



NORTHWIND

DISTRICT ELEVEN NORTH

Volume: 17 Edition: 3 Date: July, 2011

OPEX 2011



Bill Leppard, FL-11-1 in his HF/VHF Radio Shack at Lake Tahoe during the OPEX. Photo by Jack Leth FL-11-1 Lake Tahoe.



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Editor: Wesley Craig, DSO-PB 11N

Contributing Editors:

Bill Kensey ADSO-PB 11N

Victor Beelik ADSO-PB 11N

Design and Production:

Wesley Craig, DSO-PB 11N

Proofreaders:

Bill Kinsey, ADSO-PB 11N

Victor Beelik, ADSO-PB 11N

Chris Jewell

Jen Wuest Garcia

Kenna Craig, D-AA

Webmaster:

Jimmin Chang, DSO-CS

Web: [d11nuscgaux.info/
Northwind/index.html](http://d11nuscgaux.info/Northwind/index.html)

NORTHWIND

Commander (dpa-n)

USCG Coast Guard Island

Building 50-2

Alameda, California 94501-5100

Editor:

Wesley Craig, DSO-PB 11N

wkrcraig@phonewave.net

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Jan 06 * Apr 08 * Jul 01 * Oct 01

Please submit all articles in

Microsoft Word to:

Wesley Craig, DSO-PB

wkrcraig@phonewave.net

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DCO Angelo Perata, 11NR

The Director of our District, CDR David Chareonsuphiphat, has been assigned to a new position as of July 01, 2011. We will miss the Commander, and wish him success in his new assignment.

Our new Director is CDR Curtis Sumrok and comes to us from Miami, Florida. I had the pleasure of meeting Commander Sumrok, and look forward to working with him.

As we move into the summer months, many interesting events will be happening. Please go to our district website to keep up to date and see what's going on in the District and at National. (www.d11nuscgaux.info). While you are there push your shopping cart through the District's E-Store. The prices are great and the service is even greater.

Please make note, the OPTREXes and PCA training fairs are open to all Auxiliary members. Check to see which "C" schools, are available to us as Auxiliary members and if you are interested please sign up.

The remaining major events are:

Fleet Week is coming October 6th-9th and we are in need of over 100 members to be involved both shore side and on the water. Please check on page 6 for contacts and get signed up (Fleet Week is always held on the first Thursday through Sunday in October).

The America's Cup Trials in San Francisco Bay are still ongoing and will continue throughout 2012. The actual races will be in 2013 with the AC72s (the AC72 is a 72 foot racing catamaran, which displaces 15,500lbs and can reach speeds in excess of 30 knots). More on this event as we are updated. We will keep everyone posted via the District's website.

Remember to save March 23rd through the 25th, 2012, for D-Train, which will be held at The Portola Hotel and Spa located in Monterey, Ca.

The District's main goal is to achieve safety on the water for the millions of public citizens who enjoy boating in California, Nevada and Utah.



Rod Collins, DCOS 11NR

Well, 2011 so far has been a wild year for weather, but it looks like summer is finally going to show up. One thing for sure is that boating and paddle sports activities will be heating up quickly with all of the water we have in the lakes and rivers. As everyone knows, with the explosion of the paddle sports industry we now have an even greater number of “newbies” to the marine environment. When it comes to standup paddle boards, it is a constant battle to get people to understand the value of having a life-jacket, not to mention the legal requirements. However, I have noticed that down in my area of Santa Cruz things are changing. Paddleboards are a large rental item in our area, and for the last few years I would say that less than 10% of the people we saw on paddleboards had on a life jacket. During a patrol last month I would estimate that 50% of the people I observed on paddleboards had a life jacket. This is a tremendous achievement, not where we want it to be, but it is moving in the right direction. The reasons for this increase in wear rate goes to the rental companies offering the lifejackets and the local law enforcement has been reminding the paddle boarders and rental companies of the legal requirements, along with the education that is being provided by various organizations including the Auxiliary. We have seen some large swings in the number of deaths on the water in the last few years and now the largest increase in those deaths is coming from paddle sports activities. We have been working toward creating a safer paddle sports community and this appears to be a small change toward that direction. Every safety booth event, vessel exam or Boating Safety class we conduct provides us with the opportunity to get the Safety message out. The Auxiliary is a respected boating education organization and with every life saved we can take a small credit for that. Keep up the great work!!

Have a great summer and enjoy this boating season!



DEAN LACHAPELLE, DCAPT

RESPONSE

Liaison to Divisions 8, 10, and 11

I want to begin by welcoming CDR Curtis Sumrok, our Director of Auxiliary for D11 Northern. CDR Sumrok spent most of the day Thursday before the District OPEX on "Seahorse," Como Perata's facility, conducting two-boat exercises with one of Station San Francisco's 41 footers and crew. During the OPEX on the 16th, the Director took the helm once again while aboard "Sand Point", the 26' aluminum landing craft facility of Craig Teal, FL 3-10. Although the Director comes to us as a C.G. Falcon Pilot, his first two years, after the Academy were on cutters. He has extensive boating experience and demonstrated his expertise at the helm of "Sand Point" during the mooring and maneuvering exercises.

I sincerely thank all hands who were able to attend our first District 11NR OPEX. I particularly thank Como Maddox and all the instructors for the excellent course selection and presentations, George Prows for all the work he did in coordinating the registration and setting up the dock for the mooring exercise, Div-12 and DCDR Tarlson, as well as Mary Kirkwood DCAPT RBS for her "liaison-ship" with the CGI Staff. But, most of all, Linda Haynes and her AUXCHEF TEAM, for the outstanding BBQ that put a fine finish on the end of the day.

Those of you who attended Mr. Kilburger's presentations at the OPEX and all the rest of the Surface Section of Operation and Response will be happy to know that Mr. Kilburger will put his QE Check Ride Power Point Presentation on the Operations Surface page of the District Web Site. The presentation deals with preparation and expectations for QE check rides.

A reminder: one of the pre-underway topics during the Risk Assessment/GAR process must include PPE, Personal Protection Equipment. On surface facilities, all such equipment must be attached to the PFD by a 36" cord. This means the mirror, survival knife, whistle, light, unless clamped, pinned or otherwise attached to the upper portion of your PFD and the EPIRB.

Additionally, during the pre-underway or pre-flight GAR development, the crew health and condition evaluation must include use of medication. No member may get underway on any facility, Surface, Air or LMR if they have been taking psychological or mood enhancing, over the counter or prescription medication. As a general rule, if the label or instructions say that you should not drive or operate equipment, you must decline the opportunity to get underway.

Underway Uniforms. As most of you know, the Commandant issued an AL-COAST bulletin regarding uniforms. Although it does not yet totally apply to the Auxiliary, every effort should be made to mirror our active duty brothers and sisters. For ex-

ample, No unit clothing, including ball caps, sweat shirts may be worn outside of that unit. All crew members will wear the same uniform while under orders. All sleeves up or all down. All Hot Weather Uniform-shorts or all long ODU trousers. All hands wearing "Tilley" sun hats or no one wears Tilley's". By the way the brand "Tilley" is the only sun hat allowed. If it doesn't say "Tilley Hat" on the inside it is not allowed. "Boonie" hats are not "Tilley" hats and are not authorized. The approved "Tilley" can be ordered from the District 11NR Store or the National District Store.



FLEET WEEK
SAN FRANCISCO
*****SUPPORT NEEDED*****

October 6 through 11 - 2011

District 11 North has been asked to provide extensive support for this year's fleet week. This will be the most fantastic exposure opportunity for the Auxiliary that has come along in years. We are going to need well over 100 Auxiliarists on shore as well as on the boats and communications support." PLEASE try to give a little time and commitment for this event.

For more information contact:

FOR DOCKSIDE AND SHORE EVENT SUPPORT CONTACT THE FOLLOWING

Rick Saber: ricksaber@comcast.net

FOR ON WATER SUPPORT / CREW-COXSWAIN

Linda Vetter: SilverCharm@pacbell.net

COMMUNICATION SUPPORT- CONTACT

Jeff Price: nm11cm@yahoo.com



RICHARD THOMAS, DCAPT

Support and Planning

Liaison to Divisions 1, 3, and 5

Tuesday Night Live

In fear of sounding redundant, I would like to submit this article as an update and report on [Tuesday Night Live](#).

