

U. S. Coast Guard Auxiliary



Buoy 13

District 13

Washington • Oregon • Idaho •
Montana

Volume XXVI - 1

Spring, 2003



**Volunteers
Make a difference**

See Page 21 For Details

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DCO Buoy 13 Article

Welcome to the Department of Homeland Security (DHS)!! For those who didn't realize this was to happen on 1 March 2003, be aware that you are the 1st Volunteers not only to the USCG, but also the Department of Homeland Security. With that milestone accomplished, what's in store for 2003?

The February District 13 Training Conference in Lincoln City, Oregon was a huge success!! I wish all could have been there. However, the remaining District Training Conferences for 2003/2004 will be coming to a location near you, and of course, you're all invited. They will be in Olympia, WA; Clackamas, OR; and Boise, ID. And of course, don't forget the Area Training Meetings in Port Hudson, WA; Coeur d'Alene, ID; and Florence, OR. Please notice the prevalent word here is training. Over the past dozen years, each survey I've seen indicated the number one item our membership wanted was more training. So, the Bridge, Board, and DIRAUX want to make that happen for you. So far this year, we have had training in and for: Patrol Order Management System (POMS); Mandatory Operations Workshop for SO-OP, who will provide FSO-OP training; Information Services (IS) training for SO-IS', who will go forth and provide training to the FSO-IS'; Flotilla Commander (FC) training; Division Captain (DCP) training; Rear Commodores (RCO's) to the Academy; and Information Services (IS) Workshop for SO-IS', who will need to train their counterpart FSO-IS'. Of the 8 DSO's who attended N-Train this year and provided an overview to the February District Training Conference, they are also available to come to the Area Training Meetings and provide training. Your selection is from DSO-OP,-PS,-MS,-MT,-PA,-LP,-PE, and-CC. In addition, we expect to have a USCG sponsored "C" School for Commercial Fishing Vessel Inspections in Seattle in a few months.

If you look at the District 13 Web Page, you will find additional training at locations across the U.S. that you may attend. Give yourself an opportunity to get the specific training that you want. If you don't have a computer, see your FSO-MT.

The Oregon Coast was a fabulous setting for the District Bridge Change of Watch. National Commodore (NACO) Bill Edgerton led the ceremony and Rear Admiral Brown conducted the traditional Change of Watch. During the banquet, RADM Brown gave an overwhelming speech in which he praised the District 13 Auxiliarists for the thousands of hours they provided over the past two years, never-ending dedication to the USCG, our organization, and the Nation. He was our Fountain of Youth that night. This was perhaps the last speech we will hear from RADM Brown. He is scheduled to rotate from District 13 to HQ USCG as the Assistant Commandant for Systems, as the Chief Engineer for the USCG.

By the time you read this, Flotilla 7-13 from Scappoose, Oregon, will be in place, and is the first Chartered Flotilla under the new DHS. Congratulations to each of our newest Plank Owners!

International Search and Rescue (ISAR) 2003 Competition. Over the next three months, District 13 competition will take place for the selection of our best four-person team to compete against the Canadian Coast Guard Auxiliary (CCGA) in St. Johns, Newfoundland, September 26-28, 2003. Interested? Contact your FC or ISAR Committee Representative; see DIRAUX Notes, or advertisement in this Buoy 13. The District 13 Operational Excellence and ISAR Training Guide is currently on the District 13 Web Page.

Additionally, if you have not looked at the District 13 Auxiliary Web Page, take a look at the Annual Calendar for additional events, awards, and District meeting information.

Dan Neiderhiser, DCO-13

U.S. Coast Guard Auxiliary

13th District

Northern Area

Northern Area Training Session

Point Hudson Marina, Port Townsend, Wa.

Friday 30 May through Sunday 1 Jun 2003



Vice Commodore

Patrolling, Vessel Safety Checks, Marine Dealer visits, helping out at the Stations, and all the other things we do every year are just ahead of us. This the beginning of our year, our leaders have been elected and they have appointed their staff to assist them.

I would like to congratulate the elected Officers, whether this is their first or second term and thank them for giving their time and energies to this great organization. They cannot accomplish very much by themselves, we provide the human power to make things happen.

If I could ask each of you one thing it would be, go to your Flotilla Commander and let him / her know what you would like to do this year. Tell him / her what parts of our programs you like to be active in and how much time you can devote to the Auxiliary, having fun. No more, just what you can do while having fun. Then the Flotilla can do some realistic planning.

It is very beneficial if everyone helps in the involvement of members who are new or have been inactive for a while. It is amazing, we have such a variety of things that we can do in the Auxiliary, there is something for everyone.

In my opinion we are special people, primarily because we possess the sense of social consciousness that leads us to volunteer to help our fellow man

We are also special because our small number serves the much larger group of people using our waters for their fun and recreation. Every member is to be valued, we are important to each other. One of our former Directors said to us when his term was up and he was retiring, Be Kind to Each Other. Treat each other with Respect, Honor the commitment of others, and Devote yourself to your Duty to the Flotilla and the Coast Guard.

My final paragraph will be to mention a few things important to most of us,

1. Check SITREP, the Aux on line newsletter, for a great story on Boats'n'Kids.
2. Consider inviting some of your Marine dealers to your meeting.
3. Check with OP's re: Inflatable vests, I think they are okay again.
4. Talk about ISAR at your Flotilla meetings, we can have a lot of fun with it.
5. Check Auxdata for your Flotilla currency requirements.
6. Black out, "Department of Transportation," from forms and letters.
7. Let us all strive to minimize the administrative gremlins that frustrate our Members.

I love this quote from Will Rogers,

Good Judgment comes from Experience, unfortunately a lot of that comes from bad Judgment.

May you always have smooth waters on your Patrols,

Jack Bradbury, VCO-13



**From the Director
LCDR Kelly
Boodell
IT IS YOU WHO
MAKES THAT
DIFFERENCE**

As I consider what information I would like to share with you, the membership, I simply do not know where to begin. Since my last writing for the Buoy 13, the Coast Guard is now a part of the Department of Homeland Security, and our country is at war with Iraq. The Thirteenth District will be getting a new District Commander and the New Bridge for the Auxiliary is in place. We only JUST got our budget and boating season is about to start!

When such important issues as the above are in our headlines it seems almost surreal to pick just one, so, I have decided to keep my day-job and write to you as Director Auxiliary, 13th Coast Guard District.

I think we are doing something right! When I began in this position in May 2001, there were approximately 1600 members in our district. There are now close to 1900! There is no question that these numbers demonstrate phenomenal growth, they are also markers for something very important in our culture. I believe these numbers reflect the growing desire for Americans to do more than to just share their patriotic spirit, these numbers reflect the meddle of our nation. These numbers represent that Americans are making the time to put their spirit to use. You have selected the USCG Auxiliary as the avenue to express your Patriotism. For that, I must thank you.

Many of you have been members for many years; you too have shown a spirit and a dedication that is exceptional. Whether your interests are in teaching boating safety and keeping our nations waters safe, or to assist in the protection of our nation, there is no question, the Coast Guard could not do either, without your continued support.

Many of you may have noticed an increase in requests for the Auxiliary to support Operational Commanders like never before. This is because, the Auxiliary has been written into the Maritime Security

(MARSEC) plans. At every level of our organization, from Headquarters, to the Areas, down to the Districts, our Active Duty counterparts have been directed to incorporate the Auxiliary into their plans to the greatest extent possible. This is new. Until our nation was faced with the 9-11 crises, the powers that be were unable to establish a formula that would allow them to incorporate the Auxiliary, a volunteer force, into their MARSEC plans. Surely such planning required a level of certainty beyond which they felt comfortable asking, or relying on. Then, the numbers came in. Hundreds of thousands of volunteer hours were recorded which supported the Coast Guard in the days and months following 9-11. Once those numbers were recorded, they were hard to dispute that you were a dedicated force of trained professionals that *could* be counted on. We may not know which facility or which coxswain and crew might actually conduct the patrol, nor could we identify which members might actually stand a 24/7 watch. But...we can say...we know you will be there and you will be there in force! So please remember to input your time, it is critical that you do.

