



Flag Hoist

U S COAST GUARD AUXILIARY

DIVISION SIX NEWSLETTER



DISTRICT THIRTEEN

DIVISION SIX

U S COAST GUARD AUXILIARY

VOLUME XVI, ISSUE 11

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WHAT IS THE COAST GUARD AUXILIARY?

Reported by: *Glenn Glazer*

Email: gglazer@wptv.com



Coast Guard Auxiliary watching our coast

Florida—Do you know what the Coast Guard Auxiliary is? Most people don't.

"The Coast Guard Auxiliary got started in 1939 as a reserve to the Coast Guard when it looked like war was imminent," said David Elliott, The Assistant National Commodore for Response and Prevention.

A group of people asked to help their country stay safe.

"In 1945 the Coast Guard formed the reserve, and the auxiliary became a separate unit," explained Elliott.

Now numbering in the tens of thousands, the Coast Guard Auxiliary has flotillas all over the country, including Stuart, Florida where over 60 people from different walks of life, watch over the waters from Ft. Pierce to Jupiter.

"There are physicians both retired and still working. There are professional pilots, there are business executives," said Wilson Riggan, Coast Guard Auxiliary Division Commander in Florida.

[What is the CGA continued on page 4](#)

Visit our Division 6 web site at <http://www.d13cgaux.org>

FROM THE DIVISION COMMANDER*M. Chaput*

If you did not attend the Fall Division meeting in Long Beach you really missed a good time. Friday night was dinner and a movie at the Cape "D" mess deck. Saturday was excellent training on leadership; coordinated by Gary Kobes. The day provided a great deal of information for our upcoming leaders for 2010. At the Saturday night dinner we had the privilege of meeting the new Group Astoria Commander, Captain Kaup.

The main order of business was the election for the Division leadership. **Gary Kobes** was elected as DCDR and **Emily Chaput** was elected as VCDR both with a unanimous vote.

Our next Division meeting will be December 5th. at Spirit Mountain Casino in Grand Rhonde. This is the CoW and we also celebrate our successes as well as swear in new officers at this time. Please make plans to attend as your presence is what makes it so special. This event is being hosted by Flotilla 65 and they have worked very hard to hold costs down and yet provide a very comfortable setting and meal choices that should appeal to just about anyone. As always if you have special dietary needs please contact Amy

Jacobs. There will more information coming out in the next week or so.

Division Six has really stepped up to the plate and produced great results for the RBS mission as requested by the District Commander. At this time we lead in VE's and PA events, but not by much; so lets wrap things up with a roar by getting out and make those contacts and most important - REPORT - what you have done.

Hope to see everyone at the December meeting of the Division.



*Coast Guard Auxiliary Service can be a lot of fun.
USCG Auxiliary Photo.*

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DEPARTMENT OF HOME LAND SECURITY
COAST GUARD AUXILIARY SO-PB-06 D13
Ranchito Dorotea
25065 Starr Creek Road
Corvallis, Oregon 97333-9576
(541) 753-1052



IMMEDIATE PAST DIVISION COMMANDER REFLECTIONS

D. Wimer



To my brothers and Sisters in the USCG Auxiliary in District 13.

Thank you for your prayers, cards and phone calls during my recent hospitalization. You will never know how much they meant! Thank you!

This all came as a big surprise. I have been going to my cardiologist for over eight years. Five years ago he detected a spot where there was a partial blockage and installed a stint to open the passage. I have been seeing him at least yearly and some time twice a year, taking blood tests to check the cholesterol levels. During this time he had me on cholesterol control medications and all lab reports showed everything in the middle of the desired zone. Stress tests showed everything was well.

As some of you know, I usually go almost all out on any project including renovating my lawn, tilling my garden and building a 24 X 20 ft second floor in my shop. During all this work I never experienced

a single "angina" pain. My only symptoms were when fully rested and not exercising I could get a random tingling and very mild pressure in my right arm that would spread across my chest and left arm. Most of these symptoms would last from 30 seconds to two minutes, no pain only the tingling sensation.

Well, Thursday evening September 24th at bed time I had another event only this time it lasted 4 to 5 minutes and toward the end, I broke out in a cold sweat. That is when we headed to the ER and everything went from there.

For those of you who are a member of the "zipper club", you know how painful the surgery is. The best way to describe it is; "it feels like a truck hit you straight on.

Please take good care of your selves! My wife and I have been trying to follow a "Heart Healthy" diet for over 10 years, but it still got me. Don't let it get you!

I love you all for your part in the Auxiliary and support these past years. I believe I am now ready to limit my activities and spend more

time working in my Flotilla and Division.

Thanks again for your prayers, cards and phone calls. They sure meant a lot!

D13 COMMANDER RADM BLORE REPLACES VADM CREA AS ANCIENT ALBATROSS



RADM Gary Blore, 13th Dist.

USCG commandant attends ceremony

By DIANA MAZZELLA

Staff Writer, www.Dailyadvance.com

On any other day, it might be strange to see a Coast Guard vice admiral donning a crown of flowers or another admiral being handed a Pterodactyl egg. But at Ancient Albatross Change of Watch ceremonies, just about anything goes.

Coast Guard Commandant Thad Allen, who was in attendance for Thursday's Change of Watch ceremony, said as much when he commented about the diversity of Coast Guard uniforms being worn for the event at Air Station Elizabeth City.

KNOW YOUR COAST GUARD EQUIPMENT!

What kind of equipment are we referring to with the letters "HC-144A" in the name.

Answer on page 5

Albatross continued on page 4

What is the CGA continued from page 1

In fact there are over four hundred volunteers that cover the Treasure Coast to Boca Raton and inland to Lake Okeechobee. All using their own boats, their own planes, and on their own time. However, the Coast Guard does chip in a little.

“The Coast Guard pays for the fuel that we use, but that’s the majority of the reimbursement that we get,” said Riggan.

Still, all say it’s worth it for what they get back; the satisfaction of helping their country and their neighbors.

“I teach boating safety. I love it. I’ve got a lot of experience that I can relate to the students with,” said Bill Gelpke, Treasurer for Flotilla 59 in Stuart.