For many of you, [Tuesday Night Live](#) may be something you have not even heard about. Even through the attempt of redundancy, every opportunity I get I continuously spread the word about this valuable program.

PREMISE:

Let's admit it! Being a volunteer in the Coast Guard Auxiliary is not exactly the easiest organization in which to spend our free time and provide volunteer hours. Take a look around you at other volunteer organizations, Lions Club, Rotary, Red Cross, Soroptimist, and the many other dedicated volunteer groups. None of them require the kind of prerequisites as the Auxiliary. Just to become a member in the Auxiliary we have to take a test, have a security clearance, and that is just the beginning of the long gauntlet of requirements of classes, seminars, exams, and other criteria in order to participate in most of the volunteer activities, not to mention the cost involved.

The premise question here is "do prospective and new members really know what they are getting themselves into?" This was the original concept of creating [Tuesday Night Live](#). Having served as the District Staff Officer for Human Resources for nearly three years I completed several surveys and follow-ups and find that in many cases we fault in not fully disclosing to prospective members all the requirements. We simply sign potential members up for the numbers. It would be wise for us to concern ourselves with retention as a goal. Retention would be much better if new members made sure we are a fit for them as much as it is for us to make sure they are a fit for us. [Tuesday Night Live](#) provides that initial introduction to the Auxiliary so that prospective members can get a brief, but, informed over-view of the Auxiliary.

WHAT IS TUESDAY NIGHT LIVE?

Every [Tuesday](#) evening at 7:00pm I am live on Go-To-Web. The presentation consists of a

Continued on next page

power point program that outlines a brief explanation regarding the what, who, and where of the Coast Guard Auxiliary. It gives prospective members the opportunity to learn the basics and a more accurate depiction of cost, time, and requirements to participate. What is unique about this program is that at the end, I answer questions –live- that are being asked by the participants.

90 DAY REPORT

After completing nearly 3 months of Tuesday Night Live the 90 day report is considered an inspiring and positive outlook. We are rapidly approaching 100 visitors. There has only been one Tuesday that was a blank, that is, no one was online, however there were three reservations. Other than that we are steadily having 3 to 4 people in attendance and we have had up to 9 people during one session. I have included some comments by recent past attendees for your viewing below.

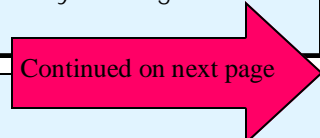
My name is Jason XXXXXX and I am very interested in joining the Auxiliary unit. I have completed the orientation on [Tuesday](#) and since have emailed Bob Davison-DSO-HR to complete the final application and get going on the process. –Jason – April 2011

Thank you very much for the introduction seminar. It was quite informative and answered most of my questions. I did take an opportunity to review the USCG Auxiliary web site and even downloaded a couple of new member manuals to read through to be sure that I'm a good fit for your organization and that your organization is a good fit for me. Thus far it all looks very promising. If possible I'd like to request to join Flotilla 49 Silicon Valley. The meeting times and locations will work well with my schedule. I'd also like to participate in radio communications if possible, however, I'm pretty open to most positions. – Derek –June 2011

Thanks so much for taking the time to have the webinar this evening. I really enjoyed learning about the Coast Guard Auxiliary and would like to learn more about what it takes to join. Can you provide me with the contact info of my nearest flotilla? I live in San Francisco and my zip code is 94131. Also, is there any additional information that would be helpful? –Byron – June 2011

I am interested in completing the application process as discussed in the Go-to-meeting last night. Would you mind helping me with further information? –Colleen – July 2011

It was very interesting tonight. I currently live in Miami, Florida and I am married to a Chief in the Coast Guard and we being relocated to Alameda. I have been interested for some time in the Auxiliary but never knew much about it until I attended your seminar tonight. It really gave me a good idea of the things I can expect and be part of. We will not be moving until sometime in September – do you suggest I wait until then or is there some way I can start application process now-here in Florida? – I look forward to hearing from you. Regards. – Anne – May 2011



WHAT YOU CAN DO FOR THE PROGRAM

There are two things that all members of District 11 North can do to promulgate this program.

- (1) If you have not attended the meeting – come on some Tuesday Night – it only runs approximately 25 minutes – I give 25 minutes EVERY Tuesday Night – do you have 25 minutes for just one night? (if you have already seen the program – come again, we have taken a lot of the original bugs out and it runs fairly smooth now)
- (2) Refer the program to anyone you come in contact with that gives you the slightest indication that they would like to know what the Auxiliary is all about.

Reservations for attending Tuesday Night Live can be made through the following link:

<http://resource.d11nuscgaux.info/public/meminfo.html>

Recently I handed out a total of 5000 business cards to all the Division Commanders to pass out to the flotillas. The card is informational regarding Tuesday Night Live and how to make a reservation. If you haven't received any – please see your Flotilla Commander or contact me at rthomas123@mchsi.com

WHAT'S NEXT ON THE AGENDA FOR TUESDAY NIGHT LIVE

Currently we are working on generating an automatic survey that will go out immediately following the Tuesday Night Live Meeting to generate feedback from attendees as well as tracking the numbers of those that join and reasons from those that choose not to move forward.

I am currently working on a new power point presentation that will be provided twice a month (day of the week and time to be determined). This program will be an advanced orientation for new members that have submitted their application. This program will also be live and will cover more in depth information on those things with which we seem to have the most issues, i.e. Proper wear of uniforms, following the chain of leadership, non-law enforcement roles of the Auxiliary, as well as some help regarding ways of getting the most out the Auxiliary experience.

CONCLUSION

Finally, passing on a comment made by National Commodore Vass, recruitment and retention is **NOT** the sole responsibility of Human Resource personnel – it is the responsibility of **EVERY AUXILIARIST.**

Semper Paratus
Submitted by:

Rich Thomas
District Captain – 11 North

OPEX 2011

July 16, 2011/1000 PST (1100 MST) Lake Jordanelle Utah -

Morris Farmer ADSO/EP, standing VHF Marine Radio Guard for an Auxiliary Vessel Facility, sends a High Frequency (HF) radio signal to Immediate Past District Commodore District Eleven North Region Mike Williams, manning a fixed base Auxiliary radio station in Salt Lake City, Utah. Williams relays the message via HF radio 620 miles to the Auxiliary Mobile HF Communications Trailer on Coast Guard Island, (CGI) Alameda, California. *"Auxiliary surface facility "Loon" patrolling Lake Jordanelle Utah, has lost communications and have missed two Operations and Position reports."*

July 16, 2011/1000 PST Lake Tahoe California/Nevada -

Jack Leth SO-OP Division 11, on a Safety Patrol on Lake Tahoe receives a report of an overdue swimmer. Bill Leppard, FSO-CM FL-11-01, standing Radio Guard, contacts AUXCOM, on Coast Guard Island, 168 radio miles to the west via HF Radio and reports the incident to the Command Post.

July 16, 2011/1130 PST Bodega Bay, CA - Auxiliarist Herb Houser, Standing Auxiliary Radio Guard 60 VHF marine radio miles north of Coast Guard Island, Alameda, reports that the Auxiliary Surface Facility "Dolphin" has suffered a catastrophic engine failure on Bodega Bay and is drifting dangerously close to Bodega Rock.

July 16, 2011/1300 PST - Folsom Lake California - 88 radio miles N/E of San Francisco Bay and CGI. Land Mobile Radio Operator James Duncan DSO-NS and Recorder Ed Kief Commander Division 3, report via VHF Marine Radio, through the Mt. Diablo Auxiliary "Repeater" to the Mobile VHF Communications Trailer parked next to the HF Trailer on CGI. They relate that Auxiliary Facility "Perseus" has struck a subsurface log and has suffered serious structural damage.

That is how the Communications Exercises began, which kicked off the First District 11 North Region USCG Auxiliary Operational Exercise (OPEX). The event was held on Coast Guard Island, in the heart of San Francisco Bay. CGI, as it's known to those who spend a lot of time there, is the Headquarters for Sector San Francisco, District Eleven North Region, District Eleven and the Pacific Area Command.

Captain Keith Turro, the facility Commander, graciously opened up the Coast Guard Base to the Auxiliary. We utilized the Small Boat dock during the exercise, parked our two Mobile Communications Trailers in the middle of a parking

Continued on next page

lot, and were given access to five classrooms for our shore-side training and instructions.

