

The
Signal
Bridge

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Homeland Security
**United States
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Auxiliary**



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The Commander

Sarah Jo Fischpera

Can you believe it is almost the end of July already? We have been busy trying to fill patrols and get out on the water with offers going out to Division for help with crew. With only 2 boats it is still hard to get crew to fill the boats to get out there. Remember all crew and coxswains need 12 hours of underway hours to stay current so please try and find some time to get out there and have some fun.

The Divisional Boat Operations training was a big success the weekend of July 11th with lots of training with the OTO. All that attended learned a lot and all had fun. Thank you to all members of 45 that participated.

Thank you to Bob, Len and Heather for taking time to go to Stony Point Marina for the VE Blitz they ended up doing 26 vessel examines that day and then Heather ended up going back another day and did a couple more. KUDOS to you all.

For those that will need the 8 hour TCT the end of next year the Division is trying to get at least 12 members to do it this year so the few members that are left that still need it this year can get it done. You may want to consider doing it when offered in Sept or Oct this way you do not have to worry about it next year. Let the FSO-MT Marsha know ASAP so they can get a date set.

It is almost that time again for dues. The FSO-FN will be taking care of this again this year. Letters will be sent out soon so keep an eye out for them.

I know it is only July but it is time to start thinking about elections that will take place in October. This is my last year and it has been an exciting 2 years. We have a lot of potential leaders in our group so it is the time to start thinking about if you would like to be a Commander or Vice Commander. If you have any doubts or questions please talk with Bob or I and we can help answer any questions you have. There will be more to come on elections soon.

Thank you again to all the members that make up the "CAN DO FLOTILLA" THANK YOU AGAIN EVERYONE!!!!!!

Flotilla Meeting
Wednesday August 6
Greece Post 468

The Vice Commander

Robert R. Drost

There's an old song that says "Summertime, and the livin' is easy." It's obvious that the songwriter never spent time with Flotilla 45. It's been a very busy summer and there doesn't seem to be any let-up in sight!!

On June 29, Len and I met Heather at Stoney Point Marina in I-Bay for a few VE exams. At least we thought it was going to be a few. We ended up doing 26 vessels in 4 hours. Considering the number of exams we've done this year, we've completed more than twice as many as usual. We really could use more VE examiners so if anyone would like to become qualified please see Heather and we'll make sure you succeed.

Our annual meeting at the Willows Yacht Club was a big success. Those present each brought their own special goodies and the burgers and dogs were prepared to perfection under the watchful eyes of Don "The Chef" Hettig. We had a few guests and they seemed to really enjoy themselves. It was nice to see so many members in attendance. Hmmm ... maybe if we offered food more often we would have more members at our monthly meetings. I'll discuss that with our Fellowship Chairman since I believe I have an "in" with her!!

That brings us to the July 4 holiday. On Friday Heather, Eileen and I were invited by Mr. Engle to ride on the 47 boat. It was a nice summer evening and we headed several miles East. When we were asked if anyone wanted drive the boat, who could resist? I immediately hopped up into the driver's seat and took the 47 back to the river. I tried to make a deal offering to trade my boat for that one but apparently Mr. Engle thought he'd be taking advantage of me and refused. Saturday we took two facilities to Eagle Creek and helped the CG maintain a safety zone during the fireworks. My crew and I brought my boat back to Braddock Bay and finally docked at midnight. I think everyone on board enjoyed the evening. Finally, Sunday I was on patrol with two members from 42 and handled my first disabled in 1½ years!

The July 11-13 weekend, four of us attended the DBOT training offered by OTO Clark. This was a followup to the IBOT training in May. We spent about ½ our time in the classroom and the rest of it practicing on our boats. We learned and practiced new techniques for man overboard and towing. Yes, we did it in the wind, waves and rain. Mr. Clark is a great presenter and I'd suggest others take advantage of his knowledge if he offers his help again.

By the time you read this, hopefully those needing the TCT refresher course will have met with Len on July 19 and completed this very necessary instruction. Len has offered his time and service so we really owe it to him to be appreciative and complete the training.

Operations

Len Carpenter, FSO-OP

I hope you find this article interesting.

*The Discontinuation of *(STAR) CG By Kathryn Manzi*

In an effort to improve Search and Rescue Response the Coast Guard has requested all wireless providers in states other than Alaska to remove the specialized keying sequence, *CG, used to reach the Coast Guard for maritime emergency assistance.

The *CG feature was introduced by some cellular communications companies in the early 1990's, but never developed into a nationwide service. As wireless providers moved to digital systems, some didn't migrate *CG to the new system and others even lost track of whether or not they were continuing the feature. This patchwork of service is confusing for the mariners who choose to use it, and may, in fact, prevent them from making a timely call for assistance should they find themselves in an area where *CG is not available.

