

Dead Reckoning



.....where are we now; what is our heading

A publication of Flotilla 10-06 5SR

March – April 2007

FLOTILLA 10-06 OFF TO A BUSY BOATING SEASON

The doldrums of winter are behind us. Boats are back on-water where they belong and crews are out and about on routine and specialty patrols as well. Training has been on-going locally and up in Yorktown with our members. Our first crew candidate of the year, Gus Dahl, is half way home in his QE testing.

Pleasure craft and local tugs are being safety tested. Safety zones around "tipsy" container ships have been established, while other members turn out for local parades. We are off to a fast start with a heavy schedule being set by Dan Meigs at Division and Joe Truelove in the flotilla.

CORRECTION CORRECTION

Before we get on with the news, we must correct information about some annual awards mentioned in the Jan-Feb issue: *Lois and Paul Dowty both Received joint awards for Outstanding Staff Officers. Paul also received the Outstanding Instructor Award.* Our apology for that omission



Congrats to Bob Searl and Kevin O'Connell for earning their Air Observer quals during the

month of March. They have both worked long and hard on this accomplishment.

BRAVO ZULU gentlemen!



OK! What's Wrong Here?

After Action Report

M/V YM Hamburg

March 25, 2007

Port of Wilmington NC

By: Dan Meigs

Auxiliary Support Operation: YM HAMBURG:

Requesting Agency: MSU Wilmington. LT Tim Grant, Chief of Response.

Patrol Order: Class is "CG Request", Patrol Type is "Marine Safety"

Communications Guard: Station Oak Island for river transit portion and MSU Wilmington, Channel 22A for the on-scene operation. The first boat on scene will be the primary communication vessel for

the AUX, 23418. 33092 is much taller than 23418 and it may be necessary for 33092 to take the VHF guard, because of antenna height. Of course, cell phones are available.

Dates: Sunday Mar 25, 2007 (possible Monday Mar 26).

Location: Port of Wilmington.

Background: A container ship, *YM HAMBURG*, is coming to the Port early Sunday morning to offload ~12 containers that have shifted to a precarious and unsafe configuration.

The Port is to remove unstable containers.



Containers weigh from 10,000 lbs empty to 50,000 lbs fully loaded.

MSU will establish a Safety Zone around Hamburg vessel to prevent any traffic from coming close to the offloading ship. The concern is that in a worst-case scenario that the tallest stack of containers might break free with the lowest container “kicking” outboard and conceivably sending containers into the River. There is no concern about wakes only that vessels must be kept 50 yds away from Hamburg. MSU would like 2 vessels on scene during the time when traffic is most likely.

Auxiliary Vessels Participating:

23418 "*Squirt II*" Coxswain Jim Belluche, Crew Bill Case, on station 0645 March 25th.

33092, "*Chelsea II*", Coxswain Ron Hurley, Crew Joe Truelove, Dan Meigs, on station ~1000 Sunday March 25th.

18322, "*Man the Station*", Warren Edman, Coxswain, Gene Hagerty standing by at Station Oak Island for duty if needed on Sunday afternoon as crew duty-day relief.

18322, "*Man the Station*", Warren Edman, Coxswain, Gene Hagerty scheduled duty if needed on Monday morning.

33092, "*Chelsea II*", Coxswain Ron Hurley, Crew Joe Truelove, Dan Meigs, scheduled for Monday afternoon, if needed March 26th.

General description of mission: During the times when containers are being offloaded, keep all shallow -draft traffic on the extreme western edge of the Channel. Wake is not an issue. There is a scheduled passing of a deep-draft vessel sometime Sunday morning. CO advised he wants to shutdown offload ops when the deep draft will be passing the *YM HAMBURG*. As previously mentioned, when the offload ops are ceased, there is no need for safety zone enforcement. Not sure at this time when this will occur or how long the ops will be ceased for vessel transit. LT Grant advises that if there is an unloading "glitch" we would be informed and could go to the Hilton or downtown to tie-up and rest until the unloading resumes. MSU Wilmington advised the on-scene vessels of the status of the offloading operation as it changed.

33092 was underway from Carolina Beach Harbor at 0900 on Sunday and on-station at 1000 joining 23418 to provide 2 boats available during the available mission time. 23418, an open boat was planned to conclude its mission day at 6 hours. Both Auxiliary vessels routed river traffic, probably 20 vessels to the western-most edge of the Channel. 23418 departed the scene to RTB at approximately 1200. At roughly 1400, MSU informed 33092 that the Port planned to suspend unloading operations at 1800 March 25. Although

18322 was available at Station Oak Island for duty, rather than ask 18322 to make the long run up the river for only 2 duty hours, that 33092 requested permission to extend its planned 8 hour mission day by 2 hours to cover the unloading time scheduled to continue through until 1800. Mr. Humphrey was contacted and gave his permission. While 33092 was south of *Hamburg* routing traffic, the Port was able to safely remove the top two of the precarious stack of containers. The Port concluded that with those two containers removed, the other containers below were no longer a hazard to vessel traffic and informed MSU that the Safety Zone could be terminated. This was done and MSU informed 33092 that she could RTB. 33092 departed the Port at 1515. 18322 was released from its planned Monday mission, with appreciation.



2000 HP 8 – 250HP engines

TRACEN Yorktown ... from both sides of the podium.

