

U. S. Coast Guard Auxiliary



District 13

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Montana

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Fall-Winter 2004-2005



District 13 elected Bridge, l to r: Bob Mell, RCO-S; John Thoma, RCO-N; Fred Bell, DCO-13; Dennis Hoppman, RCO-E; Bruce Miller, VCO-13 (seated) (Photo by Peter Kirshner)

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Buoy 13

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Auxiliary*

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**DISTRICT 13
COMMODORE**

Dan Neiderhiser

Well, the sun is setting on my tour as DCO-13, and it seems a bit strange to be writing my final article for the Buoy 13. But the pace has been fast and furious and so too the passing of this tour of duty. I've learned so very much from each of the Auxiliarists that I've come in contact with, in person, or e-mail. From the gold side to the silver side, the differences, a few disappointments, but above all the joy of seeing membership enthusiasm continue to abound. Sure there were a few hiccups along the way with ID Cards, Programs, Personal Security Questionnaires (that need to be submitted by the time you read this), and Awards. But times continue to change and we must be flexible with the change in Programs that we are all involved in.

I reviewed our 2003 Vision and Goals Statement the other day, and we were right on track. And for that, I say thank you for all you have accomplished, and for what you are about to become involved in.

I would like to briefly recognize some of those who have made these two years a most successful and enjoyable watch. The District Board (elected by you), the District Staff Officers and Assistants, Project Officers, Liaison Officers, and the few who were given specific assignments and did a most admirable job. Our Director, LCDR Kelly Boodell; the Assistant Director, CWO 4 Paul Bellona; your EXCOM; the DIRAUX office personnel, Daniel Shipman, RBS, JoAnn Grubb, the best DCO assistant, leader and mentor any DCO could ask for and the D13 Chief of Operations CAPT

Ashley. And one other name joins these as well, but first let me say that I've served the USCG as an Auxiliarist for 13 years, and I served in the USAF for over 21 years, and during my time in the USAF, there were only three leaders I would have followed into hell and back. I now add RADM Garrett to my short list. He's been such a huge supporter of the Auxiliary, a mentor to me, and is truly "the real deal." And certainly I would be remiss not to thank the one person who has supported me above and beyond that of any member. My best friend, the love of my life, my wife Kathy.

To the membership of District 13 and its 390,838 square miles this is home to me, and will always be one place where I can say "Have I got a deal for you!" And to Don Kidder, FC-85 (ret) who told me 13 years ago to "either join the Auxiliary or quit coming to our meetings."

And lastly, the office I've recently been elected to has already become a challenge with over 6,000 Auxiliary members. So, yes, I'm already knee deep into National items of interest for the Pacific Area as the 2005-2006 (National) Area Rear Commodore - Pacific.

I'm proud of each of you, and proud that I can continue to serve you. Thank you one and all.



The incoming and the outgoing ARCOs. Who's smiling the most? (Photo by Peter Kirshner)





**District 13 Vice Commodore
John F. Bradbury**

As the year draws to a close it is interesting to look back to the activities that have taken place during the year through AUXDATA and try to get a sense of where we are heading, as Auxiliarists. The number of Safety Patrols has decreased slightly but we have spent more time on the water. Vessel Safety Exam numbers have increased slightly, but fishing vessel exams are about the same. This year we have not taken in as many new members as last. There have been big increases in transfers out and retirement of members. Public education numbers are also down this year. The above is taken from AUXDATA unit summary reports. We have increased the number of vessel examiners, the number of surface facilities, the number of radio facilities and the number of air facilities.

Let's take a look at this in a little more detail. We are doing better in VSC's, four percent; but we should — there are 20 percent more VEs this year. Commercial fishing vessel activity is holding about the same.

Public education appears to be down, showing a decrease of 315 sessions and 783 hours this year. Multi level courses are down from 131 to 113.

In operations our OPFACs have increased from 278 to 352. Hours on safety patrols have increased from 3,964 to 5,332. Regatta patrols have decreased. In assists, lives saved and people assisted there has also been a decrease. The sizeable increase in radio facilities and the increase in AuxAir are healthy signs.

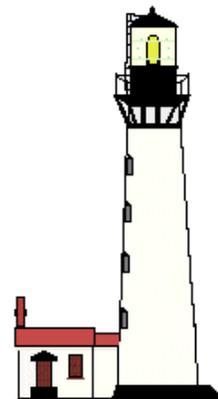
Vessel exams, public education and operations are our traditional cornerstones but today the Auxiliary is much more. We are very involved in the stations and

groups around the district working closely with the Gold side and making a big difference. In Division 1 the Sea Ark program where the Auxiliary is actually operating a Coast Guard boat is breaking new ground for us here in the Northwest. We wish them the best and I am confident the Auxiliary operation of that facility will prove to be an effective, economical addition to operational capability in the area.