Since many of our members do not have a military background, I would like to take a minute to describe that when the stages of alert change, so do the various stages of MARSEC planning. MARSEC III, is a pretty high state of alert. When the Coast Guard is in MARSEC III, several things happen. Security is of course tightened. When this tightening occurs, you as Auxiliarists may have a more difficult time getting on a base, you will have to drive through what looks like sobriety checkpoints and, invariably you will be inconvenienced. You will also find that opportunities to do exciting things will also increase. The Coast Guard has forces in Bahrain and elsewhere protecting Navy ships, when our overwhelmed and undermanned resources are exhausted, it is you, the Auxiliary, who is there giving tired crews an opportunity to go home and get sleep. The Coast Guard knows that when it calls on its volunteers to help fulfill basic missions such as lifesaving and boating safety, the greatest group of trained professionals who are proud to serve their country will answer those calls.

As the Auxiliary grows, the stress that this growth puts on the organization, from the elected and appointed officers, to your flotillas, your resources and even the DIRAUX office, also increases. Your new members need the support that only a strong vibrant membership can give them. So, include them, train them and have fun with them...they are the future!

On behalf of everyone in the district and my staff, thank you. God Bless America, our troops here and abroad, and each and everyone one of you for your remarkable contributions. It is YOU who makes that difference.



Fred Bell

Welcome to the Great Northern Area, the locale with a multitude of ongoing projects which keep us busy and alert. Our commitment to public education classes, recruiting, member training, etc. remains strong, plus we have been able to meet the growing demand and at the same time maintain our expected level of excellence. Of the many activities currently under way, there is one that I feel has received too little publicity. It is the joint Coast Guard/Coast Guard Auxiliary recruiting effort at Coast Guard Station Bellingham.

Roughly eighteen months ago ET1 Jim Ammons, a recruiter from Seattle and a member of the auxiliary, set up shop at Coast Guard Station Bellingham to cover the four northern counties. In his search for ideas to supplement shadow programs and the use of hometown recruiters, Jim came up with the plan to set up a crew/coxswain academy for high school students. He pictured the academy as being a Coast Guard version of JROTC. The benefits, he pointed out, would be the opportunity for the prospective Coast Guard enlistees to enter boot camp with advanced pay grades. Those who qualify as crew enter as Seaman Apprentice instead of Seaman Recruit. Those who achieve coxswain status enter as E-3, or Seaman, just as an Eagle Scout or 60-credit college student does today. The students would also be ahead of their peers in boating knowledge as well as boating skills which would then enable them to more quickly become job qualified at their first unit assignment.

It didn't take long to find volunteers willing to do the actual training. Rob Well, Connie Farinha, Mike Farinha and others from Flotilla 11 stepped forward and put together an eight Saturday course which includes classroom and on the water training. The academy is open not only to the high school students but also to all auxiliary members and the newest members are strongly encouraged to attend. The interaction between the students, adults and Flotilla 11 instructors and mentors has created a very exiting atmosphere. The adults especially are doing a magnificent job of mentoring and are also getting a sense of purpose from the experience. It is a definite win-win situation. The current academy class roster totals 27 students, high school students and adult auxiliary members. Of the more than twenty-five high school students who have joined this program, at least fifteen have already joined or will join the Coast Guard.

In addition to the four cornerstones, that we do so well, helping the gold side in every way is what it's all about. This assistance to Coast Guard recruiting has proven to be very successful in Bellingham.

On The Water (Success Stories as told by participants)

1. This past Saturday, Flotilla 19 stood tall! Not only did we conduct an extremely successful "Boating Safely" course in Birch Bay Village, but Hoyt and I responded to an emergency Mayday call for CG, Seattle. (Mayday turned out to be false alarm.) I just wanted to offer a tip 'of the hat to: John Choulochas and Tim Hoving who, with just a few minutes warning, picked up my presentation as Hoyt and I chased out the door to save a citizen. They did a great job and the session didn't miss a beat. In the meantime, Hoyt and I braved 5 footers in a 25 knot breeze in my old 'Tolly...but, we got out in less than 20 min... and made it back to port in great shape. This is the stuff that makes the "Aux." fun and rewarding. Thanks again to you guys for a super job.———**Ken Reid**
2. I was sitting down in my favorite chair ready to relax after spending a day busy with Auxiliary paperwork and course preparation when the phone rang. It was Dan Johnson, our Operations Officer. He stated that Group Seattle requested assistance and were we available. I told Dan we had a boat and to let me call a coxswain. We also had crew if he would act as crew also. I called Coxswain John Reseck and we all agreed to be on my facility in 20 minutes Fifteen minutes later I was on Facility 383686 warming up the engines. John Reseck arrived and we were waiting as Dan Johnson arrived, and within 20 minutes of the first call we were underway. John Reseck checked us in with Group Seattle; they gave us the SITREP: a 24 foot Bayliner with two POB, disabled and adrift off Hood Canal Bridge. They refused Vessel Assist service. They would attempt to anchor and wait to see if a favorable tide would take them ashore. It was approaching darkness. They could become an emergency case drifting into the bridge or out into Admiralty Inlet. We contacted the distressed vessel by cell phone and informed them we would arrive on scene in approximately 20 minutes. Winds were 15 to 25 m.p.h. and seas were 2 to 3 feet and it was raining. We arrived on scene, took the vessel in tow and safely landed them at Salisbury Point at 1805nHrs. We took names, addresses, phone and WN numbers. We expertly landed their vessel even though there was no dock at the Point. We told ourselves, "Now that was professional." We reported "mission Successful" to Group Seattle and proceeded back to Port Ludlow. It was dark; it was rainy, and windy. We all looked carefully for debris and deadheads as we journeyed back to port. Docking was interesting since I had never docked in the dark at Port Ludlow Marina. We requested permission to stand down and secured the boat. This was our first SAR in a long time and it felt good. This is why we practice, and practice and practice.———**David Aho, Flotilla Commander-Flotilla 41 Port Ludlow The testimonials speak for themselves. We're having fun.**

SEMPER PARATUS
Fred D Bell RCO-N



ISAR 2003 –

**St. John's, Newfoundland –
26 – 27 SEPT 2003**

This year, ISAR 2003 will be held in St. John's, Newfoundland on **Friday, 26 September 2003** at the Canadian Coast Guard Base and on **Saturday, 27 September 2003** at the Royal Newfoundland Yacht Club (RNYC) in Conception Bay South

6 US and 6 Canadian teams will compete. Each team will have 4 members, one of which to be designated as team coxswain. For the 6 events listed below, each team will compete with three team members who will be chosen at random by the event organizers.

All ISAR events will be judged by Canadian standards using two judges (CCG & USCGA) for each event. The highest scoring Canadian and US team will be awarded the Canadian and US 1st place team trophies respectfully. The US and Canadian team events will be as follows:

- 1. Search and Rescue Planning**
- 2. On-Water SAREX**
- 3. SAR Pump**
- 4. Heaving Line 1**
- 5. Heaving Line 2**
- 6. Mystery Event**

From the 12 Auxiliarists, 4 International Teams of 3 participants will be created. These 4 International Teams will compete in the following 5 events:

- 1. Chart work**
- 2. Marlinespike**
- 3. Water Rescue**
- 4. Heaving Line 3**
- 5. Mystery Event**

District 13 is currently seeking well-motivated, competition-oriented members who would like to compete in the District trials. Flotilla Commanders should gather their teams for competition with their Divisions, and those selected from each Division will compete for a position on the D-13 team in mid-July 2003. (A competition guide was presented to each DCP and FC) A D-13 ISAR committee was established to ensure success and provide that professional competitive edge. The Committee is composed of COMO Bill Houger, Chairman, Chuck Olsen (N), Katy Zundel (E), and Frank Ramer (S). DIRAUX has also been instrumental in making this happen. Costs incurred at the District competition level will be reimbursed, as will the participants at the ISAR 2003 Competition in St. Johns. Good luck to each of our participants !