The Coast Guard has found through research and experience that with the multitude of wireless systems and the misalignment of cellular coverage areas with our regions for Search and Rescue response, the use of this specialized service has resulted in misdirection of emergency calls. This has often added significant delays in the Coast Guard response to those calls for assistance.

The Coast Guard has requested that the cellular companies reroute all *CG calls to the 911 Public Safety Answering Point (PSAP) nearest to where the call originated. As an added precaution, mariners should stop using the special keying sequence *CG and begin using 911 on their cell phones to notify authorities of a distress at the onset of a maritime emergency if a cell phone is their only means of communication.

The one exception to the discontinuance of the *CG specialized keying sequence is the Alaskan cellular phone region. Cell phone companies operating in Alaska all have the *CG feature available, and because the Coast Guard has a single number for routing those emergency calls, the cellular and Coast Guard regions are fully aligned; calls are not missed and can not be misdirected. The *CG feature will remain active in Alaskan waters.

Mariners are encouraged to invest in a VHF-FM radio as their primary means of distress alerting on the water. Communication via VHF-FM radio provides superior alerting capabilities over cellular phones.

A VHF-FM radio provides superior service in a maritime emergency because:

When a MAYDAY is sent out via VHF-FM radio it is a broadcast, not just one party is receiving the distress call; any

nearby boaters can hear the distress call and offer immediate assistance. Cellular phones are point to point; other boaters in the area can not hear the call and consequently will not be able to respond.

With the Coast Guard's Rescue 21 system improvements to the National Distress and Response System (which is monitored by Coast Guard Sector communications centers) coming on line, any call, distress or otherwise, placed over a VHF-FM radio will have an associated line of bearing (LOB). This LOB significantly narrows the area to which Coast Guard or other responders must look to find the boater making the call. In many locations two or more LOB's will be associated with a call; the intersection of those LOB's will provide the position of the caller. A cell phone doesn't do this. If the distressed caller does not know his location it is difficult and time consuming to determine a position through the wireless companies. This is often aggravated by low batteries and poor reception.

VHF-FM radios are manufactured today with Digital Selective Calling (DSC). This feature provides the mariner with an emergency feature that will send a distress with the vessel's information and Global Positioning System (GPS) location at the press of a button. **It is important to note** that the DSC radio must be properly registered with an MMSI number through Boat US and the radio must be properly interfaced with the GPS in order to send an accurate position to assist emergency responders to respond to the distress.

All maritime boaters should have a VHF-FM radio on-board their vessel to assure any calls of distress are heard immediately. Cell phones should only be used as a secondary means of communications. If the cell phone is the only means of communication available then remember, as with any land based emergency, the number to call rescue personnel is 9-1-1. *CG is no longer available. Have a fun and safe boating season.

On a Personal Note

Joyce S. Verstreet

Our August Birthdays

2-Laurie Wilson
15-Colin Williams
17-Paul Grigsby
26-Len Carpenter

Have a wonderful day!

Public Affairs

Bryan T. Williams

My name is Old Glory.

I am the flag of the United States of America.
My name is Old Glory.
I fly atop the world's tallest buildings.
I stand watch in America's halls of justice.
I fly majestically over great institutes of learning.
I stand guard with the greatest military power in the world.
Look up! And see me!

I stand for peace - honor- truth and justice.
I stand for freedom.
I am confident - I am arrogant
I am proud.
When I am flown with my fellow banners
My head is a little higher
My colors a little truer.
I bow to no one.
I am recognized all over the world.
I am worshipped - I am saluted - I am respected
I am revered - I am loved, and I am feared.

I have fought every battle of every war for more than 200
years:
Gettysburg, Shilo, Appomattox, San Juan Hill, the trenches of
France,
the Argonne Forest, Anzio, Rome, the beaches of Normandy,
the deserts of Africa, the cane fields of the Philippines,
the rice paddies and jungles of Guam, Okinawa, Japan, Korea,
Vietnam,
Guadalcanal New Britain, Peleliu, and many more islands.

And a score of places long forgotten by all but those who were
with me.
I was there.
I led my soldiers - I followed them.
I watched over them.
They loved me.
I was on a small hill in Iwo
I was dirty, battle- worn and tired, but my soldiers cheered me,
and I was proud.

I have been soiled, burned, torn and trampled on the streets of
countries I have helped set free.
It does not hurt, for I am invincible.
I have been soiled, burned, torn and trampled on the streets of
my country,
and when it is by those with whom I have served in battle - it
hurts.
But I shall overcome - for I am strong.

I have slipped the bonds of Earth and stand watch over the
uncharted new frontiers of space
from my vantage point on the moon.
I have been a silent witness to all of America's finest hours.

