**
9. Although used specifically by Hollywood for artistic emphasis (e.g. Hogan’s Heroes), why is “Over and Out” an improper use of USCG radio communications procedures?
“OVER” – End of transmission. Reply expected.
“OUT” – End of transmission. No reply expected.

A FINAL THOUGHT



From Janet Kipp (8-3).