Folks under Mary Ann Chapman's leadership are doing a tremendous job at Group Seattle. This year has seen great strides made in the PA field as we are working much more closely with the Gold side in doing our PA duties. Another successful Buoy Ten Season without a loss of life gives us all a chance to be proud of the difference we make in people's lives. Stop and think that two years ago eight or nine people lost their lives during the Buoy Ten Season. It could be that 15 to 18 folks are here today because of that effort. While we cannot claim total credit the Auxiliary was a large part of it. On our waterways we have participated and been very involved in the "Make Way" program of warning boaters and fisher folks of the danger of impeding the passage of a deep draft Vessel. I, for one, feel we have saved many lives with this effort. These are just a few of the major efforts that come to my mind. Throughout the district Auxiliarists are going out on the water or down to the ramps to tell our safety message to anyone who will listen. My hat is off to you all, and as a member of this Bridge, thank you all for a great job during 2004.

In closing I wish to state my sincere thanks and appreciation to all members for the pleasure of being your Vice Commodore these past two years.

Calm Seas and Fair Winds to all.





RCO-N
Fred Bell

"I received a call from Craig Brown tonight. He, Karen and Al Francisco and Gene Ruppert were on the Oil Spill helping MSO. PA was looking for an Aux Facility to take media out tomorrow. After several phone calls, I got Norm Nyhuis." This is an email that I received late on a Thursday evening. It was followed up with a phone call early the next morning with a status report on personnel and activities.

"Hurricanes devastate the Southeast and our people are either on the scene or on their way." This is a portion from John Warner's update.

MARSEC 3 Surveillance of Recreational Boating Facilities exercises are being conducted. Auxiliary Marine Safety Watchstanders are being sought for the Seattle Command Center.

Does this all sound familiar? Isn't it all part of our four corner stones? Well, back in January, when we attempted to put our plans together for the year, we unknowingly left out a few details. Times are changing. How were we to know that such changes would occur and that the rate of change would be so great? The Cornerstones and the Core Values have merged, and the auxiliary has accepted additional missions. "Direct Support" and "Force Multiplier" are now common terms and are being heard on a much more frequent basis, and it is our continued success that is leading to even more opportunities. We must continue to put plans in place with full knowledge that change is bound to occur, and when it does, we will adjust our plans. In the mean time, we have not dropped the ball. There is continued focus on recruiting, member training, public education, vessel courtesy examinations, program visitations and surface and air patrols.

Members in the Great Northern Area have really performed this year. I realize that the year is not quite over yet, but as elections are being conducted and change is occurring, I must take a moment to thank you all for your contributions, and I pledge to continue to work with you in the years to come.

As a team, we really set the bar high. We took delivery of the first Coast Guard owned/Auxiliary operated vessel in D13. Ernie Salotti, Jim O'Connor and Richard Coons, working with Paul Bellona and Senior Chief Hohl, developed a training program, selected and trained more than 25 individuals and with sufficient personnel had the vessel on the water at least five eight-hour days per week. The SeaArk was delivered with a request that we try to put in at least 400 hours this year. Up to the point in time that the fuel money was cut off, I think they had topped the 800 hour mark.

This is the year in which we really saw an expansion in the Direct Support Program for MSO Puget Sound. The efforts of Mary Ann Chapman, JB Hall, John Thoma, Craig Brown and a multitude of others have really shown results and have elevated the visibility of the Auxiliary. Thanks to all of you who are participating, and especially those members from the Eastern Area who travel such great distances to participate.

With Hoyt Hatfield leading the charge, we have established an even closer relationship with our associates across the border. We have held multiple joint training exercises with the Canadian Coast Guard Auxiliary, participated in their ISAR training and held joint social events on both sides of the border. Our involvement has not been in a competitive nature but purely in a learning and skill improvement mode.

As I review the accomplishments of the year, I must again thank Vince Pace and the team of folks, members and non-members, including Don, who were responsible for the very successful Northern Area Training Sessions. This year was especially challenging, since we didn't learn until late in the season that we did not have a site for the event. Through some innovative planning, rigid negotiations and well organized committee meetings the event came off extremely well. For the second year we were able to assemble approximately 150 people for the affair. Division 2 has the challenge for next year.