The OPEX began at 0800 in Gresham Hall with the registration of 64 members and the introduction of Commander Sumrok, our new Director of Auxiliary, who had just arrived from District 7 Florida. CWO2 Danny Kilburger, the Region Operations Training Officer (OTO), followed with a presentation that covered qualifying and re-qualifying for Auxiliary Boat Crewmember or Coxswain. He identified some of the pitfalls to be aware of during on-the-water testing. That was followed by a boat crew briefing covering each of the ten on-the-water exercises and an operations safety overview.

For those who could not participate in the Communications or on the water exercises, Como Mike Maddox DSO-MT compiled six courses of instruction:

NavRules by Como Maddox.

Patrol Communications by H.S Maddox FL-39.

Navigation by Nancy Schimmelman, FL-12-02

Marlinespike and Line Handling by FSO-MT James van Fleet FL-12-03

First Aid by the President of the Past Commanders Association Judy Estaban FL-04-09.



The classes used a "Station Training" format. Each of five courses were conducted in two hour blocks and then repeated twice. After each class, block members rotated to the next class and then onto the next class as they choose. Members had the option to attend one, two or all three session of one class if they wanted to repeat. However, the one hour Search Patterns class was attended by everyone.

On the water, three facilities; 25' "Fever" Nick Tarlson DCDR-12, Coxswain. 32' "Intrepid" Tommy Holtzman SO-MT Division 3 Coxswain and "Sand Point" Craig Teal Coxswain, maneuvered through 10 exercise. Starting in Brooklyn Basin, which surrounds CGI, the boat crews passed through three maneuvering exercises. The first required springing on and off the dock, first with a bow spring line, then with a stern spring line.

That was followed by a 100 yard back down between two Nav aids, make a 180° within the facilities length and then back down again to the starting point. They moved then to the Fore-n-Aft maneuver. The facility moved bow first to



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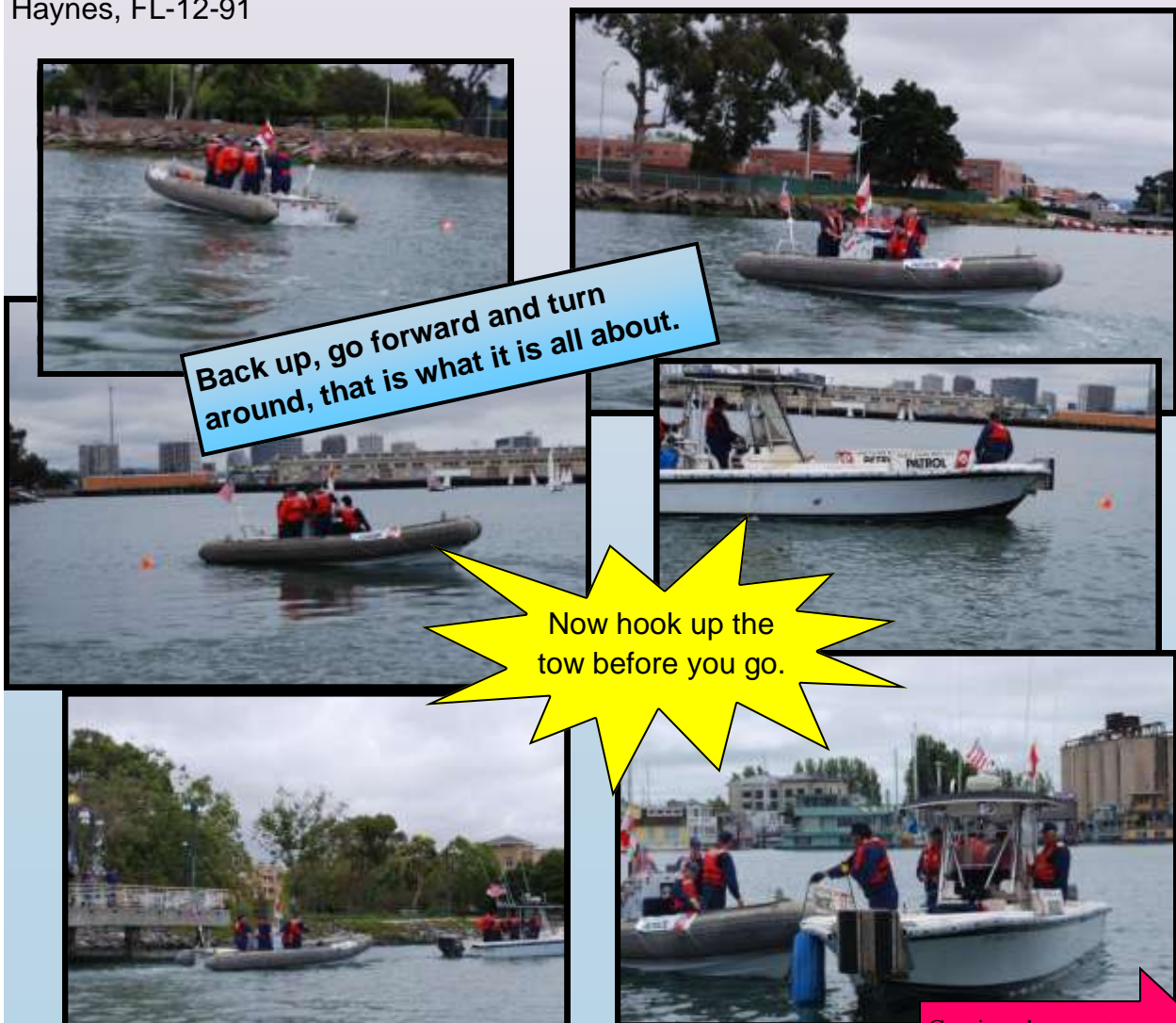
the left of the first of five orange floats. They then backed down 180°, stopping stern first between the 1st. and 2nd float. They then powered forward and turned 180° to the port and stopped bow forward between the 2nd and 3rd floats. That process continued until through the string of 5 floats.

The facilities then plotted and navigated, using compass and Charts only (no Electronics), a three leg course through the Oakland Estuary anchoring at the mouth in San Francisco Bay.

The next facility through picked up the anchored facility and conducted an end (long) tow and then transitioned into a side tow. The two boat team then located the Commence Search Point (CSP) and transitioned into a Parallel Multi-boat (PM) Search pattern, after breaking the tow.

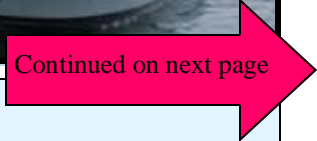
More anchoring and man over board drill, then the facilities navigated a back track course to the Oakland Estuary to the Small Boat Docks on CGI.

The OPEX ended at 1700 with an ALL-HANDS de-brief by Angelo Perata DCO 11NR and a hamburger and hotdog BBQ hosted by the District AUXCHEF Team led by Linda Haynes, FL-12-91



Back up, go forward and turn around, that is what it is all about.

Now hook up the tow before you go.





Our new DIRAUX at the helm.



And that is how it is done

OPEX 2011

Previous photos. by Monica Eaton



The Gold Side occupants of the Small Boat Dock CGI. by Monica Eaton



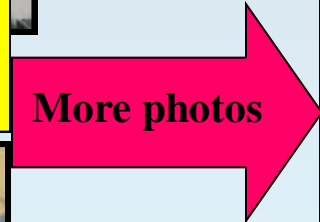
Aux Facilities Sand Point, Fever and Intrepid preparing to get underway from the Small Boat Dock CGI. By Denis Eaton



Left to right-CDR Curtis Sumrok, DIRAUX D-11NR, onboard AUX-FAC "Sand Point," preparing to get underway from CGI. Coxswain Craig Teal at the helm, Crew Carol Teal and Joan LaChapelle FL 3-10. by Monica Eaton



Opening Meeting with Como Angelo Perata, DSO District 11NR. (standing facing audience) by Denis Eaton



More photos



Nancy Schimmelman conducting the Navigation Class by Denis Eaton

CWO2 Danny Kilburger, District 11NR OTO, conducting OE-Check Rider expectations presentation. by Denis Eaton



Fred Sellstrom FL-3-10 seated, facing, Kevin Sellstrom FL 3-10, seated back and Jeff Price DSO-CM Standing in Fred Sellstrom's Mobile Radio Facility that handled the High Frequency Communications from Lake Tahoe, Bodega Bay, Folsom Lake and Jordanelle Res. Utah. by D. LaChapelle



Como Mike Maddox conducting the SAR Search Pattern Class. by Denis Eaton



Jeff Price DSO-CM in the District 11NR Mobile Communications Trailer handling the VHF-FM Communication for the on-water exercise San Francisco Bay. by D. LaChapelle



Hannelore Maddox upper center in Trop's, conducting Patrol Communications Class. by Denis Eaton

Pre Underway briefing boat crews and coxswains. by Denis Eaton



Past CAPT James VanFleet, FL-12-91 Marlinespike instructor. by Denis Eaton



Linda Haynes AUXCHEF Team Leader Photo by Denis Eaton

Legal Corner

WHY HAVE A WILL? WHAT'S A TRUST GOOD FOR?

