



Flag Hoist

U S COAST GUARD AUXILIARY

DIVISION SIX NEWSLETTER

DISTRICT THIRTEEN

DIVISION SIX

U S COAST GUARD AUXILIARY



VOLUME XVI, ISSUE 3



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AUXILIARY MII ACCESS

(Maritime Information Initiative)

Charles K. Claytor
Auxiliary Affairs Specialist

Do you need to know what is going on in District 130? Do you need to have your questions answered in a forum for ALL Auxiliarists? Join the MII Web 2.0. It is free and it belongs to you (the Auxiliary). Most of your District Commanders/Captains and the DCO/COS, plus the DIRAUX office already belong. The DIRAUX office has several forums that you will find very informative and you can participate!

Just follow the instructions below. You will receive a password shortly. With your password you can participate in the future of Auxiliary technology...not to mention what's current now. So, join up now. Don't be left out of the next conversation among your peers. Know what's going on.

Please use these steps to bring others into MII!

Here's how the registration process will work:

- 1) Send participants to: <https://www.chds.us/?special/info&pgm=Maritime>
- 2) They will register to get an account on the CHDS website.
- 3) LCDR BILLEAUDEAUX will get an email (at D13ipa@uscg.mil) letting him know that someone has requested access.
- 4) The DIRAUX will approve them.
- 5) They'll get an email telling them how to get into the Moodle course (Moodle is the software program hosting MII).

Let me know if you have any questions about this.

And welcome aboard!

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To: ALAUX 005/09
 From: CHDIRAUX

**COAST GUARD MODERNIZATION
 STRATEGIC COMMUNICATIONS
 ASSESSMENT SURVEY**

1. Rear Admiral Jody Breckenridge, Director of the Coast Guard's Strategic Transformation Team, requests your participation in a survey that will help the Coast Guard assess and improve communication among its workforce regarding Modernization efforts.

2. Provided below is a link to the Coast Guard Modernization Strategic Communications Assessment Survey. Please take the estimated 10 minutes to complete it. Simply click on the link to begin the survey.

<http://survey.uscg.mil/Perseus/se.ashx?s=0D82C073313E1E88>

3. All Coast Guard Active Duty, Civilian, Reserve, and Auxiliary personnel have been asked to participate in this survey. It will be available for participation until March 19, 2009. All survey responses are confidential and must be collected via the electronic survey form to be included in official results.

4. Thank you in advance for your support of this measurement initiative. Your feedback will not only assess the effectiveness of Coast Guard Modernization communication efforts to date, but also help shape future communications strategies for the entire Coast Guard.

5. The purpose of this list is to keep Auxiliarists as well as all other interested parties abreast of current



*Rear Admiral Jody Breckenridge salutes during Ceremony held on Coast Guard Island.
 (Coast Guard photo by Petty Officer 3rd Class Kevin J. Neff)*

developments, policies, manuals, etc. All information contained herein and linked is OFFICIAL policy and information.

6. CG-542, sends



**KNOW YOUR
 RANKS AND
 RATINGS!**

What rank is the insignias at the left and what speciality is the wearer. Answer on page 5

THE FLAG HOIST – A Coast Guard Auxiliary District 13, Division 6 Publication authorized IAW COMDTINST 1800.5D & COMDTINST M5728.2C. Published twelve times yearly and circulated to Auxiliary members of Division 6 via mail, electronically and on the Division 6 web site at (<http://www.d13cgaux.org>). The FLAG HOIST contains news of general interest, suggestions, and information for Coast Guard Auxiliary members. The views and opinions expressed are not necessarily those of the Department of Homeland Security or the U. S. Coast Guard. Material is informational only and not authority for action. Editor - P. Wills. Internet Release is authorized.

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IMMEDIATE PAST DIVISION COMMANDER REFLECTIONS :

D. Wimer



How do you get information?

Do you watch the News on TV or read a newspaper? Do you read the blogs on the internet? Why do you do these things? I believe it is to find out what is happening in the world and local areas!

Does your flotilla publish a newsletter to it's members? Sadly 28% of our Auxiliary flotillas do not have appointed Publications Officers! That means that 1 out of four do not communicate well with their membership! They are not recognizing their members successes, nor are they selling the flotilla to new prospects!

Why is a newsletter important?

Do all your membership **attend every flotilla meeting**? Probably not! Does your Flotilla Commander or Vice Flotilla Commander call every member and remind them of each meeting and all the business that needs to be conducted. Do they get each member's opinion on issues to be decided? Probably NOT!

How are your flotilla members going to be informed about the Flotilla activities and decisions? Do your new members know of all the activities the flotilla is doing? Probably NOT!

Flotilla newsletters are a invaluable tool to use to keep members informed when they have to miss a meeting. It is a chance to give recognition to member achievements and awards. A chance to give each member a feeling of belonging! It is the primary communications tool of the flotilla to its members!

What should be in the Flotilla Publication?

First it should have information from the Commander and Vice Commander, their staff officers and articles of general interest to all Auxiliarists. The newsletter should have photos of members doing their jobs and members receiving awards! A calendar of the next

month's activities will help your members schedule themselves to be able to participate/attend meetings/ activities! Some humor is always a lifting experience, especially if it pertains to something about the Auxiliary. A little quiz to challenge the members thinking process or to reinforce some lesson recently taught at a meeting.

Who writes the content?

Every member! When a member completes a project or activity, write a short summary of the key points/ activities and their importance! Staff Officers need to write short summaries of the past months activity and what is planned in the department for the next month! Commanders should be writing challenging and motivational material for the members! They should be writing about the achievements of the flotilla and its members! Don't wait for someone else to write it! It will never happen! Take the ship by the "helm" and get the information written and in the flotilla's publication!

Who is the publication for?

The members, prospects, and the public! Copies need to be available for prospects to read and thus learn about the flotilla. Copies can be provided to libraries, and other public places for public viewing. News media should be sent an electronic copy, just a chance they might pick up a story for publication! Most important are the flotilla members! If the publication is comprehensive it will allow members to feel a part of the flotilla! They will feel that they have value and they will want to attend your meeting and participate in your activities! They will feel part of the "family of Auxiliarists."

PHOTOS!

Do you own a camera? Do you own a cell phone with a built in camera? Most of us do! I believe that everyone has heard the saying; "A photo is worth a thousand words." Well, where do the photos come from? **YOU THE MEMBERS!** Take your camera with you when you are participating in any Auxiliary activity! Take photos and immediately send them and information about who, what, when, where, and why of the photo

Immediate Past Reflections continued on page 6



FROM THE VICE DIVISION COMMANDER

Gary Kobes



Here it is midway between the District 13 meeting last weekend and the Division 6 meeting next weekend in Salem. These two meetings are an interesting juxtaposition. At the D13 meeting we get the “big picture”, all the latest and greatest from the Commandant and the National Auxiliary. Next weekend will be about implementation.

First, you should know that everything is not the same as last year—it is changing and evolving, mostly by degrees but some things in a big way.

As I indicated last month, Recreational Boating Safety is still the primary mission of the Auxiliary as delegated by the Commandant. Next weekend at the Division meeting half of the training will be devoted to RBS—or more precisely, how to become involved in it. One of the points made by the National Auxiliary Chief of Staff who was a speaker is that getting the word out on boating safety is paramount. There is discussion at the National level that our Program Visitor model as it is currently structured is more of an impediment than a facilitation of that goal. If we are qualified to be an Auxiliarist we can simply speak to people about boating safety. Look for changes in that regard from National on that aspect of RBS.