Even if you don’t like the water, the Coast Guard Auxiliary could use your help with computers, radio operation, or marine inspections on land.

And ladies, it’s not just for the men. “It’s very appealing. They have an opportunity to learn a lot about boats. They also have an opportunity to step into leadership roles,” said Diane Riggan, Flotilla 59 Commander.

Your volunteer time will fit your schedule, whether you’re the minimum age of seventeen or, “There actually is no upper age range. We have auxiliaries who have celebrated their hundredth birthday,” said Diane Riggan.

Camaraderie, education, and the open water... not a bad way to spend your spare time.

*Albatross continued from page 3*

“Thanks for joining us at one of the more unique events in the Coast Guard where any uniform can be worn,” Allen said.

Some of the hundreds of active and retired Coast Guard personnel wore the regular Coast Guard blues, while aviators wore green flight suits.

Vice Adm. Vivien S. Crea, however, had on the costume attracting the most attention.

As the outgoing holder of the Ancient Albatross award, Crea wore a knee-length leather flight jacket, white scarf, goggles, leather helmet and accompanying earrings of helicopters and airplanes.

Crea retired shortly before the ceremony after 36 years in the Coast Guard. One of the first female Coast Guard pilots and the first female Ancient Albatross, she served as vice commandant until a few months before her retirement.

The Ancient Albatross award is presented to the longest-serving active duty Coast Guard aviator. The Ancient Order of the Pterodactyls, a Coast Guard aviation fraternity, in town this weekend for its annual

Albatross continued on page 5

Dressed in festive attire, Vice Adm. Vivien S. Crea (right) ceremoniously passes the role of Ancient Albatross to Rear Adm. Gary T. Blore, seen wearing a traditional pair of goggles, leather helmet and jacket and scarf during an Ancient Albatross Change of Watch ceremony at Air Station Elizabeth City, Thursday.

Albatross continued from page 4

meeting, funds and coordinates the Change of Watch ceremony.

Allen stressed the importance of remembering Coast Guard aviation's beginnings and celebrating the Coast Guard's aviation past that includes traditions like the Ancient Albatross ceremony and humanitarian service through daily missions. The traditions and history have led to new milestones such as the Coast Guard's assistance to the U.S. Navy by providing marksman and observers in naval helicopters.

"So it's really, really important to understand the significance of this beyond the weirdness of it," Allen said.

And there was a lot of weirdness.

As Crea handed off her Albatross garb to Rear Admiral Gary T. Blore, she put on the symbols of her new post-Coast Guard life as a flower child. Dressed in tie-dyed T-shirt, blue flight suit, beaded necklaces, sunglasses and flower crown she prepared to take on her future while celebrating her time

as an aviator.

Though she has served in the second-highest job in the Coast Guard, it wasn't her time in command as a bureaucrat or flight officer that she enjoyed most. She loved any flight she took whether it was over ice sheets near Greenland spotting whales, striking birds on takeoff or the hair-raising experience of teaching a co-pilot to land.

"The reigning Ancient Albatross has surpassed all of his or her contemporaries in longevity, surviving a career in aviation begun with ulcerated instructors and terror-stricken crews," the program read.

Blore, commander of the Coast Guard's 13th District in Seattle, Wash., is now the 22nd Ancient Albatross since the award was first handed out in 1965.

Enlisted aircrew members began to receive a separate Ancient Albatross award in 1990. It is now held by Senior Chief Petty Officer Pete MacDougall.

Aside from the gear, Blore was given a Pterodactyl egg by the aviation association to represent the young and future aviators that he must nurture. The Foundation for Coast Guard History presented him with a print of an early Coast Guard air-

plane to remind him to share the agency's history with those who step inside his office.

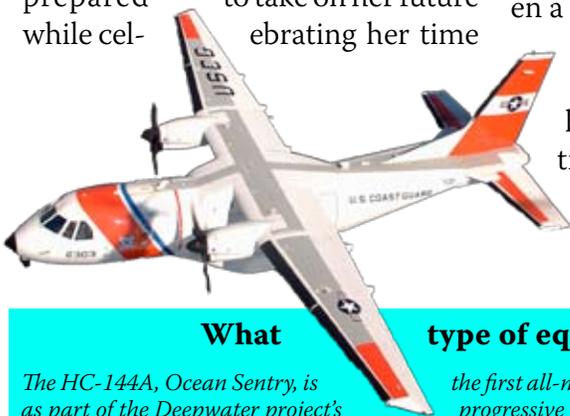
Blore lauded Crea for her efforts of promoting professional development while serving as the Ancient Albatross. He encouraged new and experienced pilots to relish their role in this exciting time in Coast Guard aviation in which the C-130, CASA, and helicopters join the Coast Guard's discussion of deploying unmanned aerial vehicles.

Following the ceremony, the air station held a second brief ceremony in a nearby hangar to mark the first operational MH-60T Jayhawk in Coast Guard service.

An updated version of the HH-60J, the helicopter has updated communications, glass cockpit, and law enforcement and sensing equipment, according to a Coast Guard release. The helicopter, stationed in Elizabeth City has been sent out on missions since May 2009. It includes ground mapping technology, advanced weather radar that differentiates between heavy and light rain, and a moving map that allows pilots to be more aware of surrounding hazards.

Doris Creps, public affairs officer for the Coast Guard Aviation Logistics Center in Elizabeth City, said the upgrade to the Jayhawks began a few years ago with a prototype. By the project's end, all 42 of the Coast Guard's Jayhawks at eight air stations will have the improvements.

Creps said the new package includes five touch screens that replaced panels of dials.