DCO-13



VISION STATEMENT

District 13 Auxiliary will continue to promote and fulfill its obligation of the Four Cornerstones; provide real-time commitment of people and resources in support of the Department of Homeland Security; Recreational Boating Safety; and the USCG.

GOALS

Revitalize and retain membership by offering challenging activities that offer growth, safety, and excellence thus leading to rewarding satisfaction.

Direct our strengths in the Member Training program to revitalize and recruit new members to our District.

- Continue use of DSO's for training at Division and Area meetings.
- Provide annual alternating training in leadership/management, and staff officer training.
- Continue to offer incentive Auxiliary recruitment to 17 and 18 year old men and women, leading to a rewarding career in the USCG and Auxiliary.
- Promote youthful membership through PWC and Paddle Craft Programs.
- Promote Boating Safety.
- Protect our coastal and inland waters through observation, and reporting suspicious activities in support of Homeland Security
- Promote training at flotilla, division, and district level.
- Increase our Vessel Safety Check numbers, Patrol hours, and Public Education classes.
- Continue flotilla education via electronic means for expediency and quick results while promoting the Mentor Program to build confidence and teamwork.
- Continue to partner, interact, and network with USCG Groups, Stations, and Units through use of Auxiliary Liaison Officers.
- Have Fun, Enjoy Each Others Company, and Be Safe In All That We Do

DCO 13

RECRUITING CHALLENGE

1. Because of the continuing budget problems, we (and the Coast Guard) don't really know the size of the recruiting challenge - other than that it is real, substantial, and offers a great opportunity for us to make a contribution. This contribution will be made primarily by the FSO-CCs. Currently, almost half of the FSO-CC billets are vacant, or manned by folks with inadequate training - that's a challenge.

2. You'll note that John Skinner (also serving as SO-CC-2) has been appointed as ADSO-CC-13. In this role, one of his primary tasks is to assist in the appointment and training of additional FSOs, as needed and requested by the DCPs and FCs. In addition, he will field any questions you may have if I'm not available.

3. As regards training for Career Counselors - the "C" school held 2 to 4 times a year either on the east coast or Petaluma CA, is an ideal motivator, and supplies the necessary training to do our job. If you don't get selected the first time, RE-APPLY FOR THE NEXT SCHOOL AVAILABLE. Applications need be signed only by the FCs and sent to DIRAUX.

4. Recruiting materials for the Academy, AIM and MITE are available. Until workable distribution procedures are established, please pass your requests to me, with an indicator as to what, when, where, how much, etc.

5. Please pass this on to your FSO-CCs!!

Respectfully submitted -
Wally Younger DSO-CC-13



Carol Grassl DSO-PS 13

We have a big recruitment and retention opportunity with the large increase in membership necessary to reach our new National goals for membership numbers. A goal of 40,000 members has been set for 2004, and 45,000 members by the end of 2007.

Our current National membership is a little over 35,000, so our job is going to be a big one, but it is attainable. District 13 is on target with a net gain of nearly 70 members in the first three months of 2002.

The recruitment of new members begins at the "grass roots" level with the flotilla. The National, District, and Division personnel service officers are all here to assist, but they cannot do the recruitment for us!

There are a couple of new programs available to us. One is the new approach called "Augmentation and Recruiting". This program was introduced at N-Train, and each SO-PS has received a copy of the CD "Augmentation and Recruiting Kit".

This material provides a complete package for starting a program to support your local Coast Guard Station. It is a recruiting resource designed to bring an influx of new, high quality, and motivated members into your flotilla. It also brings direct support to your local Coast Guard Unit.

The kit includes power point presentations that can be given to targeted groups, as well as to your local unit. If your flotilla is interested in using the Augmentation program, contact your SO-PS.

The Flotilla Finder on the web site is providing us with a continuous supply of inquiries from the public about membership in the Auxiliary. These need to be followed to bring interested persons into membership. It is important that we wear the uniform of the Coast Guard Auxiliary correctly and proudly, and that we set the example of integrity expected of the U. S. Coast Guard and the Coast Guard Auxiliary. Happy recruiting!

I receive requests for information from the Flotilla Finder nearly every day. I reply to each one, and request the location of the inquiry, so that the SO-PS can receive the inquiry for follow up locally.

Sometimes I can supply the information and we communicate for several days. Other times, the information needs to come from a local source.

The Flotilla Finder is definitely an asset in our search for new members. We also get inquiries for public education classes from the web site. Those are directed to DSO-PE Keith Harding.



Bob Mell, DSO-OP 13

N-TRAIN OPERATIONS REPORT FOR BOUY 13

Bob Mell, DSO-OP 13

Attendance at N-Train was a very rewarding and illuminating experience for a new staffer like me. The people at the Auxiliary Department of Operations are working hard to bring us the tools to improve and enhance our work in Operations, including such areas as policy guidance, increased funding, safety equipment, enhanced reward systems and better training.

We had presentations of the 2003 Operations Workshop, which is required and might also include information required by your local controlling units (as here in my local Portland, OR area), and of the new Risk Management Workshop. The Risk Management Workshop is available on line, but is NOT approved as yet as a replacement for the required TCT training. My own thought on it is that TCT should remain a five-year requirement and that Risk Management should be annual combined with the Operations Workshop.

CDR Olin from the Chief Director's office gave a presentation on facility maintenance funding and catastrophic loss reimbursement. These are coming. SAMA—Standard Auxiliary Maintenance Allowance for hourly maintenance is in the works for funding. Unless the funds kick in faster than it appears, SAMA may not start until fiscal 2005, and will be based on hours of facility operation. Be sure to keep accurate records and probably a “copy” file of your patrol orders and 7030 Mission Activity Report. Included is a Catastrophic Loss Reimbursement plan which will help in the case of a major breakdown. It is written and waiting for a signature and will be retroactive to 9/11 2001.

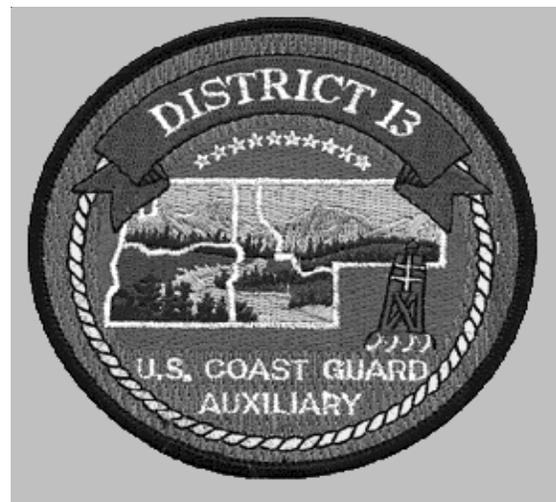
A presentation of the new Trident environmental program was given and it is very impressive. Anyone earning the Trident pin will have accomplished a tremendous amount of work and support for the Coast Guard. The course is on line and your MS staff officers will have the details.

The International Search And Rescue (ISAR) competition will be in St. Johns, Newfoundland, Canada, 26-27 September this year. We received an outline of the competition which has now been prepared in a Training Guide for District 13, by our District 13 ISAR Committee and very well written by Frank Ramer, VCP and SO-OP for Division 5. Everyone in Operations should get involved in this, as District 13 will be sending a four-person team to ISAR.

