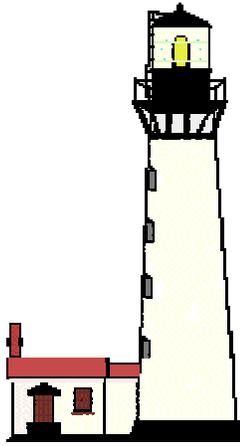


District 13, Flotilla 11, Bellingham, WA
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ALERT 11

FOUR CORNERSTONES PREVAIL



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WELCOME

New Members

Please welcome transfer member **KEVIN SMITH** to Flotilla 11. Smith and his family have lived in the Bellingham area since this past summer. He is the XO on the USCGC *Terrapin*, moored here at the Fairhaven CG dock. Smith transfers his Auxiliary membership from Alaska where he had previously been stationed. We welcome you aboard Kevin!

Please welcome transfer member **DON MIERZESKI** to Flotilla 11. Mierzeski is transferring his membership from Flotilla 12, in Edmonds, WA, where he had been a member for approximately 7 years. He and wife Tina have lived in the Bellingham area for 6 years and he has commuted to the Seattle/Edmonds area. Mierzeski's chief interests lie in Auxiliary operations. During his summers Mierzeski has worked for San Juan Sailing as an instructor. We welcome you aboard Don!

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Definition of AWASH!!?

Photos courtesy, CG Station Morro Bay, San Luis Obispo, CA

Is anyone game for a boat ride?

Large storm swells reached Morro Bay, California on December 4, 2007, bringing 15-20 foot swells with some plus sets. A U.S. Coast Guard 47-foot Motor Life Boat was out for practice maneuvers in the large surf, which is not unusual. However, a large wave hit that was probably more than they bargained for...at least it's the hardest I've ever seen them get hit. The air was filled with mist, and they were quite distant, so at times were just a shadow in the mist. I've adjusted them for better visibility, however the quality of the photos is not the greatest due to the above conditions, and futile attempts to keep the lens dry.



Just out for little ol' Maneuvers today.



Swish...swish...KA-PLOW-EE!!!



47-foot Motor Life Boat in large 15-20 foot swells off California coast near Morro Bay.



Which Way's up?



Rolling ▲ and coming up for air . . . ▼



MARINE RADIO SAFETY

A marine radio, not a cell phone, is necessary for safety's sake on boats

By Jerry Neal - Published on MyNassauSun.com (<http://mynassausun.com>)

Are you using a cell phone as your only means of communications from your boat? If you are, you may be putting your safety in jeopardy.

I want to take this opportunity to help boaters understand the importance of a marine radio as a critical part of a vessel's distress and safety system.

- The Coast Guard always monitors Channel 16.
- Many vessels within range are monitoring Channel 16. They will hear you but will be deaf to a cell phone call.
- A VHF marine radio helps to ensure storm warnings and other urgent marine information broadcasts can be received.
- The Coast Guard can determine the location of a Channel 16 transmission by the use of directional finding equipment. They cannot pinpoint a cell phone transmission and will not even know that you are in trouble.
- Fixed-mount marine radios are powered by the vessel's battery and should provide adequate power to conduct your distress transmissions for an extended period. Cell phone batteries can run out just when you need them most.

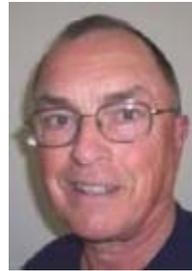
- How do you contact a vessel that is in sight when you need to communicate with it as a matter of urgency?

Other reasons can be put forward, but the main thrust here is that the Coast Guard does not advocate cellular telephones as a substitute for a regular marine band radio.

A cell phone may be on board as an added measure of safety, but should not be considered as the primary lifeline when help is needed in an emergency.

So I ask all of you boaters who don't have a VHF radio on your boat: Please heed the advice I've given above.

This action may save your boat, your life and the lives of those on your boat.



Jerry Neal is communications officer of Amelia Island US Coast Guard Auxiliary Flotilla 14-1. He is a retired electrical engineer from Harris Corp., where he was a designer of military HF radio com-

munications equipment.

Source URL: <http://mynassausun.com/node/1021> ■



Sea Slug, found in a field in Concrete, WA. The vessel is not an Auxiliary facility. As one observes . . . he who hesitates is "mossed."