Now that "one school has finished, and the time has come for another to begin," I will begin to plan for the future. As a member of the new D13 Board, I will continue to promote programs for the benefit of the membership. I am well aware that it's at the flotilla level where things happen. The one thing that I can promise you is RESPECT. Respect for all that you do, but more importantly, respect for you as individuals. There are many positions in this organization but there is only one rank; Volunteer. I will work as hard as I can for you but in so doing, I also solicit input from you. What do you expect from your board? Use the chain, let us hear from you. We are team members, we will work together, and we will accomplish great things. I have one request, find your twin. If each of us recruited just one individual, just think what this organization could become. I am looking forward to a great year, let's have some fun.





RCO-S
June E. Feather

The past two years as RCO-S have been informative, challenging and fun. I have learned a lot about the administration and workings of the Auxiliary. I loved the travelling to the three divisions in the Southern Area, and working with the Division Captains in my AOR. It has been fun and a challenge in setting up and planning the Southern Area Conference.

We have entered the electronic age. E-mail is an easy and quick way to share information. The more information we can share, the better we can all do our jobs. We need to be sure that the members that don't have e-mail receive the same information. It is frustrating to send an e-mail to someone when they don't respond, especially if they have changed their e-mail address. Please, please, please, when you change your e-mail address, notify the people in your address book and be sure that it is entered into AUXDATA. Also, if you change your address or phone number, notify your IS officer so that it can be entered into AUXDATA.

We have had a lot of changes in the last two years, and one of the biggest changes is in the security forms that we all need to fill out. There is a manual on the Chief Director's web site to help with this process. The form can be filled out on the computer, which makes it easier for some members. If you are an elected officer, you need to get your security packet in as soon as you are elected and ensure that it is in the system before the end of the year.

I hope to see a lot of you at the District meeting in February. Let's all go and support our new Bridge and welcome the new District Commodore Fred Bell and Bruce Miller, Vice Commodore. See you there!



U.S. COAST GUARD REORGANIZES RESPONSIBILITIES BETWEEN GROUPS PORT ANGELES AND SEATTLE

The United States Coast Guard will be reorganizing the command and control functions between Groups Port Angeles and Seattle to enhance its multi-mission capabilities which began October 1, 2004.

Group Seattle, currently responsible for Coast Guard functions from the waters of South Puget Sound to the Canadian border just north of the San Juan Islands, will turn over the northern portion of its region, as well as Station Bellingham, to Group Port Angeles.

"Essentially, management responsibility of the waters of the San Juan Islands will fall to Group Port Angeles," said Captain Gail Donnelly, chief of search and rescue in Seattle's Coast Guard District 13 headquarters.

"Our capabilities and assets along the maritime border with Canada have grown significantly since Sept 11, 2001. Moving oversight of these waters from two to one command simply makes sense and will enhance service to all of our maritime customers. Group Port Angeles will now have oversight of all waters along the 125-mile maritime boundary with Canada through the Strait of Juan de Fuca, Haro Strait, Boundary Pass and the Strait of Georgia.

"Since Sept. 11, 2001, Coast Guard Group Port Angeles has received a new small boat station and additional patrol boats. With the additional station and cutters, the Group will be more capable than ever," said Donnelly.

For more information on the change in Coast Guard boundaries contact Group Port Angeles Public Affairs Officer Lieutenant Kindness at 360-417-5842.



To read your copy of Buoy 13 on the internet, and see it in living color, point your browser at:

www.uscgaux.org/~130/pubs-form/index.htm

Several back issues of Buoy 13 are available at the push of an electronic button.



Al Wonenberg
RCO-E
Eastern Area

As I look out my front window this morning and notice that the Tamarack trees are turning their bright yellow and we have a few snow flakes falling, guess I had better find the snow shovel.

Things are winding down and the tide starts to slip away, boaters are putting their boats in storage for the winter; this is just how it is in the eastern area.

I was very pleased with the attendance at the Eastern Area Training Conference held in Cascade, ID. This showed the dedication of most of the 50 members that paid their own expenses to attend the training conference. There were great workshops, presentations and PWC training held in Lake Cascade's cold water.

We had an excellent Leadership Training presentation that really got your blood going, by Commander, John Felker, Director of Auxiliary, First Southern District. (John is now a Captain)

The Friday night fellowship was outstanding -- the members were the entertainment.