At the Division level we will be implementing this approach with our “Buoy” program which will take the successful Buoy 10 program on the Columbia and take it to other places on the coast as well as to inland waters. We will still offer Vessel Exams and hand out safety material, but we will also be seen in uniform, wearing a life jacket and just striking up a conversation with people. Offer to help launch or recover a boat if someone looks like they could use an extra hand. You’ll have some interesting conversations, you’ll set a powerful example by wearing your life jacket, and

you’ll have the opportunity to talk about what I think is one of the most compelling arguments for wearing a life jacket, 1-10-1.

What’s 1-10-1? You’ll have to come to the Division meeting next week or wait until next month’s Flag Hoist.

This is a bit of a digression, and it is my personal opinion that telling someone to put on their life jacket is not only futile, but it provokes opposite behavior. Somebody who has been working their behind off all week and has been anticipating to be able to afford to come fish or recreate is not very receptive to an authority figure telling them how to have a good time. If you really want them to wear a life jacket, two things have to happen, first you have to engage them in conversation (a two way exchange of thoughts and ideas) and second when you are engaged in a conversation give them a compelling reason to wear their life jacket. 1-10-1 is that reason.

Now that the baited hook is in the water we can go on to other things. (This is the place where you are supposed to ask what the heck is 1-10-1?)

Money, as in budgets for the Auxiliary will become significant. For the first time we are likely to have to prepare operating budgets for materials and operations a year in advance. Our dues will increase.

One way to offset high publishing costs, warehousing and distribution issues is to go digital. There is a new National website. On the site you will find most of the training publications in downloadable format. Many of the tests are now being done online. Member training is moving toward self study and testing, augmented by Auxiliary instruction. The opportunity for and burden of training is shifting to the individual. In my opinion the new website <http://uscg.org> is better than the old website but still has room for improvement.

Communications in an operational area and there is new process in the form a Personal Qualification Stan-



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dards (PQS) similar to Crew and Coxswain where you are signed off on tasks by a mentor. This will be a prerequisite for having a communications facility. If you already have a communications facility you are “grandfathered” with having passed AUXCOM. AUXCOM is a reference document for the PQS but they are two completely separate communications programs. Lee White will cover this at Division 6.

Finally the budget constraints on the active duty Coast Guard and the formation of Sector Columbia River by combining Sector Portland and Group Astoria will create new demands for Auxiliary augmentation of the USCG and the Reserves. This will become more apparent as the new Sector is stood up and the laws of unintended consequences impact the active duty side. We will keep you advised as this unfolds. In the meantime Division 6 will be supporting the Group Astoria Reserve unit on March 28 0730-1400. MOBEX 2009 is the annual reserve mobilization exercise. It will be executed under ICS operational protocols. This year the activity will involve a cleanup of four mile stretch of beach between Warrenton and Gearhart on the north Oregon coast. The Auxiliary is providing operational communications support, public affairs support, administrative support, logistics support and barbeque support after the mission. If you wish to participate, the requirements are proper ODU’s. There will not be any reimbursable orders issued. If you wish to participate please contact me. 360.777.8801.



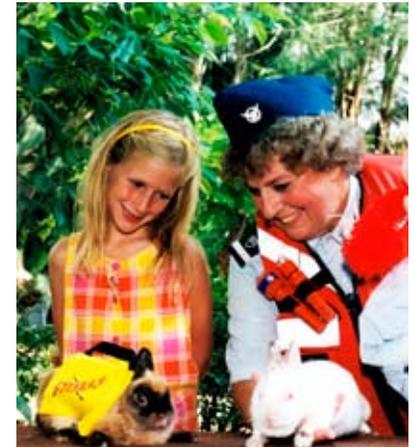
CG members help clean up a beach

What Rank and Rating?

The device indicates the wearer as an enlisted person has been or currently is as an Officer-in-Charge afloat in U. S. Coast Guard. The wear must have commanded a vessel of sufficient size that it is an operating facility of the service. Small boats such as 47’ MLB are not operated with an OinC, but rather a coxswain in charge.

LIFE JACKET REQUIREMENT AT PA, PE AND VE EVENTS!

All members of the Auxiliary participating in Public Affairs booths are reminded to wear Life Jackets. Coast Guard employees are reminded that the DISTRICT COMMODORE NOTICE 1-09 Subj: 2009 – 2010 dated 15 October specified that Life Jackets were to be **worn in all Public Affairs, Public Education and Vessel Examination** situations. (See page 21 for excerpt from Commodore Notice). Some members working in PA booths have indicated that they were not aware of the requirement!



Auxiliary instructor Phyllis Minton demonstrates life jacket usage to a young lady as part of a class. U.S. COAST GUARD PHOTO

The Coast Guard has provided Inflatable Life Jackets for this purpose. Please assure that **all Flotilla Commanders and FSO-PA’s, VE’s, PE’s are made aware of this requirement.** Division SO-MA’s were provided with Inflatable Life Jackets to be shared among members working in the public.

Auxiliarists in uniform, wearing Life Jackets, demonstrate to the public that Life Jackets are wearable in all situations!

Dean Wimer
District Captain-South



Team Coast Guard hands candy to children for wearing their life jacket during Seattle Seafair on Lake Washington,

United States Coast Guard Auxiliary Division 6, District 13

Mar 2009 (Pacific Time)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 USCG Auxiliary Division 6 District 13 Meeting @ TBD	2	3 7pm - Albany - Boating Skills and Seamanship @ 6500 Pacific Blvd. SW. Albany, OR 97321	4	5	6 7pm - 62 Flotilla Meeting @ Station Cape D	7
8	9 7pm - 62 Detachment Meeting @ USCG Station Grays Harbor	10 7pm - 68 Flotilla Albany Boating Skills and Seamanship @ 6500 Pacific Blvd. SW. Albany, OR 97321	11	12	13	14
15	16	17 7pm - 63 Flotilla Meeting @ USCG Station Tillamook Bay	18 7pm - 64 Flotilla Meeting @ USCG Base - Tongue Point	19 7pm - 66 Flotilla Meeting @ McMinnville, OR - National Guard Armory	20	21
22	23	24	25	26 7pm - FL 65 Meeting @ 6500 Pacific Blvd. SW. Albany, OR 97321	27	28
29	30	31	1	2	3 7pm - 62 Flotilla Meeting @ Station Cape D	4

Immediate Past Reflections continued from page 3

to your Publications Officer and Public Affairs Officer! With a digital cameras it is a snap!

Is there such a thing as too many photos? Not really! Your editor can always select the best and save the others for use at another time. You can use the photos for posters, public display booths and for historical records.

Why photos?

Photos add life to a dull sheet of print! Photos personalize the publication! Have you ever heard people say; "I don't want my picture taken?" But watch them when it is published! Invariably they will pick up the publication and look at the photo! I believe everyone desires to see their photo in print and as well as have

some information about what they accomplished! It is human nature to feel good about recognition!

What is the Publications Officers job?

Assembling the information and putting it together in an interesting and pleasing way that will make readers want to read it all! The Publications Officer is one of your most important officers! They create the "glue that binds the members together" and makes prospects want to join the group! They sell the flotilla and its members! It is the job of all members to help your PB officer be successful by suppling them with the "stuff that dreams are made of", Tell the Story!

VANDALISM COSTS TAXPAYERS

\$117,000

Timothy Westcott

ATON Manager, D13

To all D13 Coast Guard Auxiliarists: The Coast Guard is asking for the your help to put a stop to the vandalism of Aids to Navigation (ATON) throughout Washington and Oregon.

As the D13 Federal ATON Damage Claim Manager I deal with recouping the cost of repairing any damaged Coast Guard marine aids to navigation (ATON) within our district. If I know who damaged an ATON I can bill them for the cost of repairing that ATON. However, many a time an ATON is damaged due to vandalism and no one is caught.

