



Up Top In Operations

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Volume 11

Radiotelephone Net

By Joe Rzucidlo, BC-OTM

A radiotelephone net is an organization of stations capable of direct communications on a common channel or frequency.

The establishment of Auxiliary radiotelephone nets may be authorized by the Coast Guard District Commander.

Radiotelephone nets are categorized with respect to the usage for which the network was primarily established, as follows:

Administrative Net. A net primarily established for administrative purposes linking any echelon of authority with immediate subordinates and such other stations as may be specifically designated.

Traffic Net. A net primarily established to handle record message traffic.

Training Net. A net primarily established to promote technical and procedural training in matters pertaining to Coast Guard and Coast Guard Auxiliary operations.

Command and Control Net. A net primarily established for coordination purposes between the District Commander, district units, and Auxiliary Communications Units as may be specifically authorized. Such a net would be used for alerting Auxiliarists of an emergency, actual or exercise, and to promulgate information relating to such emergency.

Operational Net. A net primarily established to meet the communications requirements of Auxiliary operations among Auxiliary Communications Units.

Inter Squad Radio (ISR)

Family Service Radio (FRS) was introduced several years ago to be utilized for very short ranges 1-2 miles, utilizing the 462-467 MHz range. The United States Marine Corps was the first to explore the capability of the Inter Squad Radio, and contacted ICOM Manufacturing Co. Inc to manufacture the ISR with the same Frequencies 14 in number as the FRS radio utilized. The result was the Icom IC-4008M.

The supposed advantage of this radio was the cost of approximately \$85 .00. The radio has limitations in that it has a very short-range support, perhaps 1 or possibly 2 miles at the most.

The question was raised: Does the CG Auxiliary have permission to use the 14 channels in the 462-467 MHz range on the ISR?

To obtain the answer I went to G-SCT at headquarters. The response I received was, "Generally gaining authority to use the band 462-467MHz is not a Federal Government band and would be extremely difficult. In the United States, this band on Federal Government level is dedicated to Meteorological Satellites in the space to earth direction and for the non-Federal use commercial land mobile operations. I know places that are using these frequencies in violation of the regulations."

In conclusion, I don't think we would want to obtain such a radio if

the frequencies cannot be used by the Auxiliary. Secondly, you can buy a Hummingbird handheld radio as advertised for \$89.00 and utilize the entire marine band for air, land, and sea with a much greater range than possibly 1-2 miles.

The 62nd C.G. Auxiliary Special Events Day

By: Warren Schneider, DVC-OT



Although all of the statistics are not in yet, I would like to inform all of the participants that the event was very successful. Perhaps the most exciting part was the contact

with the SAR competition that was occurring in Vancouver.

Our branch chiefs, Joseph Rzucidlo and Dan Amoroso, transmitted with our IPNACO, Everett Tucker, who originally requested the anniversary be observed. Also participating was Harry Strong, the Chief Executive Officer of the Canadian C.G. Auxiliary. Our NACO, Viggo Bertelsen, also sat at the microphone and appeared happy as he transmitted to all.

At a later date we will publish all the statistics so you may read how successful the event was. The Telecommunications Division wishes to thank all the districts and individuals who participated in the special event. Without your participation, success would never have been achieved.

Mentors needed now more than ever...

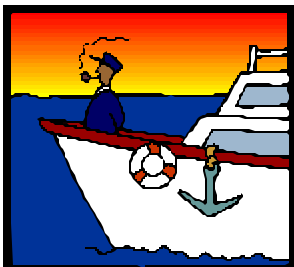
Mentoring in Light of "Operation Patriot Readiness"

**Written by: Gail A. Fisher,
DVC-OE**

There is no doubt that, after the events of September 11, 2001, the Coast Guard has turned to the Auxiliary to be a full partner in its operations. No contribution is too small or insignificant! We have stepped up the pace of our safety patrols, harbor patrols, communications watchstanding and Bravo Zero patrol (to name but a few missions). And, there are countless other ways in which Auxiliarists are providing a tangible benefit – like mowing lawns, inputting SARMIS reports and providing galley support – for our men and women in the active duty and reserve ranks. **BRAVO ZULU** to each of you!

The question that then comes to mind is "How do we sustain, or even increase, this level of activity?" In other words, what is our long-term plan? We know that our folks can, and will "burn out". The answer lies in increased training! We must be "filling the pipeline" with folks in training to become new crew and coxswains to have enough resources to maintain this level of activity for the foreseeable future.

This scenario makes the role of the mentor critical! Talk about a job that matters! In fact, much of the Coast Guard's strategy for sus-



tainability relies on a source of trained Auxiliary resources. Your Auxiliary leadership has probably asked your flotilla to accelerate the training for your crew and coxswains who have already begun to program to provide additional resources in the short term. But that's not enough.

We must also be thinking about the next batch of trainees, and all the ones to follow. And, they will all need mentors! If you have not considered becoming a mentor in the Boat Crew program, I'd ask you to reconsider. Mentors are needed now, more than ever. I know you have something a value to share with a new trainee, and you will definitely be an integral part of making "Operation Patriot Readiness" a success! Please help your flotilla and the Coast Guard by participating in this most critical mission.

Tell Us Your Story!

**Written by: Linda A. Nelson,
DC-Od**

(Note: This is a first person story of Auxiliary Operations. There are hundreds of stories like this that are noteworthy but go untold. So, tell us your story and we'll tell the Operational Community! Send your story to Gail A. Fisher, DVC-OE at sardog@greennet.net.)