We are one of the two districts in the PacArea eligible to send a team this year. In addition, the Guide covers the requirements for the new “E” Operational Excellence award for a Coxswain and Crew team. The team will be awarded an “E” decal to put on their facility. Also, all who complete the training will have completed their five-year currency re-qual. I hope every division will enter a team. Your SO-OP will have the details.

Another award that is coming is the “Boat Force Operations” insignia. The Commandant Instruction 1650.3, 13 May 2002 is the Instruction covering it, both for regular Coast Guard and Auxiliary. This insignia will represent a sustained service to Boat Force Operations over a considerable period of time or equivalent service. It may not be worn with other Operation devices (such as the Coxswain device). The pins are in the design stage and will be available in approximately 18 months.

Finally, the Operations Manual is being revised and the committee was to meet during March to complete the revisions. It should be ready for distribution in about 18 months.



National Area Planning Meeting (NAPM) April 2003

Some members may not know this, but many reports are generated by the District Commodore based on information provided by the RCO's of which I must draw from and submit to the National Area Vice Commodore for the Pacific Area (NAVCO-P) who reports to the National Commodore (NACO). At scheduled meetings in the Pacific Area (PAC Area) all the District Commodores (DCO) and Directors, Auxiliary (DIRAUX), meet with the NAVCO-P and NACO, and the Chief Director (CHDIRAUX) or his representative, to gather information for the Commandant of the Coast Guard, and discuss the well being of the PAC Area Auxiliary as a whole, and to bring forth information, changes, or clarification of specific subjects. While offering too much information can create an information overload, I believe that providing no information is worse. As the senior elected officer for this Area, as well as the other PAC Area Commodores, we have the member's interest at heart and want to provide clarification to our membership. So, with that said, a brief overview follows. Just keep in mind that we spent 20 hours over a two-day period on two pages of agenda, and with limited space here, so I can only hit the highlights.

Auxiliary Manual: This is a sore subject not only with our membership but with National and the CHDIRAUX office as well. Another problem cropped up, but the determination was to fix it and move on. So, although no specific date was given, the AuxMan will move forward to printing, soon. There were new changes to the Manual, but those were cut off on a certain date so the Manual can be printed. Changes are being loaded onto Change 1, which will follow the Manual. Again, no specific date coming.

Auxiliary Air Program: As you may recall, an accident occurred in Florida about two years ago involving AuxAir, in which two Auxiliarist's lost their lives. A National Transportation Safety Board (NTSB) investigation was completed, and a newly organized AuxAir Program Manual is forthcoming. The out brief to the Commandant will take place within a month, and upon his direction, the new Manual will be produced. Although the Manual is in its final form, the Commandant must approve its use. AuxAir pilots will hear more on the specifics of the program changes in the very near future.

Rescue 21: Many of our members have heard something about this program, and huge changes are on the horizon.

Rescue 21 will involve a 100% replacement of the current CG radio system and will become the Maritime 911 center for the coastal regions of the United States Coastline. The system will have a range of <20NM using a 1 Watt 2 Meter minimum signal returning to the coastline.

It will also provide a geographic display and track each asset. This system will be in place and in use in our Northern Area before the end of 2003. The Southern Area will have use of it by the end of the first quarter of 2004. Other PACArea locations are scheduled. The NACO has already requested the outgoing equipment for use by the Auxiliary, although we won't know about the availability of this equipment transfer to the Auxiliary for several months. This is a hot item that will be watched for our inland flotillas.

New Operations Manual: A committee recently completed a review with many suggestions to the new Operations Manual. It will be several months before we see it. The Operations Manual will also be split so there will be a Surface Operations Manual, and a separate Air Operations Manual, as previously discussed.

Patrol Authority: Many Districts have assigned Patrol Areas and District 13 is no different. However, when you conduct Operations Normal checks with Groups, you must be in your assigned surface areas. If you need to leave the assigned area, you must receive approval or you and your facility may not be covered for liability purposes. Or you must have the Order Issuing Authority's permission to expand your patrol area before your go on patrol or you may not be covered. Just remember, Safety First.

PWC Operational Device: USCG/HQ/OCX is proceeding with funding for the dies of the PWC device. The device for qualified Auxiliarists will be available by the fall of 2003. The new Trident pin has also received funding for dies to be case. This device will also be available in the fall of 2003.

This snippet of information gives you an idea of what comes out of the NAPM meetings, and I will be providing your respective RCO additional information to pass along to the membership during your next Division meeting. I hope this information is of service to you.

Dan Neiderhiser

DCO-13



June E. Feather, RCO-S

Since I am new to the position of Rear Commodore, I will tell you something about my background.

We moved from Montana in 1980. In 1981 we bought our first boat and joined a flotilla. Our contact to the Auxiliary was through the BS&S. My first involvement in the Auxiliary was in the operations program. Now I am also qualified in Vessel Exam and Marine Dealer Visitation. I have also completed the AUXOP program. I have held offices in the flotilla, division and district, Information Systems, Finance, Operations, Secretary of Records, Publications Officer, Materials.

I have traveled to Petaluma to attend two C schools (Volunteer Elected Officers Course and Mid Level Management Course).

I have been in the Auxiliary for 23 years and have seen a lot of changes during that time. I will try to do what is best for the Auxiliary and my motto is "Because Nice Matters".

At the recent District meeting in Lincoln City several members talked about the chain of communication/leadership. We all need to communicate through our elected officers.

Some of the flotillas are having trouble with dis-enrollments. It has been suggested that we collect our dues in August so that we can start dis-enrollments in September and October. Please remember to send the dis-enrollments to Carol Grassl, DSO-PS. She will sign the form, make a copy and send it in to DIRAUX. It is a good idea to let your Division Captain know when you send in the dis-enrollments (you can email him/her with names) and the date you send in the form.

We have an Awards Committee that consists of the Vice Commodore (Chairman), the 3 Rear Commodores, and a DIRAUX representative. We meet four times a year. The awards process usually starts with the Flotilla Commander, but any member can give the information to the Commander. The Flotilla Commander sends the completed Awards Packet (CG 1650) and supporting documents to the Division Captain. The Awards Committee will review the Award packet and may send it back for more information, or give it a higher or lower award. It is always nice for someone to notice when we have done an outstanding job. Flotillas and Divisions are encouraged to do their own awards

I want to thank everyone for your dedication to the Auxiliary.

**OUR CAREER MEMBERS
ANNIVERSARY STATUS
Period 02/2003, 03/2003, 04/2003**

THIRTY-FIVE YEARS

Walcott Younger 13002021145526

THIRTY YEARS

Robert A. Kimbrough 13003051173414
Ronald A. Miller 13006061174008
David L. Adams 13011011168878

TWENTY-FIVE YEARS

Victor D. Armfield 13001011173404

TWENTY YEARS

John Jr. Geehan 13001071164203
Klaus H. Gallinger 13002011173278
Janet M. Benson 13002021161511
Richard L. Benson 13002021161188
Jean A. Helmer 13003021152540
Patricia C. Helmer 13003021177098
Philip L. Helmer 13003021153411
Thomas J. Ronne 13007031173934

FIFTEEN YEARS

Walter C. Gibbs 13001021172436
John A. Capps 13002031008484
Joe E. Baney 13007031173955
Jerry E. Curl 13001021173793
Ruth E. Curl 13001021163021
Elwin D. Dishner 13005011174117
John G. Hewlett 13005011175666
Roderick J. McCreary 13001021173540
Donald A. Ramberg 13003021170403
Janet L. White 13006081174031

Subject: Certificate of Appreciation

Nov 22nd, Erwin Adams, FC47, Presented a Certificate of Appreciation to Roger McPherson (left) Board President and Bill Curry (right) Director, of the Northwest School of Wooden Boat building, for allowing the Auxiliary to use its classroom, rent free, to conduct Public Education Classes.