**What**

The HC-144A, Ocean Sentry, is as part of the Deepwater project's aging assets. It is a medium-range and surveillance that will be used to perform search and rescue missions, enforce laws and treaties including illegal drug interdiction, marine environmental protection, military readiness, and international ice patrol missions as well as cargo and personnel transport. It can perform aerial delivery of search and rescue equipment such as rafts, pumps and flares, and it can be used for on-scene command and control.

type of equipment?

the first all-new aircraft delivered to the Coast Guard progressive modernization and recapitalization of surveillance fixed wing aircraft used for transport

United States Coast Guard Auxiliary Division 6, District 13

Nov 2009 (Pacific Time)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4 7pm - 62 Flotilla Meeting @ Station Cape D	5	6	7
8	9 7 pm - Flotilla 62 Meeting @ USCG Station Grays Harbor	10 7pm - 68 Flotilla Meeting @ Chemeketa Fire Station	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	1	2 7 pm - Flotilla 62 Meeting @ Station Cape D	3	4	5

COAST GUARD BILL INCLUDES NEW SAFETY MANDATES

By Times Staff, http://www.gloucestertimes.com/punews/local_story_299223436.html

The U.S. House of Representatives has approved new legislation that includes a number of fishing vessel safety improvements championed by Massachusetts Congressman Barney Frank.

The 2010 Coast Guard Reauthorization bill increases funding for the Coast Guard, and enhances its ability to carry out homeland security missions. The bill passed the House on Friday by a vote of 385-11.

But, at Frank’s initiative, the legislation also establishes marine safety as a core mission of the Coast Guard, creates a fishing safety training grant program, calls

for new federally funded research on improving safety technology within the industry, and updates other safety requirements, including new safety standards for vessels of over 50 feet.

“Fishing is a dangerous business,” Frank said in a prepared statement. “But there is a lot that can be done to minimize the hazards faced by fishermen.

“This bill makes safety training and research a high priority,” added Frank, whose district includes the fishing port of New Bedford and the University of Massachusetts at Dartmouth, with its marine science and research programs. “(The bill) provides the resources necessary to make a difference,” he said,

Bill continued on page 13

WEARING A LIFEJACKET CAN MAKE THE DIFFERENCE BETWEEN BEING RESCUED OR BEING RECOVERED.

Anthony Turner

WASHINGTON - It is not unusual for the Coast Guard and other rescuers to search for a person who ended up in the water unexpectedly. All too often the search and rescue evolves into a search and recovery because the person was not wearing a lifejacket.

It is not uncommon for boaters and/or their passengers to unexpectedly find themselves in the water without a lifejacket. Some survive and unfortunately some do not. Not wearing a lifejacket while boating, including, canoeing, kayaking and stand-up paddle-boarding is like playing "Russian Roulette."

The chances of a non-swimmer surviving a fall overboard if not wearing a lifejacket are remote if not rescued quickly. "Not to wear a lifejacket whether you are a swimmer or not is to take an unnecessary risk, you never know when you might end up in the water", said Anthony Turner, a spokesperson for the U.S. Coast Guard Auxiliary.

There many excuses for not wearing a lifejacket, such as "they are uncomfortable" or "too expensive." U.S. Coast Guard approved lifejackets range in price from as low as \$15.00 to about \$400.00 for the top of the line inflatable, although,

even the most expensive lifejacket is of no value if it is not worn.

It is undisputable a lifejacket can and will save a life if properly worn; but what about preventing boating mishaps in the first place. Since most boating mishaps are caused by operator inattention, inexperience, and speeding resulting in collisions, remembering and following a few simple boating rules of the road, such as keeping a sharp lookout for other boat traffic, can help prevent collisions.



Coast Guard Petty Officer 2nd Class Jacob Pegoda, 23, a boatswain's mate at Coast Guard Station King's Point in King's Point, N.Y., demonstrates the proper method of wearing a Type-III lifejacket. The Coast Guard strongly urges mariners to be prepared in case of emergencies and to bring survival equipment such as signalling and sound devices, a personal Emergency Position Indicating Radio Beacon (EPIRB), cell phone, radio and lifejackets while underway to increase chances of survival in the event something goes wrong. (U.S. Coast Guard photo/PA3 Barbara L. Patton)

Office of Work-Life Programs - Family Readiness Program

ARE YOU AND YOUR FAMILY READY FOR AN EMERGENCY?



To: ALAUX
From: CHDIRAUX

NATIONAL AND FAMILY PREPAREDNESS -047/09

1. This ALCOAST provides information on how all members of the Team Coast Guard family can prepare themselves and their families for natural disasters, pandemic flu, terrorism and other emergencies..

Please read about them in ALCOAST 561/09 below.

2. The purpose of this list is to keep Auxiliarists as well as all other interested parties abreast of current developments, policies, manuals, etc. All information contained herein and linked is OFFICIAL policy and information.

4. CG-54211, sends

ALCOAST 561/09

COMDTNOTE 1754

A. COMDT COGARD WASHINGTON DC ALCOAST 607/08

1. This ALCOAST provides

Prepared continued on page 11

DIVISION STAFF GUIDANCE**SO-NS: J Bradbury—****SO-CM: L. White—****SO-CS: E. Olson—****SO-FN: J. Otte—**

SO-IS: K. Neubig— I have checked all boat movement records and found very few mistakes. I also want to thank those that sent me reports from time to time. All Flotillas seem to be working hard, as usual people are working so hard they don't have time to send in reports.

SO-MA: G. Pritchard— Collected PPE Gear from 4 Members who got out of the Auxiliary because of medical problems and loss of interest. A reminder that the new sew-on rank for ODU's is available at the District store.

SO-MS: D. Jacobs—**SO-MT: D. Berger—**

SO-OP: R. Neubig— The only report I have is Flotilla 63. No other Flotillas reported.

1. Flotilla 63 requalified one Coxswain.
2. Carried out five 2 boat patrols.
3. Three 1 boat patrols.
4. Two members have paper work in the pipeline for initial crew qualification.
5. Two member are doing watch standing at Station Tillamook Bay.
6. Two members are active in training Coast Guard break in Watch standers.
7. Two facilities went to Skamokawa for the annual Smoke on The Water Hobi Cat Regatta.
8. A total of three assists were given by the two facilities during patrols. Two during the Hobi Cat Regatta. One of the Hobi Cats had to be towed out of the path of a freighter on the Columbia River. One was towed to Garibaldi Marina during a safety patrol on Tillamook Bay.