Photo by Julie Neil, FSO-Fellowship

VESSEL EXAM PROGRAMS

The "M" & the "O"

By Ann Melton

The primary focuses of the Vessel Exam programs are to reduce the number of deaths, injuries, sinkings, and other casualties of recreational and commercial vessels. The Commercial Fishing Industry Vessel Safety (CFIVS) is under the direction of the "M" Department and the Vessel Examination (VE) is directed by the "O" Department. Both the CFIVS program and the VE Program are very important to the Coast Guard and to the Auxiliary. Both programs work to prevent Search and Rescue (SAR) missions at sea.

"O" Department: <http://www.auxodept.org/>

"The Department of Operations (Response) is responsible for the administration of the Auxiliary's Surface Operations, Air Operations, Telecommunications and Incident Management Programs. Each of the program responsibilities in the Department is represented by a specific Division. An Operations Education Division handles training criteria and information for the department as a whole." Incident Management Division was transferred from the Marine Safety (Prevention) Department to Operations Department.

VE (Vessel Examiner) – "O" Department:

The VE Program is dedicated to recreational boating safety. Vessel Safety Program works closely with the Office of Boating Safety. The number of Search and Rescue incidents involving recreational boating in the 1930's and 1940's prompted the VE Program. This program is under the "O" Department: Department of Operations (Response).

"M" Department:

<http://www.auxmdept.org:80/index.htm>

"Marine Safety (Prevention) Department is responsible for the planning and administration of Auxiliary programs to support the Coast Guard's Operations Directorate's (CG-3) Prevention (CG-3P) Programs. This support includes, but is not limited to, support for marine environmental response assistance, port safety and security inspections, commercial vessel safety and security inspections (*UTV, UPV, CFVE and other Foreign and Domestic Vessels), container inspection assistance, mariner licensing/ documentation/course audits, waterways management/Navigation Systems, America's Waterways Watch, **MISLE support, and environmental education/Sea Partners. The former Aids to Navigations Division moved from the Operations (Response) Department to the Department of Marine Safety (Prevention) becoming the Navigations Systems Division."

* **UPV** – Uninspected Passenger Vessel.

UTV – Uninspected Towing Vessel

http://www.auxmdept.org/pdf_files/2007NTR_AIN-CVE.pdf

****MISLE** — Marine Information for Safety and Law Enforcement (The way U.S. Coast Guard collects data)

CFVE (Commercial Fishing Vessel Examiner) – "M" Department:

The Commercial Fishing Industry Vessel Safety (CFIVS) Program is a Coast Guard program under the Marine Safety Prevention Branch (local CFIVS is Sector Seattle). In other words, it is an "M" function. Because this program is an "M" function, the Auxiliary CFIVS program follows along the same path as the Coast Guard.

Auxiliary CFVE examiners

- CFIVS examiners are trained by "M" Department personnel

- Report to the Marine Safety (Prevention) Branch of designated
- Sector receives instructions from the Marine Safety (Prevention) Department
- The CFIVS Examiner must report each exam to the supervising USCG Sector and Database
- The exam must also be reported to the Coast Guard Auxiliary FSO/IS officer to be credited for the exams at the Auxiliary level.

Those who have had the chance to perform both types of vessel exams will realize the difference in the magnitude of each exam. A recreational boating exam may take 30 minutes to 1 hour if the boat is a large vessel. Commercial fishing vessel exams can take up to 3 or even 4 hours.

CFVS Examiners receive concentrated and specialized training at a “C” School where prospective examiners are taught how to read Code of Federal Regulations, which include requirements for a variety of types and sizes of commercial fishing vessels, and where they fish. The instructors teach how to perform commercial fishing vessel exams, water survival at sea, and a variety of other specialized courses. After attending the school, trainees are observed by their Sector Supervisor through many and varied actual FV exams until the supervisor is satisfied that the examiner demonstrates knowledge and application of all FV regulations for each type of fishery. Unlike the VE program, there is no specific number of exams the supervisor will observe the trainee performing: it is “until the Sector Supervisor is comfortable with the trainee’s work.”