Lewis and Clark Bicentennial will be cranking up and will be in full force in 2005 and 2006. In some of the pre-actives schedules, Montana, Idaho, Washington and Oregon will have some type of on and off the water active happening every week or weekend. Lewis and Clark Trails Project Officer, Ron Fritz will be keeping us informed.

There have been some pictures on the web that were taken of the event that took place in Kansas City to St. Joseph, MO., June 26 to July 5, 2004. Those

crafts looked pretty sturdy, but they weren't on the Snake and Columbia Rivers with the rough water produced by wind. The PWC and Paddle craft program may be a very valuable patrolling tool for these events.

How do you keep in touch with what is going on in your area? Some cities have web sites. You may want to join your local chamber of commerce or attend their meetings. A lot of action takes place here. Many Auxiliary members are on County Waterways Advisory Committees. These committees often advise the leaders of the local government with the decisions on how to spend dedicated funds for the improvement in boating safety and boating infrastructure.

Being RCO-E has been an interesting venture for the past year. I have met a lot of wonderful Auxiliary members and made many friends.



DSO-VE Report
Jack Feather

VSCs are one of the most effective ways to reach a lot of boaters! Most of the boaters that get into trouble have not had a VSC on their vessel.

Compared to the entire Auxiliary, District 13 holds its own with VSCs. Can we do better? OF COURSE!

A bit of data. So far in 2004, D13 has completed 7607 VSCs — about the same as last year. However Division 6 with 14 percent of the membership of D13 completed 44 percent of the VSCs. Also Division 7 with 10 percent of the membership of D13 completed two percent of the VSCs. This means that the rest of us — 76 percent of the membership of D13 only completed three percent of the VSCs.

Please consider becoming a VE or re-certifying as a VE. If it has been less than five years since you were a certified VE, to re-certify it only takes two VSCs completed with a current VE. Please send a COPY of the 7038 to me with a certified VE on the lead line and you on the trainee line.

Please direct questions to: dsove13@charter.net or (707) 464-5578





**DIRECTOR OF
AUXILIARY
LCDR Kelly A. Boodell**

I recently was asked to prepare a PowerPoint Presentation that measured certain aspects of the Auxiliary in D13. The measures are part of the D13 assessment requested by the PACAREA Commander, VADM Johnson.

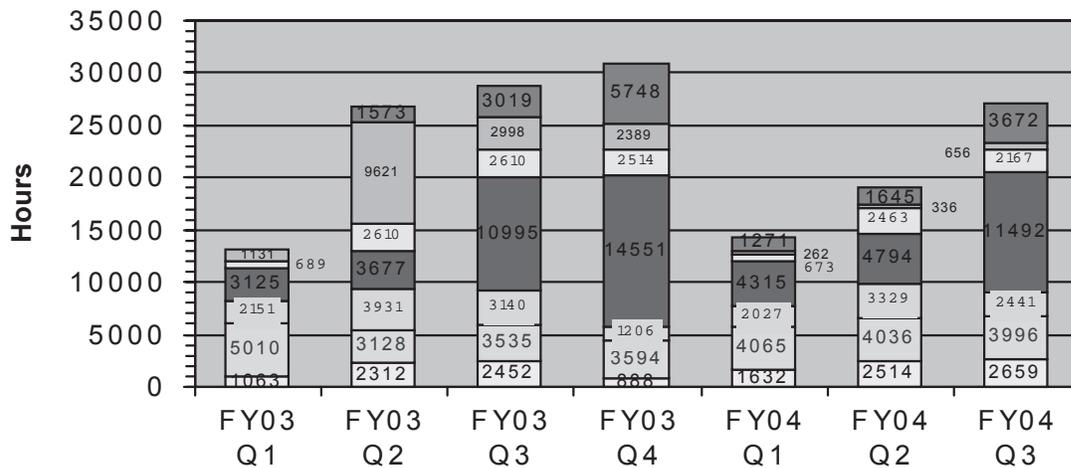
I thought it would be valuable to you, the membership, to see the data that I obtained from AUXINFO. I find it very informative. Also, I think that when you see what you do laid out like this, you will realize why I am always jumping up and down begging for every member to document their activity. This chart was prepared in a PowerPoint format with an EXCEL

spreadsheet containing the supporting data. I prepared four slides and am going to discuss one in this article. If I receive positive feedback from you indicating that you like this type of thing, I will do this style of reporting more often.