DSO AN 13 Mari Wussow

Our goal is to assist the Coast Guard in completing Class I and II inspections (ATON) in a prompt and efficient manner. The Class III's have been added this year, which will increase the assignments in some Division.

In addition to that we update charts for NOAA, participate in the Adopt-a-Chart program, update Marina information and update the Coast Pilot/Light Lists all with the NOAA 77-5 form.

We need to focus on completing the ANSC 7030 (2/03) correctly. When on an ATON patrol use one ANSC 7030 for the mission code 03 and another ANSC 7030 for the individual AV doing the aid inspection codes 30,31,32,03. (There are further procedures for start times etc., check with your SO AN). By doing this Auxdata will pick up the Coxswain and Crew mission hours on one form AND how many aids an AV completed on the other form. This information goes into TWO different parts of AUXDATA by the SO IS.

DID YOU KNOW?

The DSO AN reports any NE Technician activity and Coast Guard Augmentation to National each month.

What is NE Technician? A member that has completed training at an ANT or Group (and passed) is certified to maintain and repair ATONS accompanied by Coast Guard personal. There are four members in Division 8 who have completed this Certification. When the NE is requested to go out on a maintenance patrol using their facility they use code 30 on the ANSC 7030. They must have Coast Guard personal on board. Please advise the DSO AN when this is requested.

What is Augmentation? Time spent serving as qualified Crew on Coast Guard, not Auxiliary, vessels or aircraft. All time is reported on any line other than "Lead" Please advise the DSO AN when this is requested.

Doing all these tasks is fun and even exciting! You are contributing to boating safety, giving the public updated and reliable information and creating a better environment for us all to boat in!

Vessel Examination

By the time you read this the VSC Season will be in full swing.

Last year District 13 increased the number of VSC's completed. I know we can show another increase in 2003!

Decals should not be an issue this year. The number printed was double the amount for 2002. Your Materials Officer can order additional decals as needed. Your SO-VE should also have a supply and I have a couple thousand on hand if anyone starts running low.

The procedure for Certifying as a VE remains the same as in past years. The VE Test can be ordered from me or it is available on-line through the National Testing Center. When I either grade the test, or I get notification from the National Testing Center, I will send you a letter outlining the procedure for completing your Certification. If you have two members that are "trainees" inspecting vessels with one VE, please have each member inspect different vessels. The qualifying five vessels are credited to the "trainer". At least five additional vessels have to be checked to maintain your certification for the next year.

I believe the VE Program over the years has helped lower the number of deaths from boating accidents. The discussion we have with a boater could save a life!

Jack Feather, DSO-VE 13



PWC TRAINING

AT

EASTERN AREA CONFERENCE

PWC training is one of the items that will be offered at the eastern area conference. Those of you who want to become PWC Operator qualified need to come prepared with a clear understanding of what is required and what you will be expected to demonstrate.

First, you need to get your own copy of AUXILIARY BOAT CREW QUALIFICATION GUIDE, VOLUME III: PWC OPERATOR COMDTINST M16794.54. You need to review and understand the CREW EFFICIENCY FACTORS Chapter 3 in the BOAT CREW Seamanship Manual COMDTINST M16114.5B page 3-1. One very important item that you need to accomplish is to have passed the Navigation Rules Exam.

Operating a PWC on flat water is very simple and enjoyable; however, in rollers or whitecaps you will need to be in good physical condition to operate the PWC safely.

So be honest with yourself—can you meet the “FITNESS STANDARDS”? If you can’t, you have some time to get in shape. You may be asked to perform one of those standards.

Next there is some equipment that you will need:

- PFD (impact rated to exceed the speed of 50 mph)
- At least a wetsuit bottom (it is preferred that you have a full wetsuit)
- Goggles
- Footwear
- Gloves
- Helmet

You may find that you can borrow these items within the membership of your flotilla.

A word of caution! The wetsuit must fit you. If you get a wetsuit that is too small, you will not be able to handle the PWC properly. Your every move will be resisted by the wetsuit and you will be very, very uncomfortable. A wetsuit that is too big will make you feel as if you are walking inside a large rubber bag, and every move will be restricted by the folds of rubber. In any event, you will know how Gumby must feel; but after an hour or so in a properly fitting wetsuit, you will begin to feel normal, too.

The class will begin Friday, June 6th 0900 and last until 1600 with a lunch break. The QE sign-off will be on Saturday, June 7th in the afternoon. The training will take place on the east end of Lake Coeur d’Alene, Idaho.

With adherence to all of the above guidelines, I will guarantee you that upon satisfactory completion of this class, you will have a feeling of personal satisfaction and accomplishment that you have perhaps never had before.

David L. Crettol PWC QE



Volunteers will be there to help



By Matt Johnson

The Coast Guard now has a home in Langley.

Starting in March, volunteer crews of the Coast Guard Auxiliary will be on call at the Langley Small Boat Harbor to take on search and rescue and vessel assist duties. The new duty is part of the Coast Guard's First Responder program and is intended to close a gap in services active-duty Coast Guard personnel and vessels can no longer fill.

Since Sept. 11, 2001, the Coast Guard has been shifting more of its attention and man hours to port security. Ensign Jennifer Whitcomb, the Coast Guard's Group Seattle Auxiliary liaison, said this week the group has been getting Auxiliary volunteers more involved in search and rescue and vessel assist duties since last June.

Without the people or time to do this work, as the active-duty Coast Guard once did, the service needs the Auxiliary.

"That actually is a big reason," she said.

Currently there are more than 200 privately-owned and crewed boats in Puget Sound operating as Auxiliary vessels, Whitcomb said. In Langley, which is part of the Auxiliary's Flotilla 18 area, a crew currently in training promises to bring at least three vessels on duty this spring. Chuck Leavitt, a coxswain with the Auxiliary, said he is working with four trainees — including his wife Jan — to get ready for the start of on-call duty.

On Saturday, Leavitt's boat, the Seahorse, was decked out in Coast Guard Auxiliary insignia and set to start a training session. With trainees and certified crew member Jeremiah Ray aboard, the Seahorse made a rendezvous with two other boats from the Everett area to conduct towing drills off Hat Island.

Motoring in dense fog guided by radar and GPS, the Seahorse crew picked up valuable experience on the training day.

Andrew Lewis, a South Whidbey High School student who is planning to join the Coast Guard after graduation, said even that fog couldn't beat a recent night when the crew went on a search training voyage in the pitch black. He said it was well after midnight before the crew found its target, a buoy anchored at a coordinate they had to find by instrument.

"You don't get bored out there," he said.

Members of the local crew say they look forward to helping boaters in distress. Leavitt said having one or more Auxiliary crews on call in Langley is the fastest way to get help to a disabled vessel in an emergency situation or to a search area near the island. With the closest active-duty Coast Guard vessel in Seattle, the wait for search and rescue help can otherwise be hours.

The Auxiliary presence will add to the help offered by other Whidbey Island emergency services. Darin Reid, chief of special services for Fire District 3, said Monday that Auxiliary boats, which are larger and more powerful than the rigid inflatable rescue boat the district owns, will be useful in lengthy search operations.

The Coast Guard will dispatch Auxiliary crews directly and will coordinate their actions with local authorities.

Expected to cover an area of water from Oak Harbor to Edmonds and Admiralty Inlet to Keystone, Whidbey Island Auxiliary boats and crews must be well equipped. Those volunteering boats for the program must have radar and a GPS system. Boat owners receive reimbursement for fuel used during training and rescue operations. The Coast Guard also provides survival suits and life vests.