Both the CFVS and the VE Programs are very important to the Coast Guard and to the Auxiliary. Whether the Auxiliarists work in the “O” in the recreational boating

vessel safety checks, or the “M” Commercial Fishing Vessel Safety Program, they are team members working for the common goal: that of saving lives. ■

Commander’s Comments

By Maggie Albert, FC



Since this will be my departing *Commander’s Comments*, I want to take this opportunity to thank you members for giving so much to the Coast Guard and to the Auxiliary. Members of Flotilla 11 have such an amazing amount of talent and life experience. With varied backgrounds, each member brings uniqueness to our Flotilla. Because of member willingness to offer the time and talents they have, this year has been a huge success. Thank you, also, for all of the support you have given to me personally, as Flotilla Commander for the last two years. 2008 will bring new opportunities for all of us to learn new skills and to contribute more toward goals that are set before us. Changes within the Auxiliary will likely continue to occur. One immediate change will be in having a new Flotilla Commander, John Milczewski. I’m certain that you will support John as he begins 2008 in his elected position.

Having taken to heart the following statement from the Prologue and Pledge for New Members: “The success of the Coast Guard Auxiliary will depend upon the extent of your participation and upon the quality of the leaders that you, the member, select,” Flotilla 11 members have elected a wise and capable leader in John. *Semper Paratus.*

Recognizing Members

WAYNE "MIKE" HINKLE — Auxiliary Membership 10 year Service Award.

WAYNE LIPPERT — Auxiliary Membership 5 year Service Award.

JAMES BROWN — Auxiliary Membership 5 year Service Award.

ERNEST SALOTTI — Auxiliary Membership 5 year Service Award.

PATRICIA SALOTTI — Auxiliary Membership 5 year Service Award.

A new sign of ICE is in the forecast for 2008!

By Doug Thomas, President & CEO, BCS

The old neon ICE sign that sits atop the BCS Ice House here at our waterfront facility has a long and storied history.

Bellingham Cold Storage built the current Ice House at the same time that the first warehouse went up in the summer of 1945. Both were ready for business in the spring of 1946, the year Archie Talbot founded BCS.

In the early days, ice was an integral part of transporting frozen and fresh products to various markets around the United States and Canada. Trucks, boats, ships and rail cars were "iced down" by hand. The ice served as the only real form of extended refrigeration for transporting perishable foods for nearly a decade until mechanically refrigerated vehicles became more readily available.

As was reported in an article written by Sheryl Hershey and Karen Hollingsworth last month, while the BCS Ice House was being constructed, Arch Talbot spotted a neon sign on top of a Seattle building which was being vacated by a national insurance company. The sign read: GENERAL INSURANCE COMPANY (Now Safeco Insurance). The insurance company was moving to a larger building and did not intend to save the lettered neon sign. Arch offered \$200 for three of the letters and a deal was struck to bring the "I", the "C" and the "E" home for good to Bellingham Cold Storage. The BCS ICE sign has provided many a fisherman a reassuring navigational reference point for over 60 years. Many of the pleasure boaters have also commented that they use the sign for a safe return to Squalicum Harbor with a fond sense of familiar security. Also, at BCS we've always instilled the spirit of warm hospitality and a friendly welcome through the BCS slogan "only your product gets an ICY reception" and the ICE sign is the first warm greeting to be extended for those approaching or departing by vessel.

The old sign is in pretty tough shape after 62 years on the job. It's kind of like when Santa told Ralphie in the movie *A Christmas Story*: "You'll shoot your eye out kid!" Well somehow our "I" got shot out too! We now have a "CE" sign which still serves as a reasonable navigation aid; however, it's time to bring back all three letters and put the old sign to rest.

Yes, despite several years of repairs and patching by our skilled maintenance crew, it's finally time to retire the old sign to the neon light grave-yard. She will be replaced with a new neon ICE sign which will be installed early next year. I only wish the new sign were \$600 too! The new sign will have big shoes to fill and I trust will provide all mariners with the same sense of comfort and security that the original sign provided for over 6 decades.

