



Whittier Soundings

Whittier Flotilla 02-04, District 17, Alaska



February 2005 Brad Wells FC, Sig Murphy VFC, Cathey Sterling FSO-PB Volume XV Issue 2

Vessel Examination Program

Plans are now being made for the 2005 season for the vessel examination program. Last year the 13 qualified Whittier VE's checked over 200 boats and discussed boating safety with the owners. Because there were more examiners, someone was usually available whenever an inspection was requested.

In keeping with our "one brick mentality", our hope is to increase the number of qualified examiners so the inspection will be a regular part of many boaters' season. Being able to offer an exam to boating "neighbors" is a large part of building this "wall".

Becoming an examiner is a relatively easy process. The course is on line (or we will send you a book). Vast knowledge of boats is not necessary as most items are a matter of "checking the condition of". The non-proctored, open-book test is also on line with results returned in seconds. Suggestions for items to re-study accompany these results, as is the ability to retake the test immediately, if necessary. It has taken members (with no previous knowledge of the subject) approximately 10 hours to study for and pass the test.

After the test is passed, five "supervised" exams are required. The "VE" accompanying the "trainee" will offer whatever support is needed. To keep certification current, five exams are required each calendar year.

Vessel Examiners are issued and proudly wear the orange Auxiliary float coat, and make boaters aware of safety. We save lives.

This year we are providing UPV (Uninspected Passenger Vessels) training for qualified VE's who want to inspect 6-packs as part of the Coast Guards 5-Star program. Time and date for the training session will be announced soon.

There is always room for new Vessel Examiners! Come join the fun. Call Russ at 522-5052 and add your "brick" to the wall.

Russ Lyday FSO-VE



Operational Facilities

If you are planning to have an Operational Facility this year, it is time to start planning for your inspection. It takes two to three weeks to get approval from Juneau before your boat can be operational. So whether you have offered your boat for use before or this will be your first year to participate in the program, get your inspection done as soon as possible!

In addition to submitting the offer for use form, you will have to provide an "OPFAC" form with a picture of your boat. This form will be on file in Valdez so that MSO will have a better idea who you are and what type of facility you have.



You can email me a picture of your boat and I will paste it on the form before I send it to Juneau. Please let me know if you want to have a facility inspection and I'll coordinate getting it done. Your inspection is also an opportunity for Vessel Examiners in training to participate in a Facility Exam. Let's get all of our facilities ready well before boating season begins!

Russ Lyday FSO-VE



THE TRIDENT PROGRAM

One of the best benefits of the Coast Guard Auxiliary is the excellent educational opportunities available to all of us. Members can select the type of instruction that is of interest to them and the level of expertise they wish to achieve. Many desire to sharpen their boating skills while others are interested in marine safety and environmental matters. The AUXOP designation, requiring completion of six Specialty Courses, is a highly sought recognition for members willing to spend a great deal of effort studying, attending classes and passing the proctored exams.

The Trident Program is a training and qualification program for Auxiliary members who wish to participate in operations and support activities with the US Coast Guard Marine Safety Directorate and local Marine Safety units such as the Anchorage and Valdez Marine Safety Offices (MSOs). To become involved with the Program,

members do not need to be AUXOP, even though a few of the requirements include completion of various Auxiliary courses.

This Program requires a four-year commitment; however, a member is allowed to wear the Trident Award before completion if all of the other prerequisites are completed. The member must complete four initial training course; Introduction to Marine Safety and Environmental Protection Course, the Good Mate Course, ICS-100, and the Initial Introduction to Marine Safety (IIMS) Course. The first three may be completed on-line and the IIMS course materials may be downloaded but the proctored final exam must be taken at an MSO. After completion of the course work, the member may select four Performance Qualification System (PQS) Courses by downloading the workbook. Each PQS covers a separate area of expertise and requires completion of various tasks. This usually requires a unit level Oral Board and a review and approval of the documented PQS completion by the MSO designated Training Officer or Coordinator. The member will often need to work with the MSO to complete the PQS. As a member of the Marine Safety team you will not be required to participate in law enforcement; however, you will be able to learn a great deal about the Coast Guard activities and possibly augment their duty requirements if you are interested. For example, Brad Wells is interested in learning more about Watch Standers and may be able to work with members of MSO Valdez to stand watches at that facility while completing requirements of one of the PQS.

I encourage any Flotilla member interested in the Trident Program to review the many on-line materials about the program and talk to either Brad or me if your are interested.

Sig Murphy VFC





GET TO KNOW COASTIE

Coastie, the Auxiliary's mascot and youth education ambassador needs operators, both "front persons" to help Coastie communicate boating safety messages to kids, as well as "behind the scenes" individuals who are Coastie's voice and manipulate his radio-controlled movements. Whether you are out front working with the kids or fielding their questions as the voice of Coastie, it's a lot of fun and very rewarding. Members who can work with Coastie during the day or in the evening are equally welcome to become part of Coastie's team.