Vandalism to ATON has cost taxpayers and the Coast Guard more than \$117,000 since 2005. Navigational aids along the Columbia River between Astoria, Ore., and Kennewick, Wash., have been the target of more than 30 counts of vandalism during that time.

As members of Team Coast Guard I wanted to ensure EVERYONE was aware of this ongoing problem and ask that all team members be on the lookout for this problem. If you at anytime suspect that vandalism has occurred on a marine aid to navigation, be it publicly owned or private, please contact the nearest Coast Guard Group/Sector Command Center immediately 24 hours a day and report it!

“We’ve had problems with people shooting at the aids and using their vehicles to inflict damage to the land-based aids,” said Timothy Westcott, an Aids to Navigation manager for the Coast Guard. “People don’t realize vandalizing an ATON is like vandalizing a stop sign. If you remove a stop sign, people could be injured. Damaging an ATON can have the same effect possibly resulting in serious injuries, loss of life or catastrophic damage to the environment.”

Accidents, failures, bad weather all happen and an ATON is sometimes damaged due to these problems, but vandalism is one thing we can all live without.

Those found guilty of vandalism to ATON can be fined up \$2500 and imprisoned for up to five years.

Anybody witnessing vandalism to a navigational aid or finding a damaged aid should contact the nearest Coast Guard unit.

“The loss of an ATON affects everybody using a waterway, Not only does it affect the unit responsible for servicing the ATON, it can affect a search and rescue unit who might need that aid to help them find an endangered vessel. Worse yet, is the possibility the Coast Guard will have to respond to a case that could have been prevented if that aid were functioning.”



In this image released by the Coast Guard, an aid to navigation located on the Columbia River near Boardman, Ore., shows evidence of vandalism. Numerous lights and other aids are damaged every year costing taxpayers an estimated \$117,000 since 2005. (U.S. Coast Guard photo/Aids to Navigation Team Kennewick, Wash.)



In this image released by the Coast Guard, an aid to navigation located on the Columbia River near Boardman, Ore., shows evidence of vandalism. (U.S. Coast Guard photo/Aids to Navigation Team Kennewick, Wash.)

DIVISION STAFF GUIDANCE

SO-NS: J Bradbury—

SO-CM: L. White— Hello everyone, we now have the official word on the new TCO PQS. We can start getting people mentored on this. I will be sending out a CD to all FSO-CM's and anyone interested in taking the course for communications. Also to clarify the issue with the old AUXCOM qualification, it is still good for the Specialty courses for AUXOP's Device Only. There is a communications event coming up in April in Lincoln City, We will have the command trailer down from Sector Portland during the Law Enforcement Training event. We also have a communications exercise coming up in March, I will be sending out more information as soon as I get it.

SO-CS: E. Olson—

SO-FN: J. Otte—

SO-IS: K. Neubig—

SO-MA: G. Pritchard— February was slow for MA. Issued Survival vest to a member in Flotilla 68. I was gearing up for the Sportsman/Boat show in Albany in Feb. but because of the economy hitting the dealers hard they postponed it until the 1st weekend in May. Times are hard for everyone. I believe most Flotillas are ordering boating safety info for the summer months.

SO-MS: D. Jacobs—

SO-MT: D. Berger—

SO-OP: R. Neubig—

SO-PA: M. Carter—

SO-PE: D Philips—

SO-PB: P. Wills— Working like crazy on Buoy 13 and getting this issue of Flag Hoist out.

SO-PS: R. Bielenberg— No new member applications are in process or pending. We have one new referral in Astoria (64) and another in Albany (65). Flotilla 62 seems to be the hot-bed of recruiting. They are following up several prospective leads including previous interested people who did not follow up with an

application. This personal contact & interest is likely to produce results.

SO-PV: R Barkholt—

SO-SR: E. Chaput—

SO-VE: R Barkholt—

SO-UN: D. Dail—

SO-LL: F. Gillock— My activity for the month was:
Cape Disappointment Station: 4 days

Cape Disappointment Station:

Meet incoming PAC AREA Chaplain: 1 day

Motor Life Boat School: 4 days

Seminary: 30 hours

Coordinating two burials at sea for February 09 and March 09.

Cape Disappointment: Flotilla # 62 meeting, I gave one hour TCT refresher course.



SO-LL Frank Gillock during a visit to the CGC Polar Star (WAGB 10)



EMILY CHAPUT’S NEW HAT!

What a handle Emily Chaput has added to her resume! Branch Chief - Pacific Recruiting Division, National Personnel Department, USCG Auxiliary?

So what exactly is the job? She has been the District Personnel Service officer for about 4 years now, maybe 5. Last fall she accepted the position of Branch Chief, Pacific with the National Personnel Department. In this roll she compiles reports for D 17, Alaska, D 14, Hawaii, D 11N, Northern CA, D 11S Southern CA and D 13, WA/OR/ID/WY. These reports feed information on current progress within each district and she is their cheering leader. She is available for questions, up the chain of leadership that need to be “figured out”, or answered. That’s what she does.

COAST GUARD’S NEW BAR FORMULA WORRIES SMALL BOAT ADVOCATES

By Deeda Schroeder

The Daily Astorian, Feb. 19, 2009

www.dailyastorian.com/main.asp?SectionID=2&subsectionID=395&articleID=58451&Q=47909.59

The U.S. Coast Guard has proposed a regulation that some small boat advocates are concerned could greatly restrict access to the Columbia River bar for them.

The proposed rule would allow the Coast Guard to

close and restrict access to as many as 16 river bars on the Oregon and Washington coast when certain safety concerns are present, designating these river zones as Regulated Navigation Areas.

The creation of the zones would make closing or restricting access to the river bars because of extreme weather a much easier process for the Coast Guard, according to Coast Guard spokeswoman Lt. Cmdr. Emily Saddler. The change in regulation doesn’t alter when or why the bar gets closed, she said, but instead is really about expediting the official procedure the Coast Guard uses when it does so.



Life on the Columbia River Bar can be tough for even the best vessels, as this 47’ from Cape Disappointment demonstrates. Photo by Petty Officer 3rd Class Jeff Pollinger.

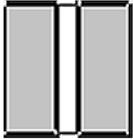
“Some people get all sprung up about bar closures when they see the regulation, thinking we’ll be closing it more often. It’s really going to be the same as now but just different paper work,” she said.

Steve Watrous, founder and president of the Columbia Pacific Anglers, said he had another impression after reviewing the possible change. “This affects us considerably, because the formula it mentions basically would preclude small boaters from ever being on the bar,” he said.

The proposed regulation uses a formula to define unsafe conditions for water vessels, using the ship’s length and its clearance above water and the wave height at the time under scrutiny, among other criteria.

Using the formula, Watrous said a boat like his 24-foot

Bar Formula continued on Page 12



FLOTILLA COMMANDERS NOTES:

*When doing anything for the Auxiliary--Call your
Flotilla Commander and advise them!*

DETACHMENT 62: — D. Siefert—

FLOTILLA 62: J. Reynolds—

FLOTILLA 63: E. Herder—

FLOTILLA 64: D. Cameron—

FLOTILLA 65: G. Pritchard— I attended District Conference on 14 Feb. Many issues were discussed including the on-line Vessel Examiner test. National admitted there were some flaws in the test and will be looking into it. Will be meeting with the Veterans Day Parade committee on the 19th of this month. If you have never attended the Veterans Day Parade in Albany, OR you should. It is the largest parade honoring Veterans west of the Mississippi. We are in the middle of the BS&S course. Should finish up in March. We have a lot of on water scheduled for this along with crew and coxswain training.