I look at the BCS ICE sign out my office window every day and with the "I" out for the last several months it's been kind of like driving your car around with a broken hood ornament. Some things, even in business, are more important than their functional value or the cost to keep them alive and well. The BCS ICE sign is clearly one of them. ■

Looking Behind & Moving Ahead

By Ernie Salotti, FSO-PS, FSO-MT

Flotilla 11 has been very busy with all of the projects given to it. Staff officers took on all of their tasks at the beginning of the 2007 year and worked with other members without fuss or fanfare in the quest to train and inform the public, to train members, to support Station Bellingham and other Coast Guard units while participating in community activities and inspecting boats. But last, and perhaps most difficult, they've completed the daily housekeeping within the Flotilla itself. The great gift of a new year is that we get to do it all over again. Is that not great? We have another try at getting better at all that we do!

We will be getting started with the New Year on 11 January and our Change of Watch (COW) dinner and ceremony. This is an important activity for the Flotilla. It starts the Flotilla Commander and staff officers off on a new year. Attending the COW is a great way to show your support to these leaders.

On 16 February we'll have a Team Coordination Training class (TCT) which all new members must attend to be qualified in the skills of their choice. Members who haven't taken a TCT class in the last five years are also required to attend, along with Qualification Examiners (QE's) who are required to take the class every two years. So those of you who need this class be sure to mark your calendar.

March will be a very busy month. The Crew Academy and the Boating Safety & Seamanship (BS&S) classes will begin.

For those who'd like to become qualified crewmembers, mark your calendars for Saturdays from March through mid-May. Instructors will need to brush up on their skills as we'll need a lot of you to assist.

The VSC program will be available all year (starting January). So . . . those of you who are VEs, get your inspection briefcases ready. We are working for a REAL record in the number of Vessel Safety checks we complete!

The above activities are just the beginnings of the year. I've left out all of the Safety Patrols, Station Bellingham and other Coast Guard units support; first aid classes, ABC courses and other classes. Courses and schools will be posted throughout the year. We will be a busy Flotilla.

For new members in the Flotilla, please make contact with your mentors and begin working on activities of your interest. Your volunteerism, training and work for the Coast Guard is what the CG Auxiliary is all about. Remember, as in everything we do, we only get out of a project, what we put into it. ■

CORRESPONDENCE

30 Nov. 2007

What a great Alert 11.

Great mix of stories and pictures and really well layed out.

It is always nice to recognize Flotillas 17 and 19 as part of a larger team and all sharing the Thanksgiving Dinner at the Station.

Thanks again for your great work representing all of us.

John

01 Dec. 2007

Thank you for keeping me informed of Flotilla activities.

It is nice to have a touch of home in Afghanistan. Best wishes and Merry Christmas to all.

Dave

Barbara Burchfield - Div. 1 Auxiliarist of the Year

Article by Patti Salotti, FSO-PB

Photos by Ernie Salotti, FSO-MT & FSO-PS

It seemed a big surprise to Barbara Burchfield when she was called to the podium at the Division One Change of Watch and informed that she was selected as the Division One AUXILIARIST OF THE YEAR! This award is one she can take the greatest pride in receiving as a CG Auxiliary volunteer and truly responsible staff officer.



As Public Affairs officer not only for Flotilla 11 but for Division One, too, Barbara Burchfield took the *"bull by the horns"* when she met with Public Affairs officers (FSO-PAs) from other flotillas of Division One at the Parallel Staff meeting, 18 MAR 2007. A big surprise to her, at that time, was that only three flotillas were represented with PAs. Her goal from that first meeting was that all five flotillas be represented with a PA, even if they were only "acting" PAs. She set out on this quest and was able to immediately recruit Ed Merta of Flotilla 19 and Mac Lamay of Flotilla 18 to temporarily take on the positions. Then, all five Flotillas

were represented and a working PA group was formed.



SO-PA Barbara Burchfield & Division One FSO-PAs.

Barbara knew how difficult it was for an individual to take on the role of a Public Affairs representative, as she herself had started from scratch, with no training. Immediately after taking on the Flotilla PA position a year and a half earlier, she attended a PA "C" School in Alameda, CA and had come away with great ideas and directions. But she also had a strong management background and had clear ideas on how to develop a good working system along with a desire to band five flotillas together. As SO-PA she wanted each PA to have an assisting resource for their necessary activities and offered them training "so that they wouldn't have to re-invent the wheel."