Kevin Lee, an Auxiliary member who volunteered as a vessel safety examiner through Flotilla 17 in Anacortes, said he looks forward to getting certified as a coxswain for his own boat. He and his wife, Linda, are training with Leavitt and are hoping to get certified by March.

"I do it strictly for service work," he said.

Ensign Whitcomb said she does not expect the First Responder program to conflict with the for-profit vessel assist services offered by private individuals. Auxiliary crews will not be ordered to sea by the Coast Guard for non-emergency disabled vessel calls.

Auxiliary crews will be on call for a week at a time once the First Responder program begins this spring. Leavitt said he is hoping to get a total of six boats with crews operating on Whidbey Island this year.



Mt. Hood SAR

Mt. Hood SAR communications support – 5 MAR 03, 6 MAR 03 Jack Tanz, 72

Sunday 2 MAR 03, a lone snowshoe hiker left Timberline Lodge for a day walk to the 10,500' level on Mt. Hood. By 5PM that evening he had not returned and his wife called to report him missing. The best information available was that he was only wearing a light jacket and had minimal supplies and no radio/cell communications. He did not rent a Mountain Locator Unit (similar to an EPIRB).

On Monday, Clackamas County Sheriff's office had initiated a full scale search. On that day they positioned their new communications trailer at Timberline Lodge and had 11 search teams combing the mountain for the hiker with no success. The Clackamas Amateur Radio Emergency Services group (C-ARES) was staffing the communications trailer 24 hrs/day and planning for an extended search.

On Tuesday, I received an e-mail message from the C-ARES coordinator asking for assistance in providing communications support. My employer was gracious enough to grant me leave for up to 2 days, so I prepared to head out Wednesday morning at 0445.

On Wednesday morning the alarm went off at 0400. I managed to get up, shave and shower with out falling asleep on my feet. By 0600 I was at my first field relay station position in Government Camp on Mt. Hood. It was 34 Degrees and rain mixed with snow. The first search teams headed out by 0800. I was in a position to hear all but 1 of the 5 search teams fielded that day and to provide relay between the search teams and the SAR base at Timberline as needed.

I found that the years of Coast Guard Auxiliary training in communications procedure and radio practice as an Auxiliary SAR boat coxswain allowed me to be very comfortable with the duties I was assigned.

I found that I was able to keep in communication with my wife using the Auxiliary repeater on Marquam hill some 60 miles away. Glad we were both AUXCOM! By the end of the day I had logged 2 pages of communications between the search teams and SAR base. I was released from duties at 1630 and headed down the hill in the rain.

On Wednesday evening, a storm front moved in and Timberline Lodge experienced 100 M.P.H. winds with gusts peaking to 137 M.P.H.. I also received notice that I would be needed again for Thursday and that I would be posted at the SAR base communications trailer. I was supposed to be on station by 0700.

The extra hour was welcomed on Thursday morning. This time I encountered snow starting at 2500', just east of Zig Zag. By the time I got half way up to Government Camp, the road was packed snow. At this point I locked in my four wheel drive. The road up to Timberline was very restricted visibility, only 100' at times from blowing snow.

When I arrived at the SAR base communications trailer, CCSO deputies were digging it out of 4' snow drifts. My vehicle thermometer read 20 Degrees and there was a 30 M.P.H. wind driving the snow sideways. The SAR coordinator made the determination the Timberline would be untenable and that SAR base would have to be moved down to Government Camp. One of Timberline's big front end loaders had to be enlisted to drag the trailer out of the rest of the snow bank so that it could be relocated down hill.

One the trailer was relocated and re-setup, I assumed communications watch stander for the Sheriff's Office as SAR base. 4 teams were deployed and searched from Timberline down towards Government Camp. In the hectic frenzy that comes with 2 radios, 4 search teams and 4 field relay sites all trying to communicate, I again found that my Coast Guard Auxiliary training and experience really paid off. I was finally released at 1715 to begin my trek down the mountain, finally getting home about 1900.

Unfortunately, no solid signs of the missing hiker was ever found and the search was called off Friday 7 MAR 03. One never knows how the training and experience gained in the Coast Guard Auxiliary will pay off!

Bob McGuire, DSO-PA

GET READY FOR SAFE BOATING

The boating season is fast approaching and the Coast Guard Auxiliary wants to help boaters have a safe season. So we are sharing the Four Principals of Safe Boating with you. In addition, just so everyone gets the message, anglers and hunters are considered a group of recreational boaters most at risk for fatalities. Boaters using 16' or smaller flat bottom outboard motor boats, canoe and kayak paddlers and personal watercraft operators are also in the high-risk category.

WEARING LIFE JACKETS SAVES LIVES. Washington experienced 25 recreational boating fatalities in 2002, the majority of which were caused by drowning. In several of those cases, wearing a life jacket could have saved a life. The old bulky life jackets are a thing of the past. New, Coast Guard approved lightweight, attractive life jackets, to include thin self-inflating life jackets, are available. It is mandatory in all states for children not yet 13 years of age to wear a life jacket at all times while aboard a boat. The only exceptions in Washington are when they are within the enclosed area of a houseboat, cruiser or within the railings of a party barge while the boat is not under way. We strongly recommend everyone on board wear a life jacket when under way, especially boaters, anglers and hunters in 16' and smaller flat bottom motor boats. Remember, life jackets only work if they are worn.

BOATER EDUCATION SAVES LIVES. Boating courses are designed to teach the fundamentals of safe boating necessary to reduce loss of life, personal injury and property damage. Completion of a boating course increases boating enjoyment for outdoor enthusiasts. Boat classification, registration and trailering, life saving equipment, navigation aids, rules of the road, maintenance, courtesy and other interesting and pertinent material are covered in most courses in an easy to understand manner.

SAFE BOATS, SAFELY DESIGNED, WELL MAINTAINED AND PROPERLY EQUIPPED SAVE LIVES. The best method of ensuring your boat is safe is to have an annual free no penalty Vessel Safety Check, provided by the Coast Guard Auxiliary or one of our partners for boating safety, the U.S. Power Squadron.

A Vessel Safety Check takes about 10 minutes and boats that pass are awarded a decal and may qualify for insurance premium discounts. Most boats already have everything they need to pass this check.

Coast Guard Auxiliary Vessel Examiners emphasize they are not law enforcement. If a boat does not qualify, there is no citation and no report to authorities. The owner is simply provided a copy of the check list explaining what should be corrected to ensure safe boating and qualify for a decal. Knowing what needs attention before getting on-the-water can save a boater the cost of a violation ticket from law enforcement authorities and save lives.

A trained Vessel Examiner ensures registration numbers are properly displayed, the numbers match the boat's documentation, life jackets are Coast Guard approved and in serviceable condition, boats requiring a fire extinguisher have one, inboard engines have backfire flame control devices and engine/fuel compartment ventilation, a sound producing device (horn, air can or whistle) and on boats 16 feet or longer a throwable flotation device and navigation lights that work. Recommended common sense items to have on board are also discussed with boat owners. They include having a dewatering device (bailing can), mounting fire extinguishers in a readily accessible location, having an anchor and line, a first aid kit and a visual distress signal or device. Tips on accident reporting, fuel management and having a float plan are also shared.

The most common discrepancy found during vessel safety checks has been improperly displayed or shaped numbers. Washington Boating Law specifies BLOCK style numbers/letters not less than 3 inches in height with characters being clearly readable at 100 feet; and of a color which contrasts with the background of the boat. They include having a space or hyphen that is equal to the width of a letter (other than an l or 1) to clearly separate the letter and number groupings.

SAFE AND SOBER BOATING SAVES LIVES. Operating a boat is no different than operating a car. DUI laws apply, as does the .07 blood alcohol level. Alcoholic beverages have a place in society but it is not on-the-water where lives are easily endangered.