By: Robert L. Liu, ADSO-LP, District 11 North

About 20 years ago, I heard on a radio talk show, hosted by a lawyer, that nearly 50% of the people who should know better, namely, lawyers, die without a will. You have probably heard the story that former chief justice of the U.S. Supreme Court, Warren Burger, prepared his own will. Apparently, the will he drafted was convoluted and led to much controversy for years following his death, costing his heirs a lot of money. If instead Burger had gone to a lawyer and paid a bit of money at the inception, it would have saved his heirs a lot of expense.

What can a will accomplish? Quite aside from these anecdotes, perhaps the first point of inquiry is what purpose does a will serve. A will is simply a document which lays out how a person wishes to have his or her properties distributed upon death. In the will, the person writing the will, called a testator, designates a person or company, called an executor, to see that the wishes in the will are carried out following death. With only certain limitations, a person can dispose of assets in any fashion they want. For instance, a father may say in his will that he wants his wife to inherit 50% of his estate, his eldest daughter to acquire 20%, his remaining three children to inherit only 5% each, and the remaining 15% to his Auxiliary flotilla. It is the duty of the executor to see that the wishes of the testator are carried out.

The vast majority of people own assets that can be considered generic or fungible. Rental income properties and stocks and bonds are very common. There is nothing terribly unique about those types of assets. Most people making wills are not concerned that specific stocks or bonds go to their heirs. They are just as satisfied that these assets are sold and converted into cash, and the proceeds from the sale are turned over to their heirs.

Some people, however, have very specific assets, such as family heirlooms, precious gems, and priceless paintings. They may feel very strongly about to whom the items are to be given. In that case, the testator may designate his oldest son to receive his **Civil War rifle, his oldest daughter to take over the family's china set from Victorian England, the second son to inherit the Monet painting** and so on. With very specific gifts, a will can readily address matters that are meaningful to the testator.

What happens if there is no will? When a person dies without a will, the need to dispose of assets still exists. Each state has its own set of laws dealing with those who die without a will. Those laws are known as intestate succession laws. For instance, in California, if a man dies leaving a wife and only one child, they each share 50%. If he dies leaving a wife and more than one child, then the wife receives one-third, with the children receiving two-thirds. In the event there are no heirs, then the assets are given to the State of California.

Most people would prefer to distribute property according to their individual wishes, and not leave distribution to the arbitrary system under the intestate laws. Having a will ensures the testator that assets will be distributed according to his wishes.

Continued on next page

Are there disadvantages to a will? No doubt a will permits a testator to dispose of assets as they please. There are, however, several disadvantages. The first is the lack of **privacy**. **When a person dies, the will is submitted to a court for processing. The person's debts can be paid and assets distributed in an orderly fashion.** Because this is a legal process, also known as probating the will, the information in the will is public information. **Anyone who wishes to examine the court's files can determine what the person owed and owned at the time of death.** The next difficulty is that the probate process, being a court proceeding, takes a long time, sometimes taking years. This delay can prevent the heirs from having immediate enjoyment of the items the testator wanted them to have. If the probate process drags on, heirs may die in the interim and they may never enjoy the assets which are meant for them. Lastly, because probate is a court proceeding, there are costs involved. Fees and costs are often due to the executor of the estate. Because of the complexity of probate, there may be accountants, attorneys and other professionals involved. All that incurs costs to the estate and chip away the benefits which would otherwise go to the heirs.

Is there something that can be done to circumvent the disadvantages of a will? The solution to counter the disadvantages of a will rests in an instrument called a trust. By using a trust, a person who wants to dispose of property at time of death can specify in the trust which assets to distribute and who should receive the assets. Instead of an executor who manages the affairs of an estate under a will, a person called a trustee will take charge of the assets of a trust. The beauty of a trust is that the three disadvantages associated with a will are eliminated. Because a trust passes assets privately without a probate proceeding, as in the case of a will, the nature and the extent of the assets are rarely made known to the public. Second, because there is no court proceeding, the trustee can turn over the assets to the heirs (called beneficiaries) more quickly following death. Finally, because assets are transferred rather quickly, the costs of disposing of trust assets can be considerably less than that for probating a will.

So should a person planning to distribute their assets rely strictly on a trust and not have a will? Interestingly, the answer is no. Generally a person will have both a trust and a will. Because the trust is so efficient, the trust becomes the main vehicle for disposition of assets and the will becomes a default document. Most people would dispose of virtually all assets via the trust. However, people sometimes forget to place all their assets in a trust. For those few assets not included in a trust, those assets will pass by will. Typically, those are not big items, such as a checking account or a car. If the amounts of assets that pass by will are small, the probate process is both simplified and quick.

What about tax planning? The thrust of this article is not about tax planning and, in any case, that subject is beyond the scope of this article. However, the subject merits a brief mention. When people plan their estates, a very critical component of the planning is to minimize the amount of taxes paid to both the federal and state governments at time of death. The federal tax laws permit the passing of a certain amount of property at death without taxation. Under the current federal tax regime the amount is five million dollars, representing a combined life-time limit of both gift and estate tax exemptions. This amount will most likely change beginning in 2013. Amounts in excess of the five million dollars are taxed at the federal tax rate of 35%. This rate will very likely change as well. Because the current regime is a stop-gap measure adopted by Congress in December of 2010, there is

Continued on next page

much anticipation that Congress will make major changes to the tax code which could have significant impact on estate and gift taxation.

Cautionary reminder. As with matters financial or legal, each person's needs are unique. This article, however, provides only generic information without regard to the needs of specific individuals. Therefore this article is not meant as advice, legal, financial or otherwise. It is always important to consult your financial professional, lawyer and accountant before making important financial, legal and estate planning decisions.

24-Hour ARRL Field Day

By Desmond Thorsson, Flotilla 1-7

On June 25th and 26th, the Coast Guard Island Amateur Radio Club CGIARC/W6NMC participated in the annual, 24-hour ARRL Field Day event from the club's "Radio Hut" on Coast Guard Island in Alameda.

Numerous stations around the U.S. from coast to coast were contacted during the contest using the station's collection of amateur radio equipment and a good time was had by all in attendance. Club President Eric Simmons, USCG ITC (ret)/Flotilla 5-5 and Club Vice President, Desmond Thorsson, Flotilla 1-7 were joined by Simone Adair DCDR-1, Jeff Price DSO-CM, and Cynthia Dragon, Flotilla 1-7 as well as other members of the Coast Guard and Homeland Security who were already present on the base.

The Coast Guard Island Amateur Radio Club is open to membership from the USCG, DHS, USCG Auxiliary, other military services, and their retirees with current access to the base, as a fellowship and recreation opportunity. Qualified amateur radio licensees and persons interested in becoming ham operators are encouraged to become part of the club. The "hut" features excellent high frequency beam antenna and transceiver equipment that can be operated by members at their leisure after having completed a training process in their operation.

The next scheduled public event at the CGIARC Hut will be Coast Guard Auxiliary Special Event Radio Day, commencing on October 22, 2011. Operators, licensed or not, are welcome to come check out and help work contacts from our operation commemorating the service of the Coast Guard Auxiliary and its relationship with amateur radio. More information about the station operations, events, and news can be found at the website, <http://w6nmc.org>



Submitted by:
Victor Beelik,
ADSO-OP-I

CG AUX INTERPRETER? ...BECOME ONE!