9. Two members are working on their initial Coxswain Qualifications.

SO-PA: M. Carter—**SO-PE: D Philips—**

SO-PB: P. Wills— As a publication officer, I get to work with one of the most important miracles in the history of mankind—the written word! With this medium we can educate and inform not only people of today, but generations to come. I would like to share with you the following excerpt from the Collective writings by Dr. Hugh W Nibley about this wonderful media.

“The book is the most remarkable invention ever made, as Galileo says. It is the miracle of miracles. “If anything is to be hailed as the greatest of all miracles, it would certainly be writing,” he said. In 26 simple symbols you can convey not only what happened and what people’s names were, but what they did (you can do that with TV), but their innermost thoughts and most sensitive feelings can be conveyed by these 22, 24, or 26 letters of an alphabet. That’s all it takes. Nothing else can do or ever has done that. So writing comes to us as a special message and special emissary. That’s where you get this emphasis all the time... They talk about the importance of the record, how it’s transmitted, how it’s handed down, the characters it’s written in, the trouble they have writing it (preserving the pages, etc.), because as they tell us, “This is the only way our knowledge can be preserved.” ... The only device that has defeated time and space and it does that, as Galileo says. ...Writing is so minimal, so extremely simple. Any instrument that will make a scratch on any surface will record the most subtle message for any period of time over any amount of space. That’s astonishing what you can do. Of course, it has to be a rather permanent surface and things like that, but it’s so simple. All you have to do is scratch something on a surface, and you have done it. To read it again you don’t need elaborate electronic equipment or anything like that. But the price is this (this is where it comes, of course): How do you unravel it? You don’t need an elaborate electronic machine to feed

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it back into. You have to feed it back into yourself. You have to riddle (to read means to riddle; it's the same word). You have to unriddle what is written there. That's up to you; this is the thing. Reading is an act of faith. When you read, you riddle. You use your wits. That's why to say you've read the Book ...doesn't mean a thing. It's how much you have applied to it here. You have to extract the meaning, and you have to do almost all the work...."

"When you read ... every sentence is a whole proposition, and it presents a number of possibilities. It may or may not contain a vast amount of information (that's for you to find out). So all reading is a miracle actually. It's like the flight of the bee; there's no reason why it should take place. There's no reason why you should be able to read, except that there's something takes place in your mental processes that's transferred from that. Last night I was reading an Arabic text. Now this is quite remarkable. In an Arabic text you don't have any vowels written. You do not separate the words. There's just the flow of consonants, nothing else. You do not have any capital letters. There is no punctuation whatever. There is no division between paragraphs, sentences, things like that. It is all just a stream of consonants and nothing else, and it's the easiest thing in the world. When they start dividing up the words and start putting in the vowels to help you out which is required for the Koran because you can't take risks of giving your own interpretation it is much harder to read (when they try to help you along). It's the same thing with Hebrew. A pointed Hebrew text is an annoyance. It gives you a headache. Take away all those shaddas [Arabic diacritical mark indicating the doubling of a consonant], all those little dots and things, and it's much easier to handle. Then you hear the sound; then it speaks to you. But why does it speak to you? This is just the way you react to it; these things are intuitive. But when you are reading, it is just the same thing. What marvels might be there that you are not aware of at all."

So we have at our finger tips a miracle of the ages with which we can Tell the Story of your part of the

U S Coast Guard Auxiliary. Have you written anything today to share? Please submit items regularly to your Publications Officer for us in your newsletters and pamphlets!

SO-PS: R. Bielenberg—

SO-PV: R Barkholtz— PROGRAM VISITS

During the Division 6, District 13 meeting held October 16-18, 2009 in Long Beach, Washington, the report for total number of Program Visits for 2007, 2008 and 2009 (to the meeting date) was as follows:

<u>FLOTILLA</u>	<u>2009</u>	<u>2008</u>	<u>2007</u>
62 – Ilwaco, WA	207	219	216
63 – Garibaldi, OR	73	18	95
64 – Astoria, OR	17	58	99
65 – Albany, OR	50	109	0
66 – McMinnville, OR	6	9	0
68 – Salem, OR	<u>0</u>	<u>0</u>	<u>0</u>
Division's Totals:	353	413	410

SO-SR: E. Chaput—

SO-VE: R Barkholtz— VESSEL EXAMINATIONS

During the Division 6, District 13 meeting held October 16-18, 2009 in Long Beach, Washington, the report for total number of Vessel Exams for 2007, 2008 and 2009 (to the meeting date) was as follows:

<u>FLOTILLA</u>	<u>2009</u>	<u>2008</u>	<u>2007</u>
62 – Ilwaco, WA	327	197	201
63 – Garibaldi, OR	433	589	481
64 – Astoria, OR	178	246	293
65 – Albany, OR	367	227	311
66 – McMinnville, OR	366	232	282
68 – Salem, OR	<u>181</u>	<u>174</u>	<u>275</u>
Division Totals:	1856	1665	1843

SO-UN: D. Dail—

SO-LL: F. Gillock— Cape Disappointment 5 days,

Motor Life Boat School 5 days,

These are the days spent doing pastoral counseling.

Visitation of ill Auxiliarist, 1 day. Days spent in contact with the ill Auxiliarist, 4. Keeping in contact with

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those with illnesses, constant.

At the same time, two days on patrol, one day on crew training mission with the Coast Guard and Auxiliary Facility.

30 Hours of seminary.

This sounds like a short, sweet version of a report however this is what is normally sent in to the District Chaplain each month.

We are looking forward to Thanksgiving and Christmas and I would suggest that we all think of something we can give thanks for at this time. There are a couple of us who are very much aware of what we can give thanks for. The rest of us should be reminded how short our time here on earth is, and make good use of that time to do good things for each other and our neighbors.

Have a great Thanksgiving.



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— On the last weekend in September we qualified 2 new coxswains. We also had a Division meeting on the 16th, 17th and 18th of Oct. We discussed various topics about mentoring. Getting people to join isn't that hard. Keeping them trained and interested is where we need to work.