FLOTILLA 65 DETACHMENT: Phil Piazza—

FLOTILLA 66: L. Williams—

FLOTILLA 68: R. Moles—

CG: ROTATION WOULD EXTEND SERVICE LIFE OF FLEET

By Amy McCullough - Staff writer, Navy Times

With the vast majority of the Coast Guard's surface vessels either at or nearing the end of their planned service lives, officials are borrowing practices from the aviation community to boost the operational life of the fleet.

Rear Adm. Tom Ostebo, assistant commandant for engineering and logistics, said the service will start rotating the home ports of some surface ships, based on weather conditions. Though it is not clear how many vessels will be moved or from what locations, Ostebo said some movement in the small-boat fleet could begin as early as this year.

"We need to be clear and honest regarding the task ahead. This is hard work, and it will require the efforts and patience of every member of our service to get this right. The alter-

native is to live and operate in the past," wrote Coast Guard Commandant Adm. Thad Allen in his blog, *iCommandant*, referring to efforts to increase the life of the service's aging fleet "This is a stewardship issue that we all own."

Ostebo said the ships stationed in locations such as Guam and Puerto Rico likely will be part of the rotation cycle because they tend to have more corrosion than others in the fleet because of higher saline levels in the water and humidity in those areas. On the other hand, ships stationed off the coast of Alaska will be considered because the constant pounding of waves damages the hulls more quickly.

The goal is to have a constant supply of ships in the yard, he said. Once a ship is reconditioned, it will be moved to a location that has different fatigue issues from its previous home port. The idea is based on an aviation model that uses a planned depot maintenance line where, for example, four to five H-60s are always in the yard. Once one aircraft is reconditioned, it is moved to a new home and another aircraft is added to the back of the line.

"If you look at the life history of an airplane, it's all over the place. The planes tend to age gracefully, predictably at the same rate. Now, we do see corrosion when they spend a lot of time in Hawaii, in Puerto Rico, but we can expect that during this next overhaul cycle, then move the planes somewhere else," Ostebo said. "We want to take some of the lessons learned and try to apply them to the shipboard community."

New maintenance methods

But before any of the vessels can be moved, another major transformation must first take place. The Coast Guard on Jan. 26 stood up the Surface Forces Logistics Center at the historic Coast Guard Yard in Baltimore. The center will put all maintenance responsibilities under one roof. Instead of having multiple contacts for various maintenance issues, a product line manager will oversee an entire class, allowing the service to identify trends, operate more efficiently and buy materials in bulk, saving taxpayers money.

Under the old system, if a ship had engine problems, the crew would go to its commander, who would then try to negotiate a deal with the manufacturer. Machinery Technician 1st Class Neil Huber, who oversees the maintenance at Coast Guard Station Curtis Bay, Md., said his job has changed dramatically since the SFLC concept was outlined in 2006.

Curtis Bay, like many other stations throughout the Coast

Rotation continued on Page 11

Rotation continued from Page 10

Guard, has a 41-foot utility boat that's roughly 30 years old and three smaller 25-foot boats. He said one of the biggest problems he had keeping the older boats operational was finding the correct parts.

"A lot of them have just become obsolete," Huber said. To err on the side of caution, he said, at one time he had more than 600 parts stored at the station. Now he has none.

"The parts are still going to be outdated, but they are identifying those parts and finding a new manufacturer or a part that will meet the standard for what's on the boats," he said.

Since a test concept of the small-boat product line stood up Oct. 1, the Coast Guard has seen a significant difference, Ostebo said.

"We woke up one day and realized we had 11 percent of the Honda 225 outboard motor market [the motor used in Coast Guard small boats], which means that if Honda is not making a profit off the Coast Guard, they are not making a profit at all," Ostebo said. "Now, if you consolidate your leverage as an organization and go to Honda and say the 225s are not lasting as long as we want, Honda jumps."

Once all the product lines are stood up, each manager will be tasked with assessing the health of the fleet. After the analysis is complete, officials will decide which ships need to be moved, Ostebo said. A pilot 378-foot high endurance cutter product line will stand up later this month.

"We are seeing some early results in our small boat product



The Coast Guard plans to start rotating the home ports of some surface ships, based on weather conditions, in order to preserve them. (USCG Photo)

line. We are noticing that our 47-footers off the coast of Oregon are aging from a structural perspective faster than the ones that are down in, say, the Gulf of Mexico, where they are not rolling around in the surf," Ostebo said, adding that some small boats in Oregon may be moved to the Gulf of Mexico — and vice versa — early this year.

Product line managers will make sure the configuration of ships in each class is the same, so crews will not have to be retrained when a new ship arrives.

"Our focus is not to incur the additional costs of moving a whole bunch of crews around and disrupting peoples' family lives for no reason. The crews will be subject to normal rotation cycles, and we will just move the assets around. It will be a good thing for the crews to have different assets to operate, with probably a different fatigue situation on it," Ostebo said.

Beyond their limits?

The Coast Guard's high-endurance cutters, icebreakers, medium-endurance cutters, inland construction and river tenders, and small harbor tugs are either at or near the end of their planned service lives. While plans are in the works to update many of the aging vessels that can not immediately be replaced, the Coast Guard's constantly changing missions and long overseas deployments are taking a toll on the fleet.

Two of the most recent examples are the cutters Gallatin and Dallas, both of which are more than 40 years old and beyond their anticipated service lives.

Gallatin was removed from a patrol last July and sent back to its home port to "resolve multiple casualties." An inspection revealed the cutter was highly corroded and suffering from structural deterioration, according to a recent message sent by Allen to service members.

Around the same time Gallatin was home-ported, the cutter Dallas returned from an extended deployment to the Black Sea, where it played a "crucial" role in delivering humanitarian supplies to the Republic of Georgia as part of Operation Assured Delivery following the South Ossetia conflict.

Though Dallas' efforts were "lauded" by the Defense Department, its crew had to overcome many challenges while at sea, including several fires. According to Allen's service-wide message, both Dallas and Gallatin have structural deterioration, "including excessive corrosion of the longitudinals and holes in the bulkheads behind insulation [that]

Rotation continued on Page 13

Bar Formula continued from Page 9

Sea Sport would then be in “unsafe conditions” anytime the bar had waves six feet high or greater. Watrous said he’s seen the bar restricted to small boats in conditions he and other experienced skippers feel are safe.

However, Saddler said decisions to restrict the bar to smaller vessels like Watrous’ are already made with that formula as just one of many factors in the decision-making process. For the Coast Guard, a “restriction” applies only to recreational and uninspected passenger vessels.



*47-footer off Cape Disappointment painting by Marion Thompson)
A 47-foot motor life boat crashes through the waters at the Columbia River Bar.*

“It’s just a base line. But then Coast Guard personnel out on the coast use their knowledge of those particular conditions and their expertise to make the decision,” Saddler said. Weather forecasts, history, and even personal experiences can contribute to each individual’s decision, she said.

While bar closures are made solely by the Coast Guard’s currently Portland-based captain of the port, bar restrictions can be made by a local representative designated to act on his behalf. That’s a fact some people aren’t clear on, Saddler said.

“It is two separate scenarios, and I think people can get confused by that,” Saddler said.

Ultimately, the regulation aims to decrease the number of fatalities on fishing and passenger vessels during

dangerous conditions, Saddler said.

Since 1992, 39 vessels have capsized in the vicinities of the proposed Regulated Navigation Areas, and 66 people died in the accidents. Butch Smith, president of the Ilwaco Charter Association since 1994, said he can understand why the Coast Guard’s rules are now under scrutiny. After the Taki-too accident on the Tillamook Bay, Smith said he helped put together a policy called the Go/ No-Go bar crossing plan, which applies to local professionals like himself operating small passenger vessels.