These charts were prepared in color and will be reproduced here in black and white, I imagine they will be difficult to read. However there are some interesting things I would like to point out. There are 17 categories where members may document their time, the largest being “99 hours,” the catchall of reporting. The 99 category contains the largest number of hours in our district. What I have chosen to highlight are several areas that should interest you. I think it is important to consider the cyclical nature of some reporting as it is directly related to the seasons in our district.

For Example, look at how the numbers of hours in the Patrol category have increased! While I did not trust that all hours were documented yet for Fiscal year Quarter ending 31 SEP 04, I certainly hope you will input all of your hours so that we can have more accurate numbers for projecting future activity. I thought the numbers for SAR were interesting. I think that there was some confusion in FY03 Q2 as many standby hours were probably recorded. However, I also realize that the Coast Guard isn’t calling the Auxiliary as much to do SAR, or those numbers are recorded somewhere else. This gives me something to investigate. Lastly, I draw your attention to Public Education. While there is some growth, our numbers represent some stagnation. I wonder why? Maybe the ABC course isn’t being utilized the way we planned? Maybe we need to

Continued on page 15



Member Training CG Support Public Education Patrols
 Public Affairs SAR Marine Safety

consider alternative venues for offering our courses, maybe shorter courses? Either way, there are a tremendous number of hours here that represent incredible sacrifices and dedication by you the volunteer. Please do not sell yourself short by failing to report how you have helped to serve your country. I really mean it when I emphasize how important these figures are to trend analysis of our impact.

Semper Paratus and have a fabulous Holiday Season! I hope to see you at the District meeting in February.



Propane Tanks

By Fred Neil

On Saturday, June 5, Julie and I were out on a combination safety patrol and PATON checking mission in Lopez Sound in our 21-foot Bayliner Trophy, the *Fish Fry*. The weather was overcast and there had been some rain when we first left Bellingham, but the water was calm and the air warm, so conditions overall were quite pleasant.

We had just checked the pair of yellow buoys marking the fish pen in Hunter Bay and were headed north up the east side of Frost Island to check the light marking the fish pen in Shoal Bay when we spotted some odd objects floating in the water. They weren't very large, so we almost decided to ignore them, but reconsidered and came around for a better look.

It was a bit of a surprise to find a pair of rusted old propane tanks!



They didn't appear too menacing, but then, who knows? If there was propane in them and a boat struck one could it explode? They were in the vicinity of the ferry lane. Also, we know propane is used in the production of methamphetamine in drug labs. Could there be a connection? Or could a smuggler have packed them full of contraband and set them adrift, to be picked up later?

None of these possibilities seemed highly likely, but couldn't be ruled out, either. So, we went by our training that, if there is any question at all about anything, call it in and let the chain of command decide what to do.

I felt almost silly calling in to Station Bellingham to report a couple of old propane tanks, but they didn't laugh, and told us to hold station and stand by. After a short wait they passed us on to Group Seattle, to whom we once more described our observations. Once more we stood by, answered a lot more questions, (how much can you say about a rusty propane tank?) and were finally informed that the San Juan County Sheriff's department boat would come out to assess the situation and retrieve the tanks.

This was good news as we really didn't want the filthy old tanks on our boat, and, if they did happen to contain some hazardous substance, we definitely wouldn't want to be handling them.

We held station for a half hour or more, in which time the tanks managed to drift in opposite directions, one heading for the ferry lane, the other towards the rocky shoreline of Frost Island. Figuring the one headed for the ferry lane posed the greater threat, we held our position near it.

Finally, two officers arrived on scene in an aluminum boat. One of them reached over and snatched the tank near us out of the water with his bare hands and placed it in their boat. So much for the concern about hazardous materials! We pointed out the location of the other tank, and, with a wave and a nod they went over to retrieve it. We called in to Group Seattle to report the sheriff's boat was on scene, at which point we were released to resume our patrol.

We checked the PATON in Shoal Bay, went to Roche Harbor to check some PATONs there, then on the way home were treated to a great encounter with a pod of orcas off Point Lawrence.

We'll never know if the propane tanks were of any real significance, but they certainly added an interesting dimension to our patrol, and provided the opportunity to contribute as a part of the team.

USCG Aux Training Conference

by Buoy 13 staff

The Mirabeau Park Hotel in Spokane was the site of the 13th District U.S. Coast Guard Auxiliary Training Conference, held 24, 25 and 26 September.

Friday's sessions started with the EXCOM meeting, followed by the Ways & Means Committee meeting.

After lunch, the Materials Center opened, with everything from clothing, hats, navigation tools and many other items to choose from. Business was brisk.

The afternoon was taken up with a