FLOTILLA 65 DETACHMENT: Phil Piazza—

FLOTILLA 66: L. Williams—

FLOTILLA 68: R. Moles—

AUXILIARIST OF THE WEEK OCTOBER 25 / DIV 6 / BUOY 10 FLOTILLA / ROY HACKETT

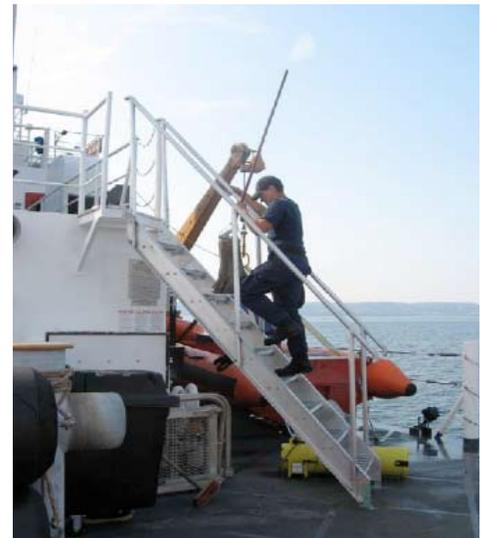
Roy Hackett is a member of Flotilla 64 located in Astoria and resides in Seaside, Oregon.

Roy constructed a ship's ladder for the USCGC HENRY BLAKE in July. He spent in excess of 60 hours constructing the ladder and has been requested to build another one.



Roy is a very active Auxiliary member in the Flotilla and spends a minimum of one or two days each week assisting the 13th District Aids to Navigation Hardware Program at Tongue Point, Oregon. There he constructs day boards, building custom items for various CG facilities, as well as detailed welding and brazing projects. His commitment continues to strengthen the relationship between the Auxiliary and the Coast Guard coastal units.

Roy is also an Auxiliary Aid to Navigation Verifier and Vessel Examiner. He has in excess of 450 hours during 2009 in support of Coast Guard and Auxiliary missions. Photos from MII Website.





HUMAN RESOURCES

HEALTH, SAFETY
& WORK-LIFE

CG-11

Prepared continued from page 7

information on how all members of the team Coast Guard family can prepare themselves and their families for natural disasters, pandemic flu, terrorism and other emergencies.

2. Our commitment to operational readiness and mission execution enables us to save others in emergency situations. However, while we respond to these crises, our families may be affected by the same or a separate emergency.

3. As we enter fall, the hurricane season continues and public health experts warn that the reopening of schools and return of flu season will likely bring a new surge of novel H1N1 influenza outbreaks. As the country focuses on ways to increase national preparedness, we have the opportunity and responsibility to also exercise our guardian ethos in the off-duty environment by focusing on being ready at home. Increasing family preparedness can reduce the threats associated with these incidents. We must therefore prepare our own families with the



same diligence that we prepare to execute our missions. Knowing that our families are safe and secure, we can focus on completing the mission at hand.

4. The primary message of the national "Ready America" campaign, reinforced by our own "Ready Coast Guard" campaign, is the same:

- A. Get an emergency supply kit,
- B. Make a family emergency plan, and
- C. Be informed.

This year's national preparedness theme, are you ready or are you "ready"? Is designed to get Americans to stop and realize that truly being ready goes beyond fire alarms, smoke detectors, dead-bolt locks, and extra food in the pantry.

5. For tips on getting your family prepared to manage emergency situations, go to the Office of Work-Life family readiness program website at: <http://www.uscg.mil/worklife/ready.asp>. The site offers downloadable emergency kit checklists and emergency plan forms, as well as links to other sources of information and help, such as how to prepare and manage important personal and legal documents. Additional information is also available at the department of homeland security www.Ready.Gov website.

6. Work-life programs can also

assist you in addressing issues that develop before, during and after an emergency. To locate the work-life office nearest to you, simply call 1-800-872-4957, and follow the prompts, or go to www.uscg.mil/worklife and click on "work-life regional offices." You can also access the Coast Guard employee assistance and WorkLife4You resource and referral programs at 1-800-222-0364. Additional details can be found in ref a.

7. Be a guardian for your family. Ensure that your family is as prepared at home as you are to execute CG missions. Knowing that they are safe and prepared will help to ensure that you are ready to focus on serving those who depend on the Coast Guard when danger comes. Semper Paratus - readiness begins at home.

8. Capt D. E. Culkin, Jr., Acting Director of Health, Safety and Work-Life, sends.

From Defense Imagery.mil, the latest instructions on creating VIRINs. Note: CGAUX members should use the last four digits of their Employee ID instead of the SSAN.

HOW TO CREATE A VIRIN

For Still Images: Visual Information Record Identification Number (VIRINs) uniquely identify every image shot by military photographers by using four pieces of information: the date the image was shot, the Service of the photographer, an identification of the pho-

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COAST GUARD MOTOR LIFEBOAT CG 36500

<http://www.cg36500.org/rescue.html>



Coast Guard Motor Lifeboat CG 36500 was built in 1946 in the Curtis Bay, Maryland Coast Guard Yard. The 36-foot long vessel is a heavily built double-ended, self-righting and self-bailing motor lifeboat, which was designed to withstand severe sea conditions. Referred to as a TRS model, vessels like CG 36500 were originally designed with gasoline-powered engines, which were later changed out for diesel ones. This model lifeboat was built from 1937 to 1956 with a total of 138 boats produced in all. The TRS was superseded by a newer model—a 44-foot long all steel design vessel with twin diesel engines. Few of the TRS model lifeboats survive and most of those that do are museum display vessels. CG 36500 remains an operational vessel and is representative of the primary type of rescue boat employed by Coast Guard Life Boat Stations through the mid-twentieth century.

CG 36500 was stationed at the Chatham, Massachusetts Coast Guard Life Boat Station from 1946 to 1968 and is famous for its role in the rescue of crewman from the tanker *Pendleton* in 1952. In the late afternoon of February 18 during a northeaster with winds of 70-knots, reported 40-60-foot seas and heavy snow, the crew of CG 36500 crossed the Chatham bar in the lifeboat and rescued 32 of the 33 men who were stranded on the stern half of the *Pendleton*.