“I believe because we developed that policy and it was accepted by the captain of the port, members of the charter associations will be exempt from the new regulation,” Smith said. “Maybe members of the guide boat fleet or sport boat fleet could work out something similar.”

He also added that he has reviewed the current regulations at length, and said the proposed terms for closure and restriction appear to be similar. Smith said concern over changes may be because those rules are again being scrutinized in the proposed regulation process, not to mention that the text itself isn’t very user-friendly to read.

“If you’ve ever read the regulation book from the Coast Guard, you practically have to be a Harvard lawyer to get through it,” Smith said.

Public input about the proposed changes will be accepted until March 31 via the Federal Rulemaking Web site: regulations.gov (docket number USCG-2008-1017), by fax at (202)493-2251, or by mail at Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington DC 20590-0001.

The Coast Guard is planning to schedule public meetings before a final decision is made around late summer, Saddler said.

Rotation continued from Page 11

has reduced the watertight integrity and structural strength of the vessels to the point where they need immediate repairs.”

In the message, Allen acknowledged that the Dallas crew’s hard work during deployment may have kept the ship going, but he said the problems are “symptomatic of the deteriorating condition of the entire WHEC fleet. ... While operationally effective, we have known that the readiness of our WHEC fleet has been reflected in increasing maintenance costs and lost operational days. Since all of the WHECs are either over or close to 40 years old, we are reassessing the readiness of the entire class and developing a plan to keep these ships operational until the national security cutters and offshore patrol cutters come on-line.”

Ostebo maintains that despite documented problems with the service’s high endurance cutters, the Coast Guard is ready for what he calls “out-of-hemisphere” deployments if called upon, citing the West Coast-based cutter Boutwell that just deployed as part of the Navy’s Boxer Expeditionary Group.

During its six-month deployment, the Boutwell is expected to be assigned, at least for part of the time, to the newly formed Combined Task Force 151, set up specifically to battle pirates off the coast of Somalia and in the Gulf of Aden.

“Managing operations and maintenance of old ships is not something new to us; the creativity and can-do attitude of Coast Guard crews have allowed us to stay on the front lines securing the homeland, saving those in peril and protecting the marine environment despite the challenges of aging assets,” Allen wrote in a recent blog post.

An aging fleet

To cut maintenance costs and extend the service life of the Coast Guard’s surface ships, the service plans to rotate some of its vessels’ home ports, especially those in harsh climates. The fleet includes:

High-endurance cutters: Twelve 378-foot cutters entered the fleet in the 1960s, with the entire class undergoing a modernization from 1980 to 1992.

Medium-endurance cutters and 110-foot patrol boats: A mission effectiveness project to refurbish systems and boost quality of life for crews is underway for the cutters, which are at or near the end of their service lives

Buoy tenders: Mid-life availability projects are being con-

sidered for the fiscal 2011 budget for both the 225-foot buoy tenders commissioned between 1996 and 2004, and the 175-foot buoy tenders, which debuted in 1996.

Icebreaking tugs: A 2001 evaluation found the eight 140-foot tugs — commissioned between 1979 and 1988 — were in good condition, although some did not meet mission requirements. A request in the fiscal 2010 budget would address those shortfalls.

Inland construction and river tenders: The service received \$4 million in the fiscal 2009 budget “to address maintenance challenges” of the 160-foot inland construction tenders and the 75-foot river tenders, built in the 1960s.

Small harbor tugs: The service is reassessing a 2002 analysis of the 11 small harbor tugs — built between 1961 and 1967 — that found the service life could be extended to 2008.

STRATEGIC PLAN OF THE NATIONAL RECREATIONAL BOATING SAFETY

The strategic plan of the national RBS program is coordinated by the Coast Guard’s National Boating Safety Advisory Council and the Coast Guard’s Boating Safety Division. This plan emphasizes the importance of volunteer organizations as a key element of its public education objectives, and it stresses the need for contributions from a multitude of partners in recreational boating safety. The Auxiliary is a vital and devoted partner in national, state and local boating safety programs that support this plan.



USCGAUX SO-PA Henry Goldman helps 2d Dist. Supervisor of Santa Barbara County Janet Wolf with her life jacket aboard AUXFAC "Lady Sadie". Local officials visited the boat to lend support for boating safety.

Auxiliarists not only provide boating safety education to the public, but they also conduct search and rescue, vessel safety checks, marine environmental protection and a wide variety of direct support to Coast Guard missions. Without recruiting opportunities from boating safety courses, Auxiliary presence would be significantly reduced as would its ability to support Coast Guard missions and national interests.

USCG AUXILIARY INTERPRETER CORPS DEPLOYS:

ABOARD USCGC DALLAS IN SUPPORT OF HUMANITARIAN AID MISSION TO GEORGIA.

Robert R. Daraio

USCG AUX Branch Chief - Communications

International Affairs Directorate

No, the Coast Guard was not bringing care packages to Atlanta. Rest easy, all is well in the Peach State.

United States Coast Guard Auxiliarist Alicja Power of Traverse City, Mich., deployed to the Black Sea aboard the US Coast Guard Cutter Dallas to help deliver the more than 76,000 pounds of humanitarian supplies, including soap, shampoo, toothbrushes, baby wipes, toilet paper, medicine and other necessities provided to save lives and alleviate human suffering in the Republic of Georgia, this past September.

USCGC Dallas (WHEC 716) was part of the combined US Navy Task Force 367, the maritime element of "Operation Assured Delivery"; the United States military's ongoing effort to support the Georgian government's request for humanitarian assistance.

"The crew of Dallas really wants these goods to make a difference in the lives of the Georgian people," said



Sevastopol, Ukraine. Reception aboard Dallas for the Ukrainian Coast Guard officials and their wives. Translating the response to Captain Wagner's welcoming speech by the Head of the Ukrainian Coast Guard in Sevastopol.

Capt. Robert Wagner, commanding officer of Dallas. "When we received the order to deliver these supplies, the men and women of this ship responded quickly at every turn."

Alicja Power deployed aboard the Coast Guard Cutter Dallas from Aug. 19 to Sep. 23, 2008. Ms. Power, a member of the USCG Auxiliary Interpreter Corps belongs to the Twin Bay, Michigan Flotilla. She served on the Dallas as one of their Russian/ Ukrainian interpreters.

When not volunteering her time with the Coast Guard, Ms. Power uses her linguistic skills (in addition, to the aforementioned languages, Alicja also speaks Polish and French) in her professional translation/interpreting business.

Navy Task Force 367, part of "Operation Assured Delivery", included the amphibious command and control ship USS Mount Whitney, U.S. Coast Guard Cutter Dallas, and US Navy destroyer USS McFaul. All three ships were used to transport humanitarian aid to war torn Georgia.

USS Mount Whitney (LCC/JCC 20), homeported in Gaeta, Italy with a hybrid crew of U.S. Navy sailors and U.S. Military Sealift Command civilian mariners, delivered more than 17 tons of aid, including 4,000 blankets donated by the U.S. Agency for International Development, juice, powdered milk, and hygiene products.

USS McFaul (DDG 74), an Arleigh Burke-class guided missile destroyer home ported in Norfolk, Va., delivered 82 pallets with about 155,000 pounds of U.S. Agency for International Development. Supplies included hygiene items, baby food and care supplies, bottled water, and milk.

Although U.S. Navy C-9, C-40 and C-130 aircraft have flown tens of thousands of hygiene kits into the country over the previously, ships can carry much more cargo per mission than aircraft, which have a capacity of three to 12 pallets per sortie.