I was the Group Duty Officer (GDO) at USCG MSO/Group Philadelphia on that Saturday in July. A cold front had passed through earlier in the week and so it was a gorgeous, sunny, dry day -- the worst kind from my prospective! It seems that this kind of day lures the less competent to the river. As predicted, the pace was picking up late in the afternoon when I got the call.

"Hi Linda, it's Carol from Sardet Wilmington." Carol Owens is the supervisor of the Auxiliary Sardet at Wilmington DE, a vital SAR resource for the Group. "Did you hear that young girl on Channel 16? She said "Breaker, breaker... 1,2,3...I need help". We didn't hear it, so I asked the Auxiliary watchstander to hail on Channel 16. I asked the Telecommunications Petty Officer assisting me to hail as well, and then to issue the Urgent Marine Information Broadcast (UMIB). No one answered any calls. Further, we called Group Atlantic City, Activities Baltimore and our own CG Sardet at Salem NJ (~10 miles away as the crow flies) to see if they heard the call: all no joy. I called my Group Operations Officer and Commanding Officer. We were concerned that this might be another uncorrelated MAYDAY, the kind where you just will never get a satisfactory answer. But I pressed on and called the Coast Guard District Five Command Center. After a discussion of the particulars, we knew we had a relatively targeted area to search.

I called Carol at the Sardet. "Carol, can you get the boat underway? We need to search the Christina River and the 3 miles north and

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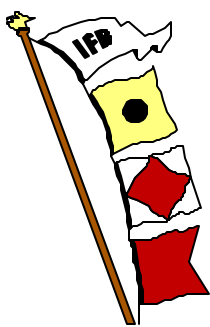
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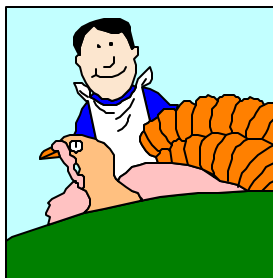
south of the mouth on the Delaware River." The response was the typical "No problem," and they were underway. About an hour and a half later, I called the Sardet and talked to watchstander Muriel Lewis. Muriel filled me in on the legs of the search completed, but sadly, we had not located the small voice. In another forty-five minutes, I heard from the boat crew. They had searched an even more extensive area than I had suggested, because they knew of a celebration in a park farther up the Christina River. However, the search concluded with negative results. I thanked them for their efforts and moved to suspend action on this case pending further developments.



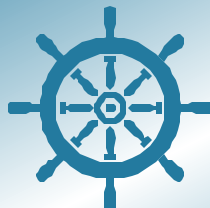
So what is the "moral of the story"? Well, it's not about uncorrelated MAYDAY calls (a topic that would fill a whole newsletter!). And it's not about the success or failure of our efforts. This tale is about trust. Our Auxiliary Sardet is a fully mission capable asset of Group Philadelphia and the members are full partners in our efforts. I have every confidence in the capabilities of the MSO/Group Philadelphia team, the WHOLE team. I trust the judgment and skills of my Auxiliary counterparts. After all, isn't this why we train using a singular boat crew-training program and soon, a communications watchstander program? Sardet Wilmington provides us with evidence of the synergy between Coast Guard assets and CG Auxiliary assets every weekend. Bravo Zulu Sardet Wilmington, and thanks!

(The author is also a USCG Reserve BM2, stationed at USCG MSO/Group Philadelphia)

Happy Thanksgiving!



"Up Top in Operations" is the monthly newsletter of the National Operations Department of the United States Coast Guard Auxiliary.



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Marine and automotive parts...NOT the same!

Why Pay More for Marine Parts?

By: Charles Ford, BC-OSS

A marine certified carburetor, starter, alternator, fuel pump or distributor does not look very different from one not designed and certified for marine use. They both will probably work on your engine. So why pay more for the marine part? They seem so much more expensive, but the wrong one might cause a fire or explosion in your engine compartment.

Each is designed to operate in its own environment. Some automotive items release fuel or vapor and some electrical parts emit sparks. Fuel vapors do not accumulate under the hood of a car but they quickly reach explosive concentrations in a marine engine compartment. Sparks under the hood of your car are of no consequence, sparks in the engine room of your boat are bad news.

Alternators used to keep batteries charged have spark producing parts. On standard automotive units, these can ignite fuel vapor. Marine units, on the other hand, are sealed to exclude the vapor and are called "ignition protected." Distributors in the automotive ignition system make high engine sparks that produce ozone

which must be vented. This same vent can admit fuel vapors which in turn can be ignited by the sparks. The marine version has a flame arrestor in this vent and are "ignition protected." Likewise starter motors create sparks and for marine use must be ignition protected.

Carburetor float chambers are vented to permit free flow of fuel in and out of the chambers and these vapors leak out under the hood. On marine models these vents lead into the carburetor throat so any overflow is consumed by the engine. Automotive fuel pumps have a vent hole which will leak fuel in event of diaphragm failure. Marine models have two instead of one diaphragm. In case the primary diaphragm fails, leaking fuel is trapped between them is collected in a clear plastic bowl instead of leaking into the bilge of your boat. The fuel that has leaked into the bowl is readily observed when you check your engine.

I hope the foregoing information will convince the reader that non-marine certified parts are no bargain!