The Coast Guard Auxiliary has flotillas throughout the sound and inland waters of Washington. Flotilla's provide public education courses, assist with search and rescue missions, marine domain awareness and maritime safety, provide patrols for regattas and marine events, and provide free vessel safety checks.

Boaters can call (877) 875-6296 for more information about the Coast Guard Auxiliary and the services provided or visit the excellent public web site at www.cgaux.org then click "Visitor's Deck". This site provides links to boating courses and a wealth of boating information to include a self Vessel Safety Check, how to locate Auxiliary Flotillas or Vessel Examiners near you and lots of other interesting information.

Bob McGuire, DSO-PA

R 072231Z MAR 03
ALCOAST 128/03
COMDTNOTE 5728

SUBJ: OPERATIONAL SECURITY (OPSEC) AND PUBLIC AFFAIRS

A. COAST GUARD PUBLIC AFFAIRS MANUAL M5728.2D

1. DUE TO THE SENSITIVITY OF HOMELAND SECURITY OPERATIONS, WIDESPREAD SPECULATION BY THE MEDIA WITH RESPECT TO MARITIME SECURITY MEASURES AND THE NEED TO PROTECT OPERATIONAL SECURITY, THE FOLLOWING IS POLICY GUIDANCE.

2. CONTENT/RELEASE GUIDELINES:

A. IAW REF A, AREA AND DISTRICT PUBLIC AFFAIRS OFFICES AND PERSONNEL INVOLVED IN ANY MEDIA INTERVIEWS WILL CONTINUE TO FOLLOW EXISTING PUBLIC AFFAIRS GUIDELINES AND SPECIFICALLY WILL NOT ADDRESS:

(1) ANY SPECULATION ABOUT POSSIBLE THREAT SCENARIOS;

2) DETAILS OF SECURITY MEASURES;

(3) TIME TABLES FOR ANY ADJUSTMENTS TO SECURITY LEVELS OR WHAT EVENTS WOULD CAUSE A CHANGE IN SECURITY LEVELS OR PROCEDURES;

(4) ANY OTHER ISSUE THAT WOULD COMPROMISE OPERATIONAL SECURITY, AN OPERATIONAL MISSION OR THE SAFETY OF COAST GUARD AND/OR OTHER LAW ENFORCEMENT/ EMERGENCY RESPONSE PERSONNEL.

B. ANY COAST GUARD PRESS RELEASE/ STATEMENT/INTERVIEW REGARDING NATIONAL HOMELAND SECURITY POLICIES, PLANS, MISSIONS, DHS PERSONNEL OR HAS POTENTIAL NATIONAL IMPACT MUST BE CLEARED THROUGH DHS VIA AREA/DISTRICT PAOS AND G-IPA PRIOR TO RELEASE.

3. NATIONAL MEDIA:

FIELD UNITS WILL NOTIFY THEIR DISTRICT/AREA PAOS, AND DISTRICT/AREA PAOS WILL NOTIFY G-IPA OF ANY REQUESTS FROM NATIONAL MEDIA AND OBTAIN APPROVAL BEFORE PARTICIPATING IN ANY NATIONAL MEDIA ENGAGEMENT. NATIONAL MEDIA INCLUDES NETWORK BROADCAST NEWS, WIRE SERVICES, TIER-ONE PRINT MEDIA I.E. PAPERS OF RECORD AND OUTLETS THAT ALSO RUN NATIONAL NEWS SERVICES SUCH AS THE WASHINGTON POST, NY TIMES, LOS ANGELES TIMES, AND NATIONAL NEWS MAGAZINES. G-IPA WILL COORDINATE APPROVAL OF NATIONAL MEDIA REQUESTS WITH DHS PUBLIC AFFAIRS. AREA/DISTRICT PAOS MUST BE INVOLVED IN MANAGING NATIONAL MEDIA REQUESTS AND ASSIST UNITS, ESPECIALLY IF REQUESTS ARE DENIED OR DELAYED.

4. LOCAL MEDIA:

FIELD UNITS WILL NOTIFY THEIR AREA/DISTRICT PAOS, AND AREA/DISTRICT PAOS WILL NOTIFY G-IPA, OF ANY SIGNIFICANT LOCAL MEDIA REQUESTS (MAJOR FEATURE STORIES, MULTI-PART SERIES REPORTS, ETC.) OR LOCAL COVERAGE OF POTENTIALLY CONTROVERSIAL OR SENSITIVE TOPICS. APPROVAL FROM G-IPA AND DHS ARE NOT REQUIRED PRIOR TO PARTICIPATING IN LOCAL STORIES. HOWEVER, IF IN DOUBT, BRIEF THE SITUATION UP THE CHAIN OF COMMAND BEFORE COMMITTING TO THE INTERVIEW.

5. AREA/DISTRICT PAOS WILL NOTIFY G-IPA, AS SOON AS POSSIBLE, OF EMERGENT OR EXTENSIVE LOCAL/REGIONAL COVERAGE OF DAY-TO-DAY EMERGENCY RESPONSE OPERATIONS THAT MAY SPREAD TO NATIONAL "BREAKING NEWS" COVERAGE.

6. THE COAST GUARD HAS AN OUTSTANDING REPUTATION FOR BEING FRANK AND HONEST WITH THE MEDIA. WE HAVE A GREAT STORY TO TELL AND WILL COOPERATE WITH THE MEDIA WHENEVER POSSIBLE. HOWEVER, WE MUST ENSURE PROPER SECURITY CONTENT AWARENESS AND HEADQUARTERS AND DHS APPROVAL/COORDINATION TO PROPERLY BALANCE OUR RESPONSIBILITY OF INFORMING THE PUBLIC WITH THE RESPONSIBILITY OF SAFEGUARDING OPSEC AND THE SAFETY AND WELL BEING OF THE AMERICAN PUBLIC.

7. INTERNET RELEASE AUTHORIZED.

8. RELEASED BY: VADM T. J. BARRETT, VICE COMMANDANT.

The official publication of the 13th District U. S. Coast Guard Auxiliary

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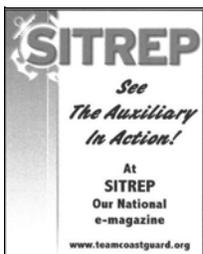
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Visit SITREP at Aux National Website for Local and National Stories.



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WELCOME TO LAKE COEUR D'ALENE – "THE JEWEL OF THE NORTHWEST" YOU ARE INVITED TO ATTEND THE EASTERN AREA TRAINING CONFERENCE

JUNE 6 – 8, 2003

COEUR D'ALENE, IDAHO

Friday – PWC Training

Friday Evening – Barbecue & Scavenger Hunt/ISAR Member Training on Lk CDA followed by an Ice Cream Social

Saturday AM – Breakfast followed by Marine Safety Environmental Training, Sea Dart story & tour, Scuba Diving Presentation on Lk CDA, Artifacts

Lunch – Blackwell Island RV Park

Saturday Afternoon – QE Session for PWC's, Join VE's on the docks in celebration of VSC Day, Play Golf, Take a Parasail Ride, Hike Tubbs Hill, Enjoy a Seaplane Ride, Visit the Museum of North Idaho, Have Fun at Silverwood Theme Park, Go to the CDA Casino, Visit the Historic Silver Valley, Tour the Cataldo Mission, Ride a Gondola to the Top of Silver Mountain

Saturday Evening – Join your friends at the Coeur d'Alene Inn for our Dinner Banquet and evening of fun!

Sunday AM – Let's have breakfast together before we bid you farewell!