"Our job was to get the supplies to Georgia as quickly as possible," said Navy Capt. John Moore, Commodore of Combined Navy Task Force 367 and commanding

Auxiliary Interpreter continued on page 15



Crewmembers of the Coast Guard Cutter Dallas man the rails as they pull into their homeport of Charleston Oct. 7, 2008. The cutter just returned from a historic four-month deployment in the Gulf of Guinea off West and Central Africa, and the Mediterranean and Black Seas. Dallas crewmembers were deployed under the command of the Navy's 6th Fleet. The crew of the Dallas was the second United States military ship to bring humanitarian assistance supplies to the Republic of Georgia following the conflict between Russian and Georgian forces in August. The crew loaded more than 76,000 pounds of hygiene products, infant care, and food items onto the ship's flight deck in Souda Bay, Crete, and delivered it to Batumi, Georgia, Coast Guard photograph/PA2 Bobby Nash.

Auxiliary Interpreter continued from page 14

officer of the USS McFaul. "The entire crew realizes the significance of their efforts in helping to provide comfort to the people of Georgia."

Alicja's assignment aboard the Dallas included interpreting during port visits in Batumi, Georgia; Sevastopol, Ukraine; and in Burgas, Bulgaria.

During her off duty time Alicja observed the life on board of Dallas, participated in as many activities, drills, and musters as possible, and enjoyed every minute of her shipboard assignment with the active duty Coast Guard.

Alicja says her Black Sea deployment as a translator on board of the cutter Dallas was "a very rewarding and memorable experience".

Ms. Power believes she was very well prepared professionally, technically, logistically, and emotionally for this demanding deployment.

Alicja credits the success of her mission to her Auxiliary mentors with previous translation experience; the enthusiastic support of fellow Auxiliary Interpreters, "...my delightfully open, sincere, and brilliant pen pal, Auxiliarist Richard Turrin", the French translator already serving aboard the Dallas.

Alicja knew what to expect, what to bring, (except for towels and clothes hangers, she won't forget them next time) and how to conduct herself properly and with the flexibility required of anyone serving aboard a Coast Guard cutter. Ms Power knew this trip was not a tourist cruise and was able to contribute to the mission as a linguist. Alicja said she had the notion that "I would be witnessing history."

The members of the U.S. Coast Guard serving aboard the 378-foot High Endurance Cutter, USCGC Dallas (WHEC 716), take pride in her reputation of achievement and excellence. This pride stems from a history rich in tradition, service, and accomplishment. Through the leadership and efforts of her officers and crew, the Charleston, S.C., based Dallas continues to set new standards to meet the diverse range of missions for which she deploys.

Prior to deployment, Ms. Power expected life aboard the Dallas to be "a sort of boot camp for translators on an unstable surface and institutional food". She was pleasantly surprised that the living accommodations, although necessarily Spartan, turned out to be cozy. Alicja said "The only problem was not being able to sit on one's bed due to the spacing between bunks, and four bouts of sea sickness successfully remedied by pills".

Alicja found the food surprisingly varied and creatively prepared. There was always something to be enjoyed by everybody. In fact, the Commodore of Task Force 67 awarded the Dallas' food service an Award of Excellence, "The cooks really extended themselves for him and his two accompanying officers when they hopped on board of our vessel." Alicja said she was grateful to be so well fed, without having to worry about food preparation and the dishes.

Alicja found the travel arrangements and transit to and from the boat flawless. She was fascinated by life aboard of a working Coast Guard cutter and the routine of the Coast Guard day, both previously unfamiliar.

Auxiliary Interpreter continued on page 16

Auxiliary Interpreter continued from page 15

iar to her. The wardroom officers were courteous and tried to involve Alicja in their camaraderie and professional tasks, their duties and fatigue permitting. Alicja usually shared breakfast with the captain, the executive officer (XO), and some of the junior officers. This gave Alicja the opportunity to ask many practical questions, which was useful later when spending time in various departments on the Dallas.

Ms. Power reported that she “was pleased to utilize my translation skills during such a memorable mission. I enjoyed being part of the delivery of the humanitarian aid to Georgia, the people seemed genuinely grateful for our help.”

Alicja was pleased to meet the leadership of the Ukrainian Coast Guard and the Bulgarian Border Police during formal meetings and receptions. She said “It was good to catch a glimpse of Sevastopol, Constanta, Burgas and Izmir, although I wish we had stayed at least two days in Constanta and Izmir. It was really helpful to have port briefs prior to liberty at each port; it helped everybody be sensitive to the local culture and the political and economic climate, and to consider the factors of personal safety”.

Alicja says she was “honored to get to know the young people working aboard Dallas. I have grown to appreciate and respect their competence, professionalism and hard work. I was impressed with the 25 hard working women aboard the vessel. If invited again as a volunteer interpreter, I would certainly consider contributing my services”.

Ms. Power reported “I will always remember and treasure the time spent with Dallas, and I am grateful for the opportunity to grow both professionally and personally”.

She and her husband Thomas joined Team Coast Guard in 1995 to put their skills as pilots to use in support of the Coast Guard’s Search and Rescue (SAR) and Ice Patrol missions. Thomas is a Coast Guard Auxiliary Aircraft Commander and Alicja is training in the Air Observer program. Alicja qualified for the Auxiliary Interpreter Corps in 2005.



Sevastopol, Ukraine. Reception aboard Dallas. Captain Wagner giving “Welcome aboard Dallas” speech to the Ukrainian Coast Guard delegation.

Alicja Power was awarded a Spats Eebow Award, an unit award, for outstanding support during the Black Sea and Assured Delivery missions in Georgia by the crew of USCGC Dallas; the Coast Guard Auxiliary Achievement Medal, and an Excellence in Service Award by the Commodore of Navy Task Force 67, Commodore John Moore, for whom she served as personal interpreter in Georgia and Sevastopol.

The US Coast Guard Auxiliary Interpreter Corps is a Division of the USCG Auxiliary International Affairs Directorate. 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. Over 360 volunteer interpreters speaking 46 foreign languages have provided more than 40,000 mission hours in support of U.S. Coast Guard missions and international cooperation with other coast guards and volunteer organizations dedicated to the safety of life at sea.



The U.S. Coast Guard Cutter Dallas (WHEC 716) and the guided-missile destroyer USS McFaul (DDG 74) transit through the Black Sea en route to the Republic of Georgia to deliver humanitarian relief supplies. (U.S. Coast Guard photo by Petty Officer 2nd Class Lauren Jorgensen)

ODU UNTUCKED STATUS

[Mr.] Carol W. Brewton

Uniform Program Manager- USCG

In June 2008, an ALCOAST was issued announcing pre-ordering of the Un-tucked ODU. In late September 2008, thru size testing, the Uniform Program identified that a large percentage of the wear test members were not using the size prediction chart designed for the untucked ODU. Additionally, some members incorrectly used their tucked ODU's as a size reference. The tucked ODU and the untucked ODU are fitted and measured differently. The Uniform Program recognized the above as a potential issue prior to releasing any pre-orders. During the same time period, the Uniform Program identified a fabric shading problem. The actions taken to correct this problem effected a large amount of the untucked ODU inventory we had at the UDC; resulting in a need to remanufacture this inventory.



The UDC has filled 52% of the untucked ODU pre-orders and currently has approximately 3,000 more pre-orders to fill; representing 16,000 individual uniform items. The UDC continues to receive and enter approximately 50 to 60 untucked ODU pre-orders daily.