Stern section of Pendleton; note the Jacob's ladder hanging from the railing, which was used by the crew to descend to the lifeboat. Photo courtesy of the USCG Historian's Office

The oil tankers *Pendleton* and *Fort Mercer* had broken in two in the early hours of the morning with the stern half of *Pendleton* moving towards Chatham. The rescue effort this day would include two 36-foot motor lifeboats and five CG Cutters (*McCulloch*, *Yakutat*, *Unimak*, *Acushnet* and *Eastwind*.)

The rescue attempt had taken its toll on CG 36500. For one, it was only built to accommodate 12 pas-

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Bernard Webber, Boatswain's mate, and a crew of three made the run, their rescue craft, the motor lifeboat old 36500 not expecting to get to the Pendleton, not expecting to rescue anyone if they did, not expecting to make it back over the perilous bar ... not expecting to live. They managed, in spite of every adversity the sea could produce. Going over the bar, the little boat was pounded by a huge wave and much of its rescue equipment was lost. The compass went with the rest ... the one piece of equipment that would help them find the drifting section of the tanker with the crew members still aboard; the one piece of equipment that would let them find their way back. Simple, sensible seamanship would have dictated a prompt return to the station. A tiny craft, no compass, and the vast and rampaging sea. Ridiculous. But "rescue" is the word that scrubs common sense, abolishes reason, wipes out calculation and leaves nothing but courage and a refusal to quit. The rescue was made, and even that was incredible.

Of 33 men, 32 were picked off the tossing stern, down a Jacob's ladder over the tilted hull, the 36500 timing the rise and fall of the 70 foot waves, one at a time, off the metal monster to avoid disaster, then back for one more rescue ... off to maneuver, back for just one more ... until they had all but the one who slipped and went under. Four Coast Guardsmen and 32 temporarily safe tanker crewmen on a valiant 36 foot motor lifeboat, and no compass to lead them home.

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sengers and the crew, not the 36 that were now onboard. In addition, the boat was without navigational equipment as the ship's compass had been washed overboard while attempting to reach the *Pendleton*. Despite these obstacles, the decision was made to turn the boat around placing the wind and seas at the stern so as to force it ashore. Luckily, however, before this scenario could play out, the buoy marking the entrance to the Old Harbor in Chatham was spotted and the lifeboat was able to make its way safely to the fishing pier. The four-man crew of the CG 36500 was awarded the Trea-



The crew of the 36500 - Bernard Webber, Andrew Fitzgerald, Richard Livesey and Irving Maske. Photo by Richard C. Kelsey.

sury Department's coveted Gold Life-Saving Medal for their heroic efforts.

You can read more about this true story of the U S Coast Guard's most daring sea rescue in "The Finest Hours" by Michael J Tougias and Casey Sherman © 2009 or "The 'Pendleton' Rescue" - By Capt. W. Russell Webster, USCG at http://www.cg36500.org/history_pendleton_rescue.html.

Bill continued from page 6

A number of the fishing safety provisions were drawn from recommendations made by fishermen and other safety experts during public meetings on safety in New Bedford.

Among the fishing vessel safety provisions in the Coast Guard bill are the following:

- Fishing Safety Training Grants. Provision authorizes up to \$3 million annually for regional safety training programs similar to those hosted by the New Bedford in recent years. The Coast Guard bill makes training mandatory for vessel operators, and also takes into account their years of experience as captains. It also requires vessel operators to take a refresher course every five years. Participation by crew members would be voluntary, and both operators and crew members would receive certificates of participation.
- Fishing Safety Research Grant. The bill adds fishing safety research to the Coast Guard's annual research and development efforts. Research topics eligible for funding would include vessel design, emergency and survival equipment, communications devices, de-icing and severe weather technology, and safety enhancements for vessel monitoring systems (VMS). The Coast Guard's inability to quickly access VMS data has been cited as one of many factors in the Guard's delayed response to the sinking of the Gloucester-based fishing vessel *Patriot* and the deaths of two crew in January.
- Inspections and Equipment. The Coast Guard bill requires fishing boats to keep logs of the onboard safety drills required under existing law. In addition, all federally permitted vessels would be required to undergo a dockside inspection twice within a five-year period; the expansion of dockside inspections was also raised in New Bedford public meetings, Frank noted.
- Vessel safety standards. Any new fishing vessels 50 feet or more in length, or those that undergo major alteration after the bill is signed into law, would have to be constructed and maintained in accordance with the standards of a recognized classification society such as the American Bureau of Shipping (ABS). Also, any new fishing vessel over 79 feet would have to obtain a "load line."





To: ALAUX

From: CHDIRAUX

PLEDGE OF ALLEGIANCE -049/09

1. There has been considerable concern recently about whether or not Auxiliarists may recite the Pledge of Allegiance when in uniform. The following is provided to re-iterate and confirm associated policy.

2. There is U.S. Code that addresses the Pledge. It is 4 U.S.C. 4 which states, "The Pledge of Allegiance to the Flag: "I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all.", should be rendered by standing at attention facing the flag with the right hand over the heart. When not in uniform men should remove any non-religious headdress with their right hand and hold it at the left shoulder, the hand being over the heart. Persons in uniform should remain silent, face the flag, and render the military salute."

3. Specific provisional language exists in Coast Guard Auxiliary policy. Section 1.A.5.b. of the Auxiliary Manual (COMDTINST M16790.1 (series)) states, "When the Pledge of Allegiance is given, Auxiliarists, in uniform or not, should face the National Ensign and stand at attention with their right hand over their heart." This provision is re-stated in Appendix A.6. of the Auxiliary Manual.

4. It is true that some convention exists among active duty and Reserve ranks to remain silent during the Pledge, if in uniform. However, it is also recognized that the recitation of the Pledge of Allegiance by Auxiliarists in uniform, with their right hand over their heart, has been a traditional mainstay of Auxiliary custom, ceremonies, and meetings, and that U.S. Code does not prescribe a mandate despite its implication of silence. The option for Auxiliarists in uniform to therefore recite the Pledge with right hand over the heart remains firmly in place, and section 1.A.5.b. and Appendix A.6. of the Auxiliary Manual remain firmly in effect.