By: Bill Case and Dan Meigs

Dan Meigs, Bill Case, and Gus Dahl traveled to Yorktown during the Ides of March to participate as students in the Spring Specialty Course weekend. Bill took AUXPAT (Auxiliary Patrols), Gus took NAV-A (the first half of the Navigation set), and Dan took the final navigation examination (the dreaded cruise problem). The weather was alternatively rainy and snowy. Not conducive to strolling to the beach at all, but that allowed us to focus on our purpose here – AUXOP courses.

These are challenging courses, generally working Friday evening, all day Saturday and with a final review and final Exam starting on Sunday morning. The opportunity to meet new friends, renew acquaintances, and discuss different ways to solve problems were all great adjuncts to a wonderful weekend – weather notwithstanding.

However, if you're already an AUXOP recipient and an accomplished, recognized instructor what do *you* do? Well, if you were Paul Dowty you'd respond to the call for instructors and do the obvious thing: offer to teach a class. So Paul teamed with Chuck Conway (from Flotilla 07-03 near Annapolis,



Squirt II and crew maintain safety zone

Unplanned Consequence

The DR editorial staff has not been able to fully confirm the following information. But we are reasonably certain it's true. This exercise matched the largest OPFAC in the flotilla with the fastest: *Chelsea II* -vs- *Squirt II*. Bill's boat can do 50 kts while Ron's is limited to two speeds – 1800 rpm and getting to 1800 rpm. When Capt. Hurley saw the quickness of the little squirt, he vowed to make a change. We have come up with the secret prototype of *Chelsea II*'s soon-to-be replacement:

Maryland) and taught the AUXPAT course to 15 students. As an auxiliary instructor, Member Training Officer, Mentor, and AUXOP recipient there is no greater instructional opportunity and responsibility than teaching at a Specialty Course weekend. As expected, Paul did a superb job. Oh – Dan, Gus, and Bill did pretty well from their side of the podium, too.

If you'd like to experience Specialty Course weekend first-hand, the next one will be held at Yorktown on 12-14 October.

Kudos to all four of you from DR

Inspecting UTV Log Dog

By: Dan Meigs

A UTV is an uninspected towing vessel. But, you might say, why inspect and “uninspected” tow boat? There are two answers: first, inspections contribute to safe operation for all the obvious reasons. Secondly, UTVs won't always be “uninspected”. In fact, beginning in 2009 or so, the Coast Guard will require that these commercial vessels be CG inspected, just like larger passenger-carrying fishing and excursion boats and like the current requirements for other commercial vessels. Of course, the CG has the legal right to board and inspect any vessel for safety or other purposes, just like recreational boats today. But, why now? Sector North Carolina, through BM1 Matt Dederick, wishes to prepare all the vessels and owners in the Sector for the coming inspections by offering strictly volunteer safe vessel inspections by qualified inspectors, working under the direct supervision of the USCG. Auxiliary inspectors wear hard hats and knit shirts embroidered with a logo marking them as inspectors but they do not wear uniforms for these missions. A UTV that passes the rigorous inspection will be awarded a wreath decal signifying its successful completion of the inspection.

And so on Wednesday March 26 2007, Jim Belluche and Roy Jameson

(10-05) met at the request of Ben Etheredge and BM1 Matt Dederick at MSU Wilmington. Ben and Roy are qualified inspectors, while Jim is working on his quals. The object of the day's work was the 35', twin diesel, *Log Dog*, owned by Wilmington Marine and Mining Company. She operates commercially as a special-purpose tug-boat for a barge equipped with a large grapple.



Belluche and Jameson at pre-inspection

That grapple is used to retrieve logs buried under the mud of the Cape Fear River. The team determined all the requirements that would apply to Log Dog, reviewed what items would have particular focus for their inspection that day, and what criteria they would use to decide if a decal could be awarded on that day or would be given after discrepancies were corrected.



Log Dog at anchor at rear of her logger barge

The inspection began by covering the regulatory matters. These included Captain's licenses, vessel registration,

radio licenses, crew drug testing program, and other documentation. Next were required safety equipment such as PFDs, lights, sound-making devices, dewatering tools, vessel lights, etc. Next was a tour of below-decks where the pair of well-experienced Detroit Diesel 6-71 engines sat in a completely dry bilge.

Log Dog was found to be in excellent mechanical and safety condition, despite her age. Like many UTB's coming into the program, Log Dog came up short on the paper work complexity of the new drug testing regulations. The team has little question that she will receive her sticker at her next inspection.



Recovered logs drying on the shore

Editor's note: Dan's article contains more information about logging in the Port of Wilmington area. This portion of the article will be covered in the next issue of *Dead Reckoning*.

Kure Beach: 60th Year Anniversary Parade

On March 31st, the Town of Kure Beach celebrated its 60th birthday. Bands and floats from all over the area participated and not to be out done was the Flotilla 10-06 representatives. Bob Searl, Bill Ryan, Jim and Jane Belluche, Liz and Bob Randall, Christine Fisher, Joe Truelove and Keith Wilson represented the flotilla and the Coast Guard AUX>



Bob and Bill carried our banner and Jim and Jane carried the colors.



Keith came next in his commsmobile with the mother of all antennas all set to raise for inter-galactic communications.



JT's OPFAC brought up the rear. We were all very proud of the applause our unit received from the crowd.