The Untucked ODU will be a mandatory uniform at the close of 2012. However, the Uniform Program understands that many members have a strong desire to immediately transition to the new uniform; therefore, we are aggressively working with CG-9 and the manufacturer to increase production. The UDC continues to ship pre-orders daily; we anticipate pre-orders will be shipped by June 2009.

The entire Uniform Program greatly appreciates your patience and we are personally committed to the successful and expedient fulfillment of your untucked ODU's orders.

SPORTSMEN'S SHOW HELP WANTED

Roger Allen

Chris Goodman

Good morning as you are all aware our Detachment soon to be Flotilla 67 has signed up for a booth at the upcoming Central Oregon Sportsmen's Show. (Deschutes County Fairgrounds)

Set up will be late Wednesday afternoon March 4th and take down will be directly after closing March 8th at approximately 1600 hours.

Exhibit hours are: Thursday March 5th - 1200 to 2000, Friday March 6th - also 1200 to 2000, Saturday March 7th - 1000 to 2000 and Sunday March 8th 1000 to 1600.

We need personnel to be present in the booth as well as the set up and take down issues. Please contact Roger Allen at 541-536-9759 or Chris Goodman at 541-279-1849 and let us know what times you are available.

The show allows us lots of opportunities to let the community know what we are all about and also will help us locate prospective new members for our Flotilla. Remember first and foremost we are in business to promote boating safety to the local community. We have an abundance of pamphlets and safety information to hand out and we hope you will make it a point to be available for this worth while project.

Tropical blues are the uniform of the day or appropriate civilian attire, no Levis, shorts or sneakers please. There will be a small contingency from the valley coming to help in the booth, but we have lots of hours available for your consideration, plus you get in the show for free.

Thanks for your help in this matter we are looking forward to hearing from each of you.

“BOATING CLASS HELPS BOATERS GET BOATER EDUCATION CARD!”

By Matthew Carter, Staff Officer for Public Affairs

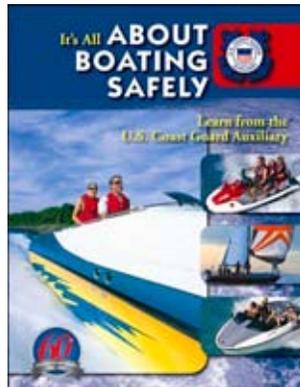
Astoria, Oregon – The About Boating Safely Course, a public safe boating class leading to a Boater Education Card, will be taught in two-sessions on Saturdays, March 14, 2009 and March 21, 2009 from 9:00 a.m. to 1:30 pm. The class will be held in the second floor training room at Englund Marine Supply, 29 Portway Drive, Astoria, Oregon. The cost for the course will be \$ 30.00, which includes the course book and a CD of all the course materials. One session of the course will be on ‘Local Knowledge’ that will cover the avoidable hazards of boating on the Lower Columbia including the Columbia River Bar.

Mandatory boater education is now the law! In 2009, all Oregon boaters need a Boater Education Card to operate or supervise youth operating a boat greater than 10 horsepower. Youth ages 12 to 15 operating a boat 0 to 10 hp and all Personal Watercraft (PWC) Operators need a card. You can be cited \$ 97.00 for not having a Card.

The state of Washington will issue a card to Washington residents completing the course. Their law states that all boat operators 25 years and younger must have a card beginning in 2009. The Boater Education Card will also save money on boat insurance.

The National Association of State Boating Law Administrators (NASBLA) approves this course. The course will be taught by experienced boaters and qualified instructors from the US Coast Guard Auxiliary Buoy 10 Flotilla 64 and the Lower Columbia Power Squadron.

Researchers found that those who had never taken safe boating course were involved in over 75% of all boating accidents, which led to the greatest number of deaths. Operators taking the About Boating Safely Course were involved in less than 4% of boating accidents. To pre-register for the course and obtain further information, contact Ron Collman at (503) 861-1368 or register on the day of the class.



TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL (TWIC) DEADLINE TO BEGIN SATURDAY, 28 FEBRUARY 2009

Lisa Novak, D13 Public Affairs

SEATTLE - The Coast Guard reminds port facility workers and related industries, that beginning Saturday a TWIC will be required for access to waterfront facilities that are regulated by the Maritime Transportation Security Act, 2002.

This will apply to all regulated facilities in Wash., Ore., Idaho and Mont. The Coast Guard requests that all personnel who have enrolled in the TWIC program who have not picked up and activated their TWIC to do so as soon as possible to preclude delays in accessing port facilities.

Personnel are reminded that they must return to the center where they enrolled in order to have their card activated. Many centers are open for extended hours and on Saturday to support the activation and enrollment process.

For related press releases regarding TWIC click on the links below:

[Coast Guard announces Transportation Worker Identification Credential compliance dates for Oregon, California, Washington, New York](#)

[Coast Guard, TSA Announce Transportation Worker Identification Credential Compliance Dates](#)

Additional information and a framework showing expected compliance dates by Captain of the Port Zone is available on the U.S. Coast Guard's Homeport Web site at <http://homeport.uscg.mil/twic>.

Captain of the Port Zone maps with ports annotated are available on that Web site under General Information, COTP Zone Maps. You may also call 1-866-DHS-TWIC (1-866-347-8942) or 1-877-MTSA-AID (1-877-687-2243) for more information. For assistance via e-mail, please send queries to credentialing@dhs.gov.



COAST GUARD OFFERS

WELCOME NEWS

– *The Daily Astorian* (OR)

<http://www.dailyastorian.info/main.asp?SectionID=23&SubSectionID=392&ArticleID=58547&TM=78968.66>

(There is a plan to move Sector Portlands to Astoria and rename it Sector Columbia River. It is already under way with the initial movement of the Portland LE teams to Astoria by late August or September. Over a period of three years the process is planned to be completed. A small MS and LE team will remain at Portland. New buildings will be built at Astoria with a "state of the art" com center. There will be added in the future a flight of the CG mid size fixed wing aircraft with a hanger and maintenance facilities. DCAPT-S Dean Wimer)

Relocating regional security and safety here is good news and makes sense: Relocating the U.S. Coast Guard's top regional security and safety operations here to the mouth of the Columbia is the sort of fantastic news that most communities could hardly dare dream about.

Bringing an additional 50 to 60 families to the Astoria area and expanding Coast Guard air operations at the Astoria Air Station proves the point that the best kind of economic development is that which makes practical sense and happens on its own accord.

Local officials recently gave up on making an elaborate case for bringing NOAA's Seattle-based research fleet here. Though there clearly were good arguments in favor of basing NOAA in the Astoria area, there were obvious and large institutional hurdles to that move.

In contrast, the Lower Columbia region can already fairly be called a Coast Guard "town," with multiple operations here, including the cutters Alert and steadfast, the buoy tender Fir, Aids to Navigation, the air station, Station Cape Disappointment and the National Motor Lifeboat School. The Coast Guard is deeply ingrained in our communities - sending children to school here, volunteering with local churches and charities, coming back here to retire and a full range of other forms of valuable participation. There are a good number of

local citizens who wouldn't be alive today were it not for the Coast Guard's efforts to help fishermen and mariners.

Needless to say, the Coast Guard isn't making this latest move to please economic development officials, nor should it. This shift in geographical focus is based on serious pragmatism. It brings the full strength of this vital agency here to where most of the action is, making sure vessels pass security checks before they motor east into the heart of densely populated cities.

It remains to be seen whether liquefied natural gas shipments become a major factor on the lower Columbia, but it is reassuring that the Coast Guard is taking this significant step toward playing an active part in overseeing these hazardous cargoes.