5. The purpose of this list is to keep Auxiliarists as well as all other interested parties abreast of current developments, policies, manuals, etc. All information contained herein and linked is OFFICIAL policy and information.

6. CG-54211, sends

NEW CERTIFICATES SITE OF INTEREST TO ELECTED OFFICERS AND ALL MEMBERS

Nick Tarlson, DC-Td

There is a new certificates website available at certs.cgaux.org. This site includes standard and approved Coast Guard Auxiliary certificates for nearly any occasion. The member can download a simple Certificate of Appreciation for use, for example, in acknowledging the contribution of a third party in the context of a public affairs event or RBS program visit. Elected officers and Secretaries of Flotillas, Divisions, Districts and National can access the site to generate Certificates of Appreciation for outgoing officers, Certificates of Appointment for incoming staff officers they appoint, and Certificates of Election for elected officers at the next lower level. Also available are standardized position descriptions and appointment letters to complete the appointment package, updated to reflect the newer position titles. Access is by eDirectory (EMPLID) and password. If you don't have or have forgotten your eDirectory password, you can set or retrieve it at <http://www.auxedirectory.org/index.php>. Appropriate active-duty personnel, i.e., Sector Commanders and their delegates will also be able to use the site to generate certificates for personal decorations. For more information on how to access and use the site, contact DC-Td Nick Tarlson at nick@tarlson.com.



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tographer, and a sequence number. Here is an example: **060515-M-1234S-001**.

The components of the VIRIN are:

060515 - Date the image was shot (in YYMMDD format)

M - Photographer's branch of service (Use A-Army, F-Air Force, M-Marine Corps, N-Navy, G-Coast Guard)

1234 - Last four digits of the photographer's Social Security Number

S - First letter of the photographer's last name

001 - Sequence number for that day (Sequence numbers restart at 001 each day, not each shoot)

The same VIRIN should be used both in the IPTC header (captioning/metadata area of the image) and as the name of the file.

For Motion Imagery: All submitted imagery must include a VIRIN. VIRINs uniquely identify every piece of video shot by military videographers by using four pieces of information: the date the imagery was shot, the Service of the videographer, an identification of the videographer, and a sequence number. Here is an example: 060515-M-1234S-001.

The components of the VIRIN are:

060515 - Date the image was shot (in YYMMDD format)

M - Videographer's branch of service (Use A-Army, F-Air Force, M-Marine Corps, N-Navy, G-Coast Guard)

1234 - Last four digits of the videographer's Social Security Number

S - First letter of the videographer's last name

001 - Sequence number for that day (Se-

quence numbers restart at 001 each day, not each shoot)

001 - A subsequence number

(Used only if a sequence needs to be split into smaller pieces for transmission)

The VIRIN of the video sequence should be used as the filename of the electronic version(s) of the sequence and as the filename of the corresponding run sheet. Naming each file with the VIRIN ensures run sheets and sequences are properly kept together when received.

Thomas Nunes
Deputy Director, Public Affairs
U.S. Coast Guard Auxiliary

SAFETY TIPS FOR FALL BOATING FROM BOATUS

Bruce Johnson, DC-Bd

Labor Day marks the start of the fall boating season, a time for cooler temperatures, uncrowded waterways, and great sailing. But this time of year also brings its own safety challenges. Here are some fall boating safety tips:

Cold water quickly saps your strength. Wearing a life jacket could give you the time you need to safely re-board if you accidentally fall overboard. Also ensure you have a means to quickly get back on board without assistance, such as a ladder or a dock line.

Don't let sunny skies fool you. Dress appropriately and recognize that even slight weather changes can make hypothermia a real threat if you are unprepared.

In the fall there are very few boaters nearby -- your closest potential rescuers. Without the help of fellow boaters, your float plan is your only back-up. Share with a family member or trusted friend where you plan to go and when you expect to return, so they may notify authorities if you are overdue returning.

A VHF radio is a must. Depending on where you are, a cell phone or personal locator beacon may be additional pieces of



important communication gear.

LEADERS AND LEADERSHIP

Being the former, doesn't necessarily mean you exhibit the latter

By Wayne Spivak, ADSO-CS ISR

It is said that leaders are born and not made. Hogwash! Anyone can be a leader, anyone can be thrust into a leadership position, anyone can earn a leadership role, but exhibiting true leadership which transforms one into a true leader, is another matter, altogether.

Leaders, or leadership, which is it? Sounds like a word game, doesn't it? It is a word game, but not in our society. Words mean a great deal in our culture. Who doesn't remember "Don't give up the ship" echoed by then Captain (Commodore) Oliver Hazard Perry or "Nuts!"; as replied General McAuliffe, commanding general of the 101st Airborne during the Battle of the Bulge.

We, as a people, have during the last two thousand years seen great cultures fall,

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Boat U.S.

Boat Owners Association of The United States

DIVISION 6 CHANGE OF WATCH

SATURDAY, DECEMBER 5, 2009

SPIRIT MOUNTAIN CASINO

Grand Ronde, Oregon

Mail this registration form back to: Mark Turley, 1857 Scenic Dr NW, Albany, OR 97321 with your check made payable to **USCGAUX Flotilla 65**. You can pick up your meal tickets at the Reception Desk upon arrival. Hours will be 1100 to 1430 with lunch at 1200 hours. Your Registration must be received by November 16th to meet Spirit Mountain meal count deadline.

	Quantity	X	Cost	=	Amount
Italian Cheese Manicotti (Vegetarian)	_____	X	\$14.00	=	_____
Lemon & Herb Pork Tenderloins	_____	X	\$18.00	=	_____
Pacific Halibut	_____	X	\$20.50	=	_____
Raffle Tickets	_____	X	\$1 each or 6 for \$5	=	_____
TOTAL					= _____

Special dietary requirements or request sugar free deserts _____

Name _____ Office _____ Flotilla _____

Name _____ Office _____ Flotilla _____

Guest Name(s) _____

Manicotti \$14.00 per person

Pasta shells stuffed with cheese topped with vegetarian marinara sauce and served with fresh seasonal vegetables.