Photo M & N Folkerts

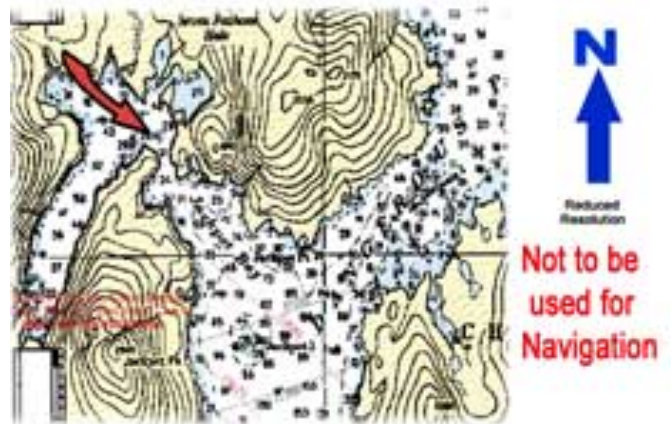
Coastie regular appears at Kid's Day at the Egan Center, local boat shows, and at public schools, and there are plans to have Coastie to come to Whittier this summer. If you saw the Fur Rondy Parade a few years back, you would of even seen Coastie taking part in a SAR Mission. The Safe Boat Auxiliary Vessel 611, was in need of a tow, and Coastie was happy to lend a hand!



Photo by T. Hillegeist

Interested in being a Coastie Operator? Let Rae De Ley, your Member Training Officer know.

Boating Safety



Adapted from NOS Chart #16705

Jackpot Bay View Looking: SSE inside bay coming out
Photo by Robert & Nancy Harvy



High Tide May 26, 2002



Low Tide May 25, 2002



Inflatable Personal Flotation Devices

Automatic vs. Manual

Automatic (i.e. water-activated) triggers used on inflatable PFD's rely on a water-soluble "bobbin". This bobbin retains a spring which, when released, allows the firing pin to impact the inflator valve puncturing a CO2 cylinder inflating the air chamber.

Manual triggers are simpler; inflation is accomplished by pulling a ripcord causing the firing pin to activate the CO2 cylinder inflating the air chamber. Both PFD styles have an oral inflation tub allowing the chamber to be inflated by mouth.

While automatic inflation is desirable in the event of an unconscious victim, it's imperative to understand that these systems must be maintained. Auto-inflation systems are inherently unstable due to the constant force of the spring tension in contact with a bobbin that is affected by temperature and humidity. Without proper maintenance, these variables have been known to cause PFD's to suddenly inflate without immersion, as well as to not inflate due to changes in the bobbin that render it insoluble. When deciding between automatic vs. a manually activated PFD, it is vital to consider your storage and maintenance program.



2003 Recreational Boating Statistics

U.S. Coast Guard statistics released this week indicate 86 percent of all boaters who drowned in 2003 were not wearing life jackets.

Excerpt from U.S. Coast Guard Office of Recreational Boating Safety on line

PFD Survival Light Choices

Every PFD should have some form of attached survival light. There are various types of lights: strobes, incandescent, or combination units. Most lights are available either in manual or water-activated models. Consider your personal situation when choosing your light for purchase.

Nothing can beat a strobe for spotting a victim, especially in conditions where other lights add confusion to the scene. The disadvantage of a strobe is that it's intense, pulsating light can be disorienting to rescuers in close proximity. For close-in operations a continuous incandescent light works best. Incandescent lights also help victims illuminate their surroundings. Consider attaching two lights – a strobe and an incandescent – on your PFD. Combination units are also available.

The advantage of a water-activated light is that it turns on when the victim enters the water, whether conscious or not. When there's a significant risk of a blow to the head, from swinging booms, commercial fishing gear etc. water-activated models are recommended. In the case of children, who might be too young or too traumatized to activate their light a water-activated model is the preferred choice.





Members Corner



Ginger Halibut (hot peppery stir fry)

5 Tbls vegetable oil
2 cups thin sliced or julienned ginger (1/2 pound – don't skimp)
1-½ lbs halibut, cut in small pieces
3-½ Tbls soy sauce
2 Tbls fish sauce (bottled, like for Thai cooking)
1 tsp salt (to taste)
1 large red onion, thin-sliced
¼ julienned red sweet pepper (adds color/flavor, but green will work)
½ bunch green onions, cut diagonally in 2-in pieces
Add ginger to heated oil in large skillet, stirring til brown and crisp. Add fish, thoroughly mix with ginger, simmer 3 min. Add and stir well: sugar, soy sauce, fish sauce, and salt. Stir in onion, cook another 3-4 minutes. Add red pepper and green onions last, cook another 2 minutes. Serve over brown rice.

Recipe by Sue Whitney from Mary Murphy

COAST GUARD AUXILIARY



17th District

Whittier Flotilla Web Site
<http://www.uscgaux.org/~1700204/>