By the same token, this coastline is among the most vulnerable in the world to major tsunamis. We now will have a heavy concentration of well-trained safety and rescue leaders already here on scene in the case of such a disaster. This can be nothing but good.

This plan may start becoming reality as early as this summer, with the move here of the Coast Guard's Vessel Boarding and Security Team. We should all extend every kind of assistance and hospitality as our new neighbors settle in with their families.

Make yourselves at home, Coasties. We're grateful for all you do.

Reprinted with permission from The Daily Astorian of Astoria, Oregon.



Aerial Shot of Astoria Coast Guard Air Station. Photo by U.S. Navy Photographer's Mate 2nd Class Eli J. Medellin

A UNIQUE, LIFE-SAVING EVENT AT SEA

By

Roland Barkholtz, VFC- Flotilla 63

Rockaway Beach, Oregon

Elliott Herder, a 13 year member of the Coast Guard Auxiliary in Garibaldi, Oregon and long time Vessel Examiner/Trainer is a good friend of both Don Erickson of Garibaldi, Skipper of *Maddie & Me*, a 34-foot commercial vessel, and Doug Brown of Milwaukie, Oregon.

Each man is well versed in marine safety and sea rescue. Little did they know all were destined to be involved in a most unique and touching sea rescue while tuna fishing.

Recently, they shoved off in a very dense fog that continued for the first 21 miles of their journey. Around mile 40, they put out their lines and caught 9 tuna. They then moved on towards mile 45.

Suddenly, they noticed a small bird - fraught with exhaustion and in distress - fluttering off the stern of the boat. They were amazed to see this land bird, a sparrow, so far from shore! They surmised it had most likely lost its' way in the fog.

It continued to follow the boat. Elliott knew it wanted to land but was following its natural instincts not to do so. Not knowing what else to do, he vigorously motioned to the little bird to come aboard and further encouraged it by yelling "come-on, come-on" several times.

To their astonishment, it landed on the stern of the boat where it stayed for some time. It looked directly at them and then opened and closed its mouth several times as if to say "thank you". It then let out an unusual, low sound that was so different it could hardly be considered a "peep". Perhaps it was the bird version of a sigh of relief.

As it gained strength, it began hopping around the boat as if it was inspecting it. Elliott said the bird basically *took over the boat* - hopping, chirping and flying in and out of the cabin. Occasionally it would tire and

doze off.

They returned to fishing and caught another 30 tuna. At mile 70, the fishermen completed their work and returned to the cabin as did the little bird. This wild bird expressed absolutely no fear and happily hopped about on their knees.

It then moved next to Elliott. Slowly, gently he moved his hand towards the little bird and it hopped onto and about his fingers. It almost seemed to dance with joy!

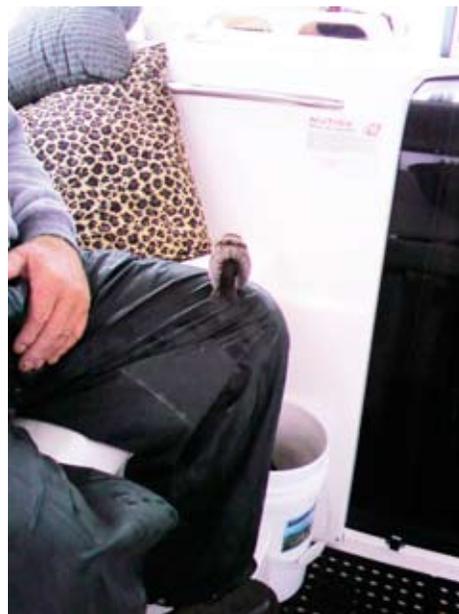
They named it "Tweedy Bird" from its now vigorous chirping. Then Elliott turned his hand over and the bird hopped onto his hand. Each man fed it small morsels of bread. Soon, it fell into a slumber in the center of Elliott's hand for about 10 minutes.

Each breath of life held their undivided attention. These hardened men of the sea and lifelong hunters were shaken and greatly moved by the experience. There were a few moist eyes on board that day.

They were amazed that Tweedy Bird stayed with the boat all the way to the Port of Garibaldi. Just before they moored, the delicate little bird took one last look at its surroundings - then at each man - and winged its way into the brilliantly blue sky.

Elliott stated: "We all felt a smile from above that day".

Happy landings little bird



Tweedy Bird on authors knee



**COAST GUARD ANNOUNCES
NOTICE OF PROPOSED
RULEMAKING ESTABLISHING
REGULATED NAVIGATION AREAS
ALONG THE OREGON AND
WASHINGTON COASTS**

LCDR Emily Saddler, D13 Public Affairs

SEATTLE — The Coast Guard published a notice of proposed rulemaking Thursday that would establish Regulated Navigation Areas along the Oregon and Washington coasts.

The proposed rule would amend Coast Guard regulations at Title 33 Code of Federal Regulations Part 165, Subpart F, specifically adding Section 165.1322, which would establish Regulated Navigation Areas along the Oregon and Washington coasts encompassing the coastal inlets and rivers that have hazardous bars.

The proposed rule would establish clear procedures for restricting recreational and uninspected passenger vessel traffic from crossing a hazardous bar within the Regulated Navigation Area. The proposed rule would also establish clear procedures for closing hazardous bars within the Regulated Navigation Area to all vessels during severe environmental conditions. In addition, the proposed rule would establish additional safety requirements for recreational and small commercial vessels to comply with during certain hazardous conditions. This proposed rule would mitigate the risks associated with the bars and enhance the safety of the persons and vessels operating on and in the vicinity of them.

The Coast Guard encourages the public to view the final rule at 74 FR 7022 and to participate in this rulemaking by submitting comments and related materials to the docket at <http://www.regulations.gov>, docket number: USCG-2008-1017. All comments received will be posted, without change.

**RECREATIONAL BOATING
SAFETY PROGRAM (RBS)**

*From DISTRICT COMMODORE NOTICE 1-09
dated 15 October 2008*

OBJECTIVES

The 13th District Recreational Boating Safety Specialist has suggested the following objectives for the regular Coast Guard and the Coast Guard Auxiliary.

a. **Advance Boating Education:** Examples of activities include, but are not limited to: Continue aggressive public education efforts; support state implementation of mandatory boater education programs (MT & ID); provide public education classes in remote areas; develop mass media and local public affairs efforts; campaign and implement North America Safe Boating Week Campaigns. Continue efforts throughout the boating season.

b. **Promote Lifejacket Wear:** Examples of activities include, but are not limited to: Adjust education & prevention efforts to address at risk boaters; promote lifejacket wear at **all** public education and public affairs events; promote inflatable lifejacket wear; Auxiliarists conducting vessel safety checks & public education efforts wear inflatable lifejackets; challenge industry & marinas to support lifejacket loaner programs. Develop/work with manufacturers to promote inflatable's through giveaway contests that bring public awareness of the product and its value to the boater.

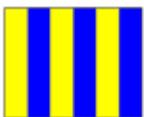
c. **Navigation Rule Compliance:** Examples of activities include, but are not limited to: Work with state and local officials to promote compliance with navigation rules; promote special public education lectures on navigation rules. Develop PA spots for TV and bill boards on inflatable's. Find funding sponsors for ads.

d. **Boating Under the Influence:** This is mainly a Coast Guard enforcement issue but we can help by Increasing the level of attention during public education efforts and encourage state and local officials to emphasize BUI issues.

e. **Operator Compliance:** Examples of activities include, but are not limited to: Target compliance problem areas with increased public education and vessel safety checks at marinas and boat ramps; Target regattas, fishing tournaments and other boating related events. Develop PA spots for TV and bill boards on inflatable's. Find funding sponsors for ads.

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