Area Accomodations

Coeur d'Alene Inn: We have a block of rooms set aside - \$62 including tax

Golf packages available 1-800-251-7829

Blackwell Island RV Park: Located on the Spokane River and our central location for this year's Conference activities. RV's welcome, tents not allowed - \$27 including tax. See below for reservations

Robin Hood Campground: Tents welcome here \$17.66 including tax

See below for reservations

Please Note: We will hold Friday evening's and Saturday's schedule of activities as well as Sunday's breakfast at the Blackwell Island RV Park. Directions: Take Exit 12 off Interstate 90 which brings you to Hwy 95, go south 1½ miles, when you go over the bridge, take the 1st left which is Marina Drive, follow signs to the park.

NAME _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

PHONE _____ E-MAIL _____

REGISTRATION FEE	\$3.00	X	_____	=	_____
BLACKWELL RV PARK	\$27.00	X	# of Nights	=	_____
ROBIN HOOD CAMPGROUND	\$17.66	X	# of Nights	=	_____
FRIDAY NIGHT FELLOWSHIP	\$7.00	X	_____	=	_____
SATURDAY BREAKFAST	\$2.50	X	_____	=	_____
SATURDAY LUNCH	\$6.00	X	_____	=	_____
SATURDAY BANQUET					
Roast Turkey & Honey Glazed Ham	\$19.50	X	_____	=	_____
Steak & Teriyaki Chicken	\$24.50	X	_____	=	_____
SUNDAY BREAKFAST	\$2.50	X	_____	=	_____
TOTAL (Due by May 31, 2003):		=	_____		_____

Make checks payable to: USCGAUX Eastern Area Conference.

Mail to: Kathleen Goodwin IPFC-84, E 1025 Timber Lane, Coeur d'Alene, ID 83815.



Katy Zundel

EASTERN AREA REPORT

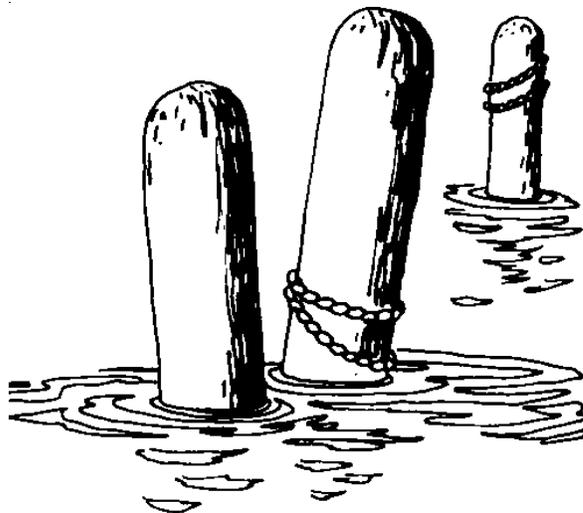
Recruit, Recruit, Recruit. This is my theme song and I intend to sing it to my divisions loud and strong, maybe off key at times, but they'll hear the message! This is the prime time of year to reach people in the Eastern Area. We have our boat shows and PE Classes—the two best recruiting events. Give them the pitch, as they most likely won't approach you first. If asked though, how they can join the Auxiliary, you can always tell them, "We happen to have a couple of openings in our flotilla right now, so let me tell you about the Coast Guard Auxiliary". Make them realize how special we really are.

Speaking of training, have you all become aware of the ISAR competition? I am fortunate enough to have been put on the committee in our district. It will be a great training experience. There are other benefits also, like achieving the Operational Excellence Award. If you haven't looked at these programs, do it now. Other teams are already working on it.

The Eastern Area Conference is pretty well set, we will have a weekend of training and fun, from Friday night get together through Saturday training and fun. We have lined up a beautiful camp area on a river with docks for your boats and an enclosed area for meals and training. We will also have a banquet on Saturday night. The registration will be in this issue of Buoy 13.

We'll soon have water in our lakes and rivers in the Eastern Area and will begin patrols on Memorial Day weekend. This is always a really active time with Safe Boating Week, ramp VEs, patrols, and MD visits. I trust some very visible group activities are being organized. When you are doing all of these very important missions, don't forget that fourth cornerstone. You could make arrangements to all eat out together after a busy day, great time for a discussion on how things went and how it could be made better next time. Remember the reason we are organized, to work together to accomplish our goals for the safety of boaters everywhere.

Katy Zundel, RCO-E



Front and Back Cover Photographs:

Cover Picture Top Left—DCO 13 Dan Neiderhiser presents Robert R. Wells, Div 1, FL 09, Bellingham, WA, with the Auxiliarist of the Year Plaque. The presentation took place on March 27, 2003, at the Division 1 meeting in Mt. Vernon, WA.

A crowd of approximately 52 members and supports were on hand to congratulate Rob for all that he accomplished in 2002.

Rob has been involved in numerous aspects of the Auxiliary; AV, BCCox, IT, MDV, QE, VE, AUXOP.

In addition, he is active with the Bellingham Recruiter's office and is heavily involved in the Auxiliary Coxswains Academy (ACA) where he recruits 17 & 18 year old members from local high schools to become Auxiliarists, and helps them join the USCG with an advanced rank upon completion of the ACA.

Cover Picture Top Right - Buoy 10 Awards presented at Lincoln City Training Conference in February 2003 to the Buot 10 Task force. The area seaward of Buoy 10, on the Columbia River Bar is considered one of the most dangerous Bars in the World. As a result of the efforts, of the Buoy 10 Task Force, the total fatality rate dropped from 8 to 10 people losing their lives in 2001 to only 1 in 2002, and SAR Cases dropped by 30%. Thank you Division 6 and Division 7.

Cover Picture Lower Right - Admiral Brown presents District Thirteen's Person of the Quarter Award to Mike Bracken, for Quarter ending Descemebr 31, 2002.

Congratulations to Mr. Mike Bracken Coast Guard Auxiliarist.

CONGRATULATIONS! Based on the nomination from your peers and the recommendation of this unit's Person of the Quarter selection committee, it is my pleasure to select you as District Thirteen's "Person of the Quarter" for the quarter ending 31 December 2002.

"I note with pride and am pleased to commend your outstanding performance while volunteering in the Office of Aids to Navigation for the period 1 September to 31 December 2002 as the special projects assistant. During this period, you corrected and maintained the Thirteenth District Master Charts and Light List.

This required weekly updates to the master charts used by professional mariners, in preparing their pilotage exams. You worked over 75 hours in two months to get the charts corrected and light list up-to-date. After successfully completing these updates, you continued assisting with other tasks. You assisted with the Aid Folder Review by examining District Aids to Navigation Folders and ordering them chronologically.

You also helped establish a list of all of the seasonal ATON, ensuring they were established and disestablished in accordance with the Light List. You also assisted with the database changeover by verifying the charts and the ATONIS positions. In November, the Traffic Separation Scheme (TSS) for the Straits of Juan de Fuca was altered when the International Maritime Organization approved and implemented the port access route study. This TSS alteration affected 20 charts and required a list of corrections that was over 16 pages long. Officer Bracken ensured D13 had completely corrected charts when the change went into effect on 30 November. D13(oan) could not have conducted a database review, published the weekly Local Notice to Mariners and keep the charts and Light List up-to-date without the dedication to duty of Officer Bracken. As a Coast Guard auxiliarist, You have volunteered an average of 15-20 hours a week for the last 6 months ensuring D13(oan) is ready for everything.

Your dedication, attitude, and outstanding performance are tremendous assets to the District Office. My congratulations and appreciation for a job well done" ... ERROLL BROWN

Submitted By:
Petty Officer Robert K. Lanier
U.S. Coast Guard
13th District Public Affairs - Seattle, WA

Back Cover, Louise Gatlin, receiving the Meritorious Merit Award in Lincoln City from Admiral Brown

Buoy 10 Bouy Ten Task Force



Photo from Debbie Engel SO-PA Division 7



See Page 21 For Details

U. S. Department of Homeland Security

United States Coast Guard Auxiliary

DSO-PB 13th District

10511 Seaview Drive
Anderson Island, WA. 98303

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