Are you one of the fortunate member of the CG Auxiliary that acquired the knowledge of a foreign language by growing up in a foreign country or were born into a family that spoke a language other than English, or you were lucky enough to live abroad a few years and learn a language by being immersed in their culture, or just plain learned a language in our schools and universities? If so and you can speak and write a foreign language, the US Coast Guard Auxiliary is looking for you.

The AUXILIARY is in need of Interpreters to be on hand at any emergency or situations where translation of spoken language or written documents is a necessity.

Why do we need Interpreters? Not everyone speaks or uses English as their basic language. The Coast Guard needs to be able to clearly communicate with individuals or groups that don't speak English. Professional Interpreters are very costly, not familiar with CG terminology and not always ready or qualified to assist. That is where the Auxiliary Interpreters come to the "rescue". We are always ready to assist when and where needed.

Where does the Coast Guard use Interpreters? Take for an example the oil spill in the Gulf last year. Unknown to most of us, many fishermen residing and working the Gulf Coast were Vietnamese who speak very little English. A great number of CG Auxiliary Interpreters were used to communicate with them.

On June 20, 2010 the Russian Navy guided missile cruiser VARYAG arrived in the port of San Francisco for a five-day visit. It was accompanied by Russian Navy tanker BORIS BUTOMA and Russian Navy salvage-tug FOTIY KRYLOV. Russian President Dmitri Medvedev was on hand to dedicate a monument to Russian sailors who perished off the California coast in the 1800's, and were buried in a small cemetery named Russian Hill, San Francisco. An AUX interpreter was on hand to translate.

A Sino-American joint Fisheries Law Enforcement operation and exercise was conducted between USCGC JARVIS and two Chinese Fisheries Law Enforcement Command vessels in August, 2010. This was the first High Seas Drift Net joint operation patrol and mock boarding exercise between the two countries. Jimmin Chang Flotilla 04-08, an Auxiliary Chinese linguist, together with 2 enlisted active duty linguists, were recruited to assist in this groundbreaking event.

Continued on next page

Station Rio Vista received a MAYDAY call from a Russian speaking fisherman with very limited English language skills. The Russian fisherman's boat was dead in the water with no power and taking on water after his pump failed because the boat's battery died. The fisherman had only an electric powered motor. US CG dispatched CG 2551 to assist the distressed vessel. CG 2551 provided a pump to evacuate the water from the stranded vessel. A member of the CG AUX Interpreter Corps communicated via land-line relay to CG2551. After the situation was stabilized, the AUX interpreter was requested to stand by in case additional Russian language interpreter assistance was required.

Other needs for example are:

- Air Medevac
- Foreign VIP Tours
- Foreign SAR Training Events
- Foreign Border Guard Training
- Basic Emergency Spanish Training at CG Units
- Translations of CG documents, foreign speeches, media articles
- Translations of Incident Investigating Documents
- Foreign Conferences



THE US CG AUX INTERPRETER CORPS:

The US Coast Guard Auxiliary Interpreter Corps is a Division of the USCG Auxiliary International Affairs Directorate. The U.S. Coast Guard Auxiliary Interpreter Corps program is a component of the Auxiliary's International Affairs and Interpreter Support Directorate. The Auxiliary Interpreter Corps was established in 1997 to provide interpreter support to Coast Guard operational, administrative and public affairs missions. Interpreters are members of the USCG Auxiliary and offer their linguistic skills to the US Coast Guard and other agencies of the Department of Homeland Security.

The US Coast Guard Auxiliary Interpreter Corps has 2 Competency Levels: Level "A" Interpreter fluently reads, writes, speaks and understands a foreign language in addition to English. Level "B" Interpreter speaks and understands a foreign language in addition to English, but does not necessarily fluently read or write in any language.

District 11N presently has 29 interpreters. We could use many more.

Continued on next page

So apply, and become a member of the AUX Interpreter Corps now!

How to apply?

APPLICATION to become a member of the Interpreter Corps is available on the Auxiliary Interpreter Corps Website.

<http://cgwebs.net/interpreter/>

Interpreters should have taken and passed the IS-100 and IS-700 courses.

If you have any questions please contact:

Vic Beelik

ADSO-OP-I

vbeelik@charter.net



Auxiliary Vessel *Sunrise* conducted a windsurfing patrol on Sunday July 3. This is part of a 13-week effort to support Station Golden Gate. *Sunrise* picked up three Kite Boarders and returned them to the Crissy Field Beach. *Sunrise* was crewed by Coxswain Rae Kleinen, Ray Dunaway, JoAnn Dunaway, Leonard Lee and Rick Saber.

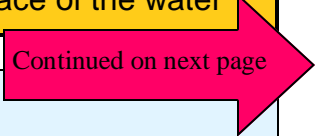
Drowning Doesn't Look Like Drowning

The new captain jumped from the deck, fully dressed, and sprinted through the water. A former lifeguard, he kept his eyes on his victim as he headed straight for the couple swimming between their anchored sportfisher and the beach. "I think he thinks you're drowning," the husband said to his wife. They had been splashing each other and she had screamed but now they were just standing, neck-deep on the sand bar. "We're fine, what is he doing?" she asked, a little annoyed. "We're fine!" the husband yelled, waving him off, but the captain kept swimming hard. "Move!" he barked as he sprinted between the stunned owners. Directly behind them, not ten feet away, their nine-year-old daughter was drowning. Safely above the surface in the arms of the captain, she burst into tears, "Daddy!"

How did this captain know – from fifty feet away – what the father couldn't recognize from just ten? Drowning is not the violent, splashing, call for help that most people expect. The captain was trained to recognize drowning by experts and years of experience. The father, on the other hand, had learned what drowning looks like by watching television. If you spend time on or near the water (hint: that's all of us) then you should make sure that you and your crew knows what to look for whenever people enter the water. Until she cried a tearful, "Daddy," she hadn't made a sound. As a former Coast Guard rescue swimmer, I wasn't surprised at all by this story. Drowning is almost always a deceptively quiet event. The waving, splashing, and yelling that dramatic conditioning (television) prepares us to look for, is rarely seen in real life.

The Instinctive Drowning Response – so named by Francesco A. Pia, Ph.D., is what people do to avoid actual or perceived suffocation in the water. And it does not look like most people expect. There is very little splashing, no waving, and no yelling or calls for help of any kind. To get an idea of just how quiet and undramatic from the surface drowning can be, consider this: It is the number two cause of accidental death in children, age 15 and under (just behind vehicle accidents) – of the approximately 750 children who will drown next year, about 375 of them will do so within 25 yards of a parent or other adult. In ten percent of those drownings, the adult will actually watch them do it, having no idea it is happening (source: CDC). Drowning does not look like drowning – Dr. Pia, in an article in the Coast Guard's On Scene Magazine, described the instinctive drowning response like this:

1. Except in rare circumstances, drowning people are physiologically unable to call out for help. The respiratory system was designed for breathing. Speech is the secondary or overlaid function. Breathing must be fulfilled, before speech occurs.
2. Drowning people's mouths alternately sink below and reappear above the surface of the water. The mouths of drowning people are not above the surface of the water

Continued on next page 

long enough for them to exhale, inhale, and call out for help. When the drowning people's mouths are above the surface, they exhale and inhale quickly as their mouths start to sink below the surface of the water.

3. Drowning people cannot wave for help. Nature instinctively forces them to extend their arms laterally and press down on the water's surface. Pressing down on the surface of the water, permits drowning people to leverage their bodies so they can lift their mouths out of the water to breathe.

4. Throughout the Instinctive Drowning Response, drowning people cannot voluntarily control their arm movements. Physiologically, drowning people who are struggling on the surface of the water cannot stop drowning and perform voluntary movements such as waving for help, moving toward a rescuer, or reaching out for a piece of rescue equipment.

5. From beginning to end of the Instinctive Drowning Response people's bodies remain upright in the water, with no evidence of a supporting kick. Unless rescued by a trained lifeguard, these drowning people can only struggle on the surface of the water from 20 to 60 seconds before submersion occurs.

(Source: On Scene Magazine: Fall 2006 (page 14))

This doesn't mean that a person that is yelling for help and thrashing isn't in real trouble – they are experiencing aquatic distress. Not always present before the instinctive drowning response, aquatic distress doesn't last long – but unlike true drowning, these victims can still assist in their own rescue. They can grab lifelines, throw rings, etc.