Lemon & Herb Pork Tenderloin \$18.00 per person

Herb crusted pork baked with roasted garlic mashed potatoes and fresh seasonal vegetables.

Pacific Halibut \$20.50 per person

Grilled halibut fillet served with fresh lemon, garlic mashed potatoes and fresh seasonal vegetables.

All lunches include tossed greens, fresh bread, freshly brewed regular and decaffeinated coffee, assorted teas, ice tea and dessert (**sugar free deserts available**) Uniform of the day will be Service Dress Blue Bravo or equivalent civilian attire. **You cannot wear your uniform in the gaming area.** Your pants/skirt will be fine but you will need to bring a civilian shirt/blouse to change to. If you would like any other information, please call 541-619-4077 or mauikai27@yahoo.com. For lodging information, call 1-800-760-7977. We do **NOT** have a group rate for this event; however, ask for a Coyote Club Member Card for the best lodging rate. Free parking is available for self-contained RVs (no hook ups).

See You at the Mountain... Spirit Mountain that is

Leadership continued from page 15

based on the words. Words have made civilizations crumble and brought nations to war. Take heed, for words will become the basis of what is and is not leadership. Leader and leadership. These are two different terms with different level of expectations.

Leadership vs. Management

Every organization has a structure. Structure is created so that the implementation of strategic or tactical goals can be accomplished. Sometimes the depth of the structure is very deep (the Coast Guard is an example), while other times its flat (a small grocery store is a good example). In any organization there is (or should be) only one leader. However, in a decentralized broad based organizational structure, there are really many leaders. At each level you have a leader.

These leaders all serve the same function: To ensure the goals which are set by management are implemented. However, what we have described is not leadership, but really Management, or the management chain. Managerial skills and Leadership skills are similar, but they are not the same. (maybe we should have changed the title of this piece). Good managers are not necessarily good leaders and visa versa.

In the article *What Makes a Good Leader?* by Deborah Blagg and Susan Young (Harvard Business School Bulletin, February 2001) Blagg and Young survey some of the top Harvard Business School faculty on their opinion on what a good leader is, and what makes a good leader. This observation was made:

“When discussing business leadership, the distinction between good management and good leadership is often made. Managers are thought to be the budgeters, the organizers, the controllers...” Taking a leadership role, whether being promoted into it, or requesting one in a volunteer group, does not mean you are a leader. Leadership takes some fundamental understanding of the elements of leadership vs. the elements of management, which is as much a function of personality as it is learning the elements that make good leadership.

The Key to Leadership

According to Harvard Business School Professor Nitin Nohria “Communication is the real work of leadership”. Whether you’re the visionary-charismatic type of leader or the subtle mover of men, without understanding the role of communication, you’ve failed to understand the fundamental aspect of leadership. Leadership is made possible by words (either verbal or written) and deeds. Good communicators take complex situations and simplify them for the user group that is being addressed. Ever listen to a speech by any President? Does he use polysyllabic words? Does he use complex and compound sentences? No, he uses simple to understand concepts and examples.

What makes communication of concepts, ideals, visions, management techniques a leadership quality vs. a management quality? Not an easy question to answer, and maybe not really necessary, for both a good manager and a good leader require good communication skills. Publication No. 1 (United States Coast Guard, January 2002, page 49) states: “The most significant action a leader can take in planning and executing an operation is to clearly express the overarching objectives to subordinates.”

Can you spot good leadership vs. good management?

Here are some examples of communication. Are they (the leaders) providing good (or bad) leadership or good management? Some are personal experiences, some are more rhetorical. You decide.

1. I worked for a Chief Financial Officer who was located in Houston (I was in New York). He would call me every so often and just talk about non-business related items (the wife, what’s new, the weather). The phone call lasted no more than 5 or 10 minutes, but it made me “feel” as part of the team.

2. You belong to a large organization, and with the exception of the Chief Executive, you no idea who the other leaders are, and what functions they perform.

3. I worked for a committee chair, in a volunteer association, that never called, never communicated, never answered e-mail. It was impossible to find out what was happening, what he was doing, where we as a working-group were going.

4. You attend weekly section meetings where your section leader explains what is coming down the pike. The section leader makes you part of the process.

Why do some leaders command the respect and admiration of those they lead? They communicate their ideas, their values and their vision. Why do some managers get high productivity? Because they communicate their ideas, they caring, and explain where you fit into the big picture. Now re-examine the preceding examples in light of the following quotes:

“...leaders must be able to articulate the central objective of the mission at hand.” - USCG Publication No. 1, page 49.

“...positive leadership to ensure clear understanding of the objective and the role each individual, unit, or organization is expected to play in meeting that objective.” - USCG Publication No. 1, page 51.

“...Self, Working with Others and Performance...these leadership competencies are keys to success...” Encl.(1) to COMDTINST 5351.1

Does your opinion change? Can you apply one or more of the quotes to the examples and see where managerial skills are at work and where leadership skills are at work, or for that matter not at work? Is there that much difference between good leadership communication and management communication -- yes and no, and the difference is what leadership is all about. Understanding that leadership goes further than just plain managerial skills, and that communicating, and effective broad vision communication is the underlying factor to leadership.

A litmus test might be:

Management: The end-user receives the message, understands the message and performs the task.

Leadership: Making those who are to be led, want to be led.

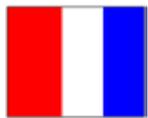
Good managers communicate. Good leaders communicate a vision. It is said that leaders are born and not made.

It should be said: Leaders are made, they are not born. April 2004



TODAY'S COAST GUARD AUXILIARY

In this photo released by the Coast Guard, first responders along the Long Beach, Wash., Peninsula participate in an unscheduled exercise Wednesday, May 20, 2009. For this specific incident, a scenario involving five persons in the water was simulated. Tags were attached to each person to let the responders know each individuals condition. (U.S. Coast Guard Auxiliary photo/Larry Kellis)



THE

FLAG HOIST