In order to maintain cohesiveness for the group she took the initiative to organize a tour for five of them to travel to Seattle's Federal Building, where Petty Officer, Public Affairs Specialist III Pollinger had set up an "Introductory Training to Public Affairs" class for them — a power point video presentation. They were also given a full tour of the facilities, like the Rescue 21 Command area. They also met with the public affairs group — those responsible for sending out Coast Guard and Auxiliary press releases, which give flotillas exposure for their Public Education classes and other events. Most important in the entire day's activity, however, were the facts that they really got to know one another, they got a good introduction to the Coast Guard, and they had a good time.

One extremely important responsibility Barbara had as SO-PA was being tasked with the reorganization of the Division One Citizen's Action Program (CAN), where she and her team worked directly with USCG Group Port Angeles to make contacts and provide needed information. It was a horrendous job and they did it!

Division Captain, Dave Church, in preparation for the upcoming year, had requested that division PAs send him their 2008 calendars of events. Barbara said emphatically "that mission is accomplished!" The entire group currently has first-rate working relations and information is getting to and from everyone. The PAs get together, work together, and know each other well.

Barbara says, "In my thinking, the roll of the PA is to inform the community of the Auxiliary and its activities." Each of her group members has been working to do just that. They are working for a better community and a better place for us all.

Congratulations Barbara, you truly deserve the Auxiliariest of the Year Award! You do us proud! ■

Calendar January 2008

-
- 03 Jan 08** **Staff Meeting** – 1800 hrs.
Thursday Bob's Burgers, Barkley Village
 - 04 Jan 08** **CG Bowling Party** – 1830 hrs.
Friday Mt. Baker Lanes, Ferndale, WA
 - 11 Jan 08** **Change of Watch** - Northwood
Friday Hall, 3236 Northwest Ave.,
Bellingham, WA
1800 hrs. – No-host Bar
1830 hrs. – Buffet Dinner
1930 hrs. – Awards, Installation
2000 hrs. – Speaker
(This activity takes the place of
monthly Flotilla meeting)
 - 12 Jan 08** **Sector Marina Outreach**
Saturday (SMO) Training – 1000 hrs.
at WECU, 600 E. Holly St.
 - 24 Jan 08** **Division One Meeting** –
Thursday Dinner at 1800 hrs., Meeting
at 1900 hrs. - Location is
Cranberry Tree Restaurant in
Mount Vernon, WA.
 - 24 Jan 08** **Seattle Boat Show**
Thursday
 - 25 Jan 08** **Seattle Boat Show**
Friday
 - 26 Jan 08** **Seattle Boat Show**
Saturday
 - 27 Jan 08** **Seattle Boat Show**
Sunday
 - 28 Jan 08** **Friday Harbor Detachment**
Monday Meeting at 1300 hrs – Islander
Bank conference room,
Administration Building, 225 Blair
St., Friday Harbor, WA
 - 28 Jan 08** **Seattle Boat Show**
Monday continues through 31 Jan. 08
and into Feb.

2008 Staff Officers

| | |
|-----------------------|----------------------|
| FC _____ | John Milkzewski |
| VFC _____ | Ernie Salotti |
| IPFC _____ | Maggie Albert |
| FSO-AN _____ | Fred Neil |
| FSO-CC _____ | N/A |
| FSO-CM _____ | Jim O'Connor |
| FSO-CS _____ | John Milczewski |
| FSO-FN _____ | Penny Milczewski |
| FSO-IS _____ | Dorothy Worthen |
| FSO-MA _____ | Roger Ledig |
| FSO-MS _____ | Ken Carrasco |
| FSO-MT _____ | Royal Sefton |
| FSO-OP _____ | Steve Albert |
| FSO-PA _____ | Barbara Burchfield |
| FSO-PB _____ | Patti Salotti |
| FSO-PE _____ | Pam Chelgren-Koterba |
| FSO-PS _____ | Patti Salotti |
| FSO-PV _____ | Festus Burchfield |
| FSO-SR _____ | Jan Adams |
| FSO-VE _____ | Peter Border |
| FSO-Fellowship _____ | Julie Neil |
| FSO-Aviation _____ | John Albert |
| FSO-Mentor _____ | Joe McClain |
| OINC FH Detach. _____ | Mary Cvek |