Look for these other signs of drowning when persons are in the water:

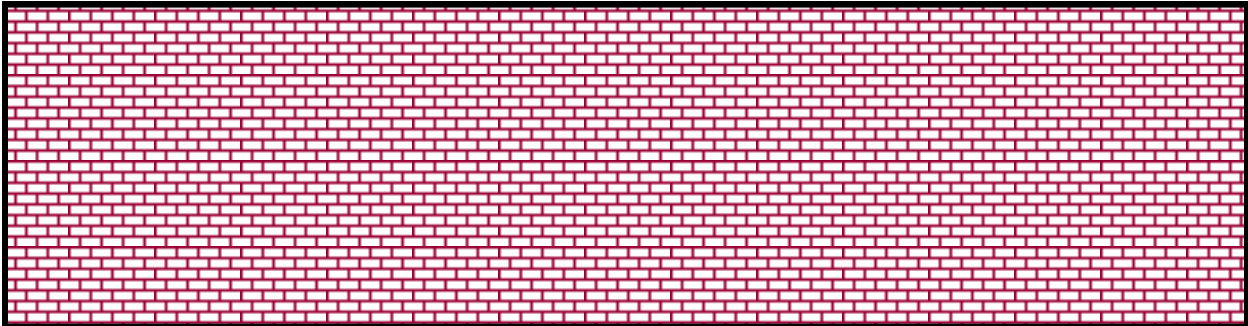
- Head low in the water, mouth at water level
- Head tilted back with mouth open
- Eyes glassy and empty, unable to focus
- Eyes closed
- Hair over forehead or eyes
- Not using legs – Vertical
- Hyperventilating or gasping
- Trying to swim in a particular direction but not making headway
- Trying to roll over on the back
- Appear to be climbing an invisible ladder.

So if a crew member falls overboard and everything looks OK – don't be too sure. Sometimes the most common indication that someone is drowning is that they don't look like they're drowning. They may just look like they are treading water and looking

up at the deck. One way to be sure? Ask them, “Are you alright?” If they can answer at all – they probably are. If they return a blank stare, you may have less than 30 seconds to get to them. And parents – children playing in the water make noise. *When they get quiet, you get to them and find out why.*

-Mario Vittone – Reprinted by permission of the author

Reprinted from the June 2011 edition of the *Flotilla 6-10* newsletter. Cecil Claspell, FSO-PB



UNINSPECTED PASSENGER VESSELS

Training will be held later in the year by the UPV Sector Coordinator, Manny Ramirez.

We are particularly interested in training already qualified VE examiners who have had a year’s experience and who are in some of the areas where we don’t have UPV examiners, the Delta East and West areas, the lakes, particularly in Flaming Gorge, and Inland Lakes in CA and NV, the Monterey/Santa Cruz and Morro Bay areas.

Examiners who are very familiar with fishermen and know the Marinas are particularly valuable as Outreach Specialists.

The Training would take one day and probably would be midweek. We can take at least one from each of the areas named and for efficiency may take two. Please email Rick Saber or Sue Fry or Manny Ramirez if interested in this program opportunity

Sue K Fry, DSO-Prevention - June 2011 Report

Australian Volunteer Coast Guard Visit to San Francisco Bay Area.

Jimmin Chang, DVC-ICP

Two members of the Australian Volunteer Coast Guard (AVCG) Carrum Flotilla VF7 in Melbourne Victoria, Deanne and Mathew Semmen, during their trip to California, had an opportunity to spend a whole Saturday with US Auxiliarists to see us in action, and exchange ideas and experiences. Even though with only one day notice, we managed to arrange a full day of activities for them. Rod Collins District Chief-of-Staff, also worked with DIRAUX and Bob Hendry, Sector Auxiliary Coordinator, arranged USCG Cutter guided tours.

In the morning, they were picked up in the hotel at San Francisco Fishermen's Wharf, and were driven down to the south San Francisco Bay at Alviso County Park in San Jose, CA. They observed USCG Auxiliarists from Flotilla 48 and 49 (District 11NR) at work staffing a National Safe Boating Week boating safety booth and conducting Vessel Safety Checks. Brian O'Mara, VDCDR 4, demonstrated and explained how our Vessel Safety Check program worked. In the afternoon, they visited Intel Museum and learned about the history and development of the semiconductor technology in the Silicon Valley. Then they had a guided tour of Coast Guard Island in Alameda and the 378 ft High Endurance USCGC MORGENTHAU. The cutter tour was very detailed and lasted an hour and a half. They also had ample time to do souvenir shopping at the Exchange. While on the Island, they even had a brief encounter with the Nigerian and



Deanne Semmen, Joaquin Duran, Jimmin Chang, and Mathew Semmen in front of the NSBW Boating Safety Booth on May 21, 2011. (US Coast Guard Auxiliary Photo provided by Joaquin Duran, Division Commander 4, San Jose, California)

Philippine Navy personnel who were there working on the decommissioned High Endurance Cutters. After dinner at the Mile Rock Dining Hall on Coast Guard Island, they went and visited Yerba Buena Island in San Francisco and had a guided tour of the 87 ft patrol boat USCGC PIKE, and a brief introduction to the Aids to Navigation facility and the assets of Station San Francisco, including the 47 ft Motor Life Boat, 25 ft SAFE (Secure All-around Floatation Equipped) boats, and the 41 ft utility patrol boats. On the way back to their hotel, they stopped at the lookout on Treasure Island to see the San Francisco skyline and the lit-up Bay Bridge from the middle of the Bay. This was a very positive experience for the Semmens, as Mat

noted, "Although it was a long day, we are glad to see and are impressed with all the Coast Guard assets and Auxiliary programs. In Australia, the Royal Australian Navy and state's water police are responsible for law enforcement. Australian Coast Guard is a volunteer search and rescue organization, and we do not have a Vessel Safety Check program."

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Brian O'Mara explained how a VSC was done to Deanne and Mathew Semmen as Jimmin Chang observed. (US Coast Guard Auxiliary Photo by Elsie Lam Flo-tilla Commander 48, San Jose, California)

FS1 Haiduck explained to Mat and Deanne how Damage Control responded to shipboard emergencies on USCGC Morgenthau. (US Coast Guard Auxiliary Photo by Jimmin Chang, Division Chief Interpreter Corps, Sunnyvale, California)



USCGC PIKE crew member, Deanne and Mathew were on the deck of USCGC Pike, with Station San Francisco assets in the background. Further back were the old and new still under-construction San Francisco Bay bridges. (US Coast Guard Auxiliary Photo by Jimmin Chang, Division Chief Interpreter Corps, Sunnyvale, California)

Crescent City Tsunami Response

At a little after 7:00 a.m. the water started moving in an irregular manner and by 8:00 a.m., the harbor in Crescent City, California was swirling like a flushed toilet, with boats, pieces of dock, sand, mud and miscellaneous debris churning in the center. What appeared to be complete tide changes took place in approximately ten minute intervals, rather than twelve hour cycles. By 6:00 p.m. the threat was over, and the harbor lay in total destruction.

With about six hours of advance warning, many of the commercial fishing vessels had put to sea and to the safety of open water. The vessels remaining in the harbor were not so fortunate. Fifteen boats were sunk and sitting on the bottom of the harbor. Forty-seven others were damaged, and some were still in the process of sinking. Very few escaped without damage. This was all a result of the tsunami produced by the 9.0 magnitude earthquake that devastated the coast of Japan on Friday, March 11, 2011.

Within hours, advance personnel from the United States Coast Guard, California Fish and Game and The National Response Center began arriving to begin evaluating the pollution potential caused by the sunken and damaged vessels. By mid week a small city of office trailers and equipment had formed behind cyclone fencing which dominated the greater portion of the east parking area of the inner harbor. Personnel began arriving from all over the United States.

The USCG, Sector San Francisco, became the lead agency, and under their direction, a unified command was established with California Fish and Game, and Dr. Richard Young, CEO & Harbormaster of the Crescent City Harbor. A plan quickly developed, tasks were prioritized and staffing suddenly became a major concern. Members of USCG Auxiliary Flotilla 8-11 were placed on standby alert status on Tuesday, March 15, and on Friday, March 18, they were working as members of the tsunami response team. In the process, they turned their meeting facility over to the unified command to use as a HQ.