But my finest hour comes when I am torn into strips to
be used for bandages for my wounded comrades on the field of
battle,
When I fly at half mast to honor my soldiers,
And when I lie in the trembling arms of a grieving
mother at the graveside of her fallen son.

I am proud.
My name is Old Glory.
Dear God, Long may I wave.

Author unknown.

In 2008, we have seen the summer start out with the trag-
edy of three boaters losing their lives after a boating accident
at the Summerville Pier in Charlotte. Although this is tragic
and our prayers go out to the family, we have the opportunity
to use this to remind the public about boating safety. Since the
accident, I have been on the radio promoting our boating
safety and CGAUX Harris and CG Station Rochester were
part of a TV News article. Tragedies such as this bring what
we do back into the public's eye and we need to be able to use
that to get our boating safety message out to the public.
I hope that everyone had a great Fourth of July. I should be at
the August meeting and after that, school restarts so I may not
make another meeting until Jan 2009.

Semper Fi, Semper Paratus.

Air Operations

F. Robert Bialkowski FSO-AV

During the month of June I flew five patrols for a total of
17.0 flying hours. Bill Bach did not fly any patrols due to
weather. On the 13th we flew a first light search.

The attached photo shows what we found in the exact
middle of the search area.



Public Education

Richard Fischpera, FSO-PE

Shipmates! The PE department is taking a very short vacation. We will be gearing up for one more class on 4 October 2008 at Gander Mtn. I will be asking the FSO-PA to start advertising this class starting in August. I still am getting many hits of the Website for classes. I do pass on this information to other Flotillas. So what I will be doing with my articles until October is giving us some information to help improve our skills or information that will be very important to us and future students. The first and very important notice is the change in age for 2009 and what it means for us next year. As all instructors know we still offer the boating classes for those students under 14, but with the NYS law change next year we may not be able to take those students in. This law covers those students that will operate PWC's so we may have to alter or registration page for next year to show this PWC age change. Just to refresh your memories the NYS Law states:

Personal Watercraft - Minimum Age of Operation

On January 1, 2006, a new law amending Section 49, Sub-division 1-a of the Navigation Law raising the minimum age of operators of personal watercraft (PWC) to fourteen (14) went into effect. However, in order to minimize the impact on riders currently under the age of fourteen (14) certain allowances have been granted to phase in this new law.

Until January 1, 2009, those operators age ten (10) through thirteen (13) that have a boating safety certificate may continue to operate a PWC if they are accompanied by:

- someone over 18 years of age and
- within 500 feet on another personal watercraft or vessel and
- within sight of the personal watercraft and
- holding a safety certificate of their own.

A Boating Safety Certificate is a certificate issued by the Commissioner, the United States Power Squadron, United States Coast Guard Auxiliary, or in the case of a non-resident his/her home state or country, as a result of completing a boating safety course.

^This law only affects the operation of PWC's. Anyone over the age of ten (10) that holds a boating safety certificate can still operate a motor boat alone. Stay tuned.

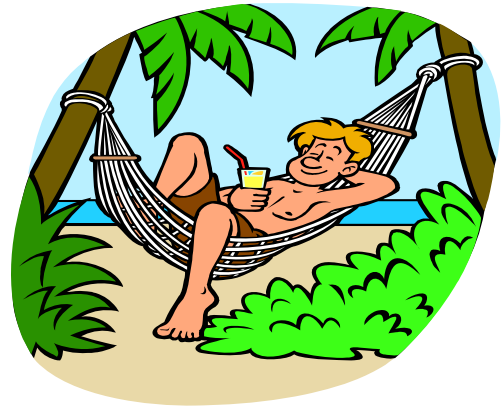
Personnel Services

Gordon S Aman, FSO-PS

Well, I hope everyone is enjoying the heat and humidity! I know I've been drinking a lot of (water) and I bet you have too! Rochester is known for the kind of weather **we've been** having, hot one day and then cold the next! One thing we can be thankful for is not having forest fires, floods and tornadoes like they have been having on the west coast why people would want to live with the threat of these natural disasters is beyond me.

There is one way to cool off and enjoy the day and that is to volunteer to "crew" on one of our "Facilities" Bob Drost has been having a hard time getting member's to crew this season. He said it must be the lack of tows he gets every time I crew! He calls me the jinx, but wait a minute, if we don't get any tow's isn't that proof that all our Safe boating classes are doing a lot of good? Sorry Bob, you lose!

Recruiting new members is ongoing, but slow I think this is true with all the organizations that depend on volunteers, people just don't have the time anymore. One of our recent newbie's Tom Forsyth has been getting involved with "Op's" and he said it's been interesting, that's what we like to hear! Paperwork for another possible new member Tim Shaughnessy has been sent in and we are waiting for his paperwork to come back. He also is interested and has been out on the water with us. So everyone keep up the good work! Thanks!



Next issue deadline August 10

Articles needed