Job assignments were eventually modified both by need and qualification. Primarily because of Flotilla 8-11's knowledge and relationship to Crescent City, their greatest contribution was in public affairs. There were predominantly three overlapping jobs that continued daily for most of the response time. Vessel liaison was critical in the beginning, and remained necessary for the duration of the event. Members assisted the effort to be a buffer between emotionally charged boat owners and the process necessary to mitigate pollution in the inner harbor. A task, which to be successful, required empathy, hand holding, transparency and the ability to convincingly dispel rumors.

Even though the harbor was in shambles and dangerous, boat owners had just reasons for needing to visit their boats. Flotilla 8-11 became the primary source of vessel escorts. The task was to accompany the boat owners to and from their vessels and make sure that all visitors wore a hard hat and PFD. In addition to public affairs, this job also had security and safety im-

Continued on next page

lications. Weather conditions often made this work uncomfortable and difficult.

The third job assumed by flotilla 8-11 was public education and rumor control. Except during the worst weather conditions there was always a viewing public. Flotilla members circulated on a regular basis handing out up to date fact sheets provided by the USCG, and answering questions. They were often the face of the entire response.

On Wednesday, April 14, the mission of the response team was accomplished. All threats of pollution had been removed or neutralized. A press conference was held and the baton for continuing work was passed to the Crescent City Harbor. Before they headed home, however, Sector San Francisco presented Flotilla 8-11 with a plaque honoring them for their staunch support. Flotilla 8-11 had accumulated more than 375 hours of service.

Richard (Rick) Postal
SO-PA D811N
rbpostal@charter.net
541-661-2024

Note: This is a story about Flotilla 8-11's involvement in the Crescent City Tsunami Response. From a Public Affairs standpoint there is an additional chapter. The Daily Triplicate, the newspaper for Del Norte County, provided extensive coverage during the entire response, including an above the fold, front page story on Wednesday's final press conference. On Thursday, Rachel Polish, the USCG PAO and I, along with Ltjg Tom Faulkenberry, commander of the cutter "Dorado", attended The Crescent City Rotary Club meeting with newspaper publisher Michele Thomas, and then held an editorial board meeting with the newsroom of The Daily Triplicate. The intent was to make clear to the community, the concept that just because the response team is gone, the Coast Guard (and Aux) is still present, willing and able to deal with any situation that might arise. For more info, go to www.triplicate.com, or their page on Facebook.



Vessel escort Jim Rumble greets a boat owner at the main security gate. Jim personally accumulated 78.5 hours of service. Photo by Rick Postal



Rick Postal discusses events of the day with harbor commissioner Ron Phillips. Photo by Michele Thomas

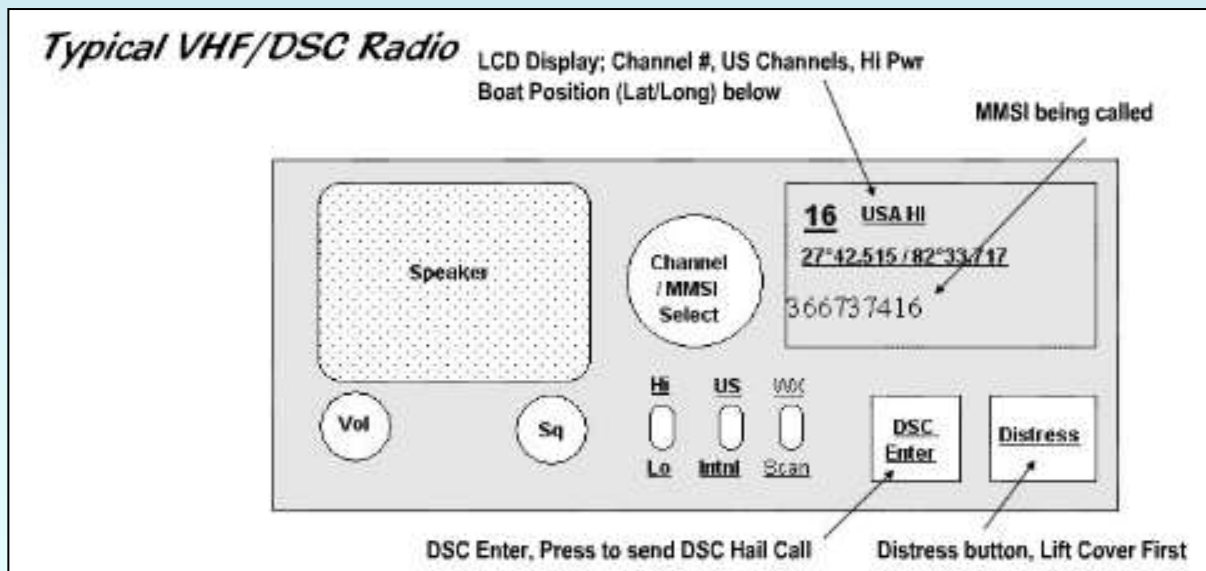
What you should know about Rescue 21 and Digital Selective Calling (DSC)

By Nick Tarlson, Coast Guard Auxiliary

As a recreational boater and member of the Coast Guard Auxiliary, you should know how Rescue 21 and DSC works, in order to be prepared to use them in your boating and search and rescue activities. As a member of the Auxiliary, you also have a unique opportunity to educate and inform the recreational boating public concerning these matters through public education, vessel safety checks, and recreational boating safety program visitation. This will be increasingly important as Rescue 21 achieves full implementation during the next few years.

How Rescue 21 and DSC Work

Rescue 21 is a system of Coast Guard communications stations which monitor emergency radio communications channels in order to achieve prompt response to marine emergency situations. DSC is a system which is built into modern marine radio transceivers which broadcasts a digital message to other radios, including nearly VHF radios and the Rescue 21 system. The emergency DSC calling feature is usually activated by pressing a red button on the radio (see illustration).



The DSC information is actually broadcast over channel 70, which is reserved specifically for this purpose and not authorized for any other radio transmissions. The DSC message is a digital message, not a voice message, so it can only be detected by another DSC equipped radio. The message contains both the identity and location of the distressed vessel. The entire transmission takes only 1/3 of a second and is recorded by other DSC

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capable radios and the Rescue 21 system. Once a DSC message is received, both the sender and similarly equipped radios receiving the message will automatically switch to channel 16, in anticipation of additional message traffic in connection with the emergency. The distress vessel will continue transmitting the distress message once the distress switch is activated, so that its crew can attend to any emergency operations without attending to the radio.

How to Respond to a DSC Transmission

Because of the seriousness of any potential distress situation, you should not necessarily expect additional contact from the distressed vessel after the initial transmission. Immediately record the MMSI, position (latitude and longitude) and time of the call. Monitor Channel 16, and if you do not hear additional traffic after 5 minutes, contact the Coast Guard to ensure that they received the transmission. Follow Coast Guard instructions, if any, concerning how to respond to the message. The Coast Guard may ask you to relay a message to the distressed vessel, or stand by on channel 16 to monitor the situation. If you are operating an Auxiliary operational facility on patrol and available for SAR, you may want to proceed to the reported location of the distressed vessel immediately to be available for rescue operations support. Depending on your situation and radio watch standing authority, it may be advisable to request permission from your operational authority before doing so.

Using the Hailing and Position Reporting Features of a DSC Equipped Radio

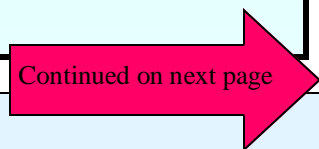
Some DSC equipped radios can hail each other, in addition to transmitting distress calls. If so equipped, they will have another button, other than the distress button, such as that shown to the left in the illustration. When activated, it will exchange MMSI identification numbers and location information in latitude-longitude format with other vessels similarly equipped. You can also use this feature to test your radio in order to ensure that the MMSI has been entered properly and is working as intended. You can also use it for routine hailing of other vessels equipped with DSC radios, polling positions of related vessels and other useful navigational and operational procedures.

Equipment and Information Requirements of Rescue 21 and DSC

In order to use DSC, you must have (1) a DSC-capable VHF marine radio, (2) a Maritime Mobile Service Identity (MMSI), (3) a global positioning system (GPS) receiver, and (4) the DSC radio needs to be connected to the GPS.

VHF/DSC Radios

There are three classes of VHF/DSC radios. The differences between these radios are summarized in the following table.



Features	Class A	International Class D	Class SC-101 and US Class D
General application	Commercial shipping	Full DSC capability	Limited DSC capability
Approximate cost	More than \$800	\$200 and up	\$150 or less
Number of receivers	2	2	1
Can transmit DSC signals?	Yes	Yes	Yes
Can receive DSC signals while transmitting?	Yes	No	No
Can receive DSC signals while receiving?	Yes	Yes	No

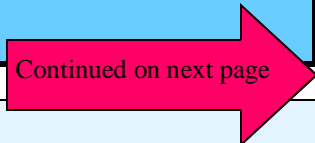
If you are in the market for a new radio, be sure to get one with DSC features. For most recreational boating and Coast Guard Auxiliary operational use, an International Class D radio is probably ideal, at a cost comparable to a VHF radio without the DSC features. The International Class D radio is preferable to the Class SC-101 or US Class D radio, because with the latter systems you could miss a DSC call if you are receiving a transmission on another frequency during the time a DSC call is being transmitted. While a Class A radio will allow you to receive DSC transmissions even if you are transmitting during the call, chances are that this additional feature will not be worth the additional cost of the radio, particularly since a DSC call will generally be retransmitted continuously until deactivated.

Obtaining an MMSI

An MMSI is a unique nine digit number which identifies a vessel equipped with a DSC radio. The identification information includes a description of the vessel, making it easier for rescuers to identify the vessel by sight. Since a DSC radio will not work without an MMSI, it is essential that the radio owner obtain an MMSI in order to make full use of the **radio's features. If you perform vessel safety checks, be sure to mention this to the vessel owner and ask if s/he has obtained an MMSI. If not, you may be able to provide a valuable service to the vessel owners by assisting them in obtaining an MMSI.**

Most recreational vessels operating within US waters are not required to have an FCC ship station license. If the dealer from whom you purchased the radio did not assist you in applying for an MMSI, you can apply for one online at any of the following online or by telephone.

Boat US	www.boatus.com/mmsi	800-563-1563
Sea Tow	www.4seatow.com	631-765-3660
Shine Micro	www.shinemicro.com	360-437-2503
US Power Squadrons	www.usps4mmsi.com	860-214-4779

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Note that toll charges may apply if you call any of the numbers other than Boat US. You should be prepared to provide your name, address, home port, phone, email, emergency contact information for primary and secondary contacts ashore, a description of your vessel and the types of radio communication equipment aboard. You can use the form in the inset adjacent to this article to collect the information which you will need to provide in order to obtain an MMSI.

MMSI ASSIGNMENT FORM

*Denotes a required field. These fields must be completed in order to receive an MMSI#.

*OWNER'S FIRST NAME: _____

*OWNER'S LAST NAME: _____

OR COMPANY NAME: _____

* STREET ADDRESS: _____

* CITY: _____ * STATE: _____

* ZIP CODE: _____ PROVINCE, MAIL CODE, COUNTRY: _____

*OWNER'S HOME PHONE: _____

OWNER'S WORK PHONE: _____ EMAIL ADDRESS: _____
(Confirmation will be sent to email address, if provided)

*NAME OF PRIMARY EMERGENCY CONTACT ASHORE: _____

*PRIMARY CONTACT HOME PHONE: _____

PRIMARY CONTACT WORK PHONE: _____

NAME OF ALTERNATE CONTACT ASHORE: _____

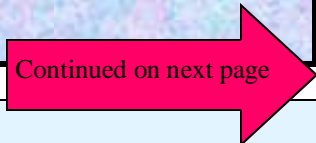
ALTERNATE CONTACT HOME PHONE: _____

ALTERNATE CONTACT WORK PHONE: _____

VESSEL NAME: _____ RADIO CALL SIGN: _____

VESSEL WIRELESS PHONE 1: _____ WIRELESS 2: _____

VESSEL WIRELESS PHONE 3: _____ WIRELESS 4: _____



INMARSAT TELEPHONE #: _____

VESSEL FLAG STATE (Usually USA): _____

*SHIP CLASSIFICATION (SEE TABLE BELOW): _____

EX-SHIP NAME (IF KNOWN): _____

EX-CALL SIGN (IF KNOWN): _____ EPIRB ID CODE: _____

*VESSEL REGISTRATION NUMBER: _____
OR

*DOCUMENTATION NUMBER: _____

*VESSEL HOME PORT: (Marina Name or Residence) _____

PORT CITY: _____ PORT STATE: _____

ALTERNATE VESSEL HOME PORT: _____

*CAPACITY (# OF PERSONS EXPECTED TO BE ON BOARD): _____

SHIP'S RADIO INSTALLATION (VHF, DSC, MF/HF WITH DSC, MF/HF W/O DSC,
AIS TRANSPONDER, CELL PHONE, ETC.): _____

REMARKS (BOAT LENGTH, COLOR, TYPE, ETC.): _____

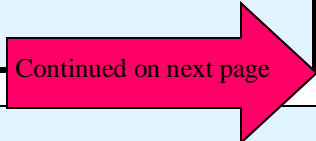
SHIP CLASSIFICATION TABLE

DUN - KETCH	MTB - MOTOR BOAT
SLO - SLOOP	YAT - YACHT
GOL - SCHOONER	VLR - SAILING SHIP
SAE - RESCUE VESSEL	XXX - UNSPECIFIED

*Note: If XXX-Unspecified, please be sure to describe the vessel in the remarks section

MMSIs issued from the above sources are downloaded into the U.S. Coast Guard Search & Rescue Database (MISLE) only. FCC-assigned MMSI numbers are coded for International Waters and go into the International Search & Rescue Database (ITU). In order to be accepted into the ITU database, any FCC assigned MMSI must end in zero. MMSI numbers issued by a non-FCC source cannot be re-used when later applying for an FCC License for international cruising.

If your vessel is required to have an FCC ship station license, the FCC will issue the MMSI as part of the license. If you already have a license, but you do not have an MMSI, you will need to complete Schedule B with FCC License Form 605 in order to have a new MMSI assigned to you by the FCC. The new MMSI will be coded for International waters and the registration will be entered into the ITU database.



GPS and Connecting to the DSC Radio

There are a wide variety of GPS units and DSC radios, so it is difficult to generalize about how to connect the two units so that the DSC radio will be able to transmit an accurate GPS location. The electronic standard for connections is NMEA 0183, which is an electrical and data specification for communication between marine electronic devices defined and controlled by the National Marine Electronics Association. The NMEA 0183 standard uses a simple ASCII, serial communications protocol that defines how data is transmitted in a "sentence" from one "talker" to one or more "listeners." Due to the wide variation in connection standards among manufacturers of GPSs and DSC radios, it is difficult to generalize about the kind of connector you will need to make this connection. You should, however, be able to determine the appropriate connection by referring to the owners' manuals for each device, or by researching the issue on the manufacturers' web sites or by contacting their telephone support personnel.

Status of Rescue 21 Implementation

Rescue 21 has been implemented throughout the coastal U.S. over the period 2006 to 2010. The current schedule anticipates implementation in the central U.S. (Great Lakes and Western Rivers), Puerto Rico and Pacific islands (Hawaii and Guam) in 2011 and 2012, and Alaska in 2017. For details, see the formal Deployment/Acceptance Schedule. Sector San Francisco and Group Humboldt implemented Rescue 21 in 2009-2010, with the exception of Point Sur and certain inland lakes.

To learn more about Rescue 21, DSC and emergency radio communications, check out the following resources:

Online tutorial at: www.boatus.com/foundation/dsc/player.html.

FCC information on ship stations:

http://wireless.fcc.gov/services/index.htm?job=service_home&id=ship_stations

DSC Equipped VHF Marine Radio and GPS Manufacturers:

Cobra Electronics	www.cobra.com
Garmin	www.garmin.com
Icom	www.icomamerica.com
Lowrance	www.lowrance.com
Magellan	www.magellangps.com
Midland	www.midlandradio.com
Standard Horizon	www.standardhorizon.com
Uniden	www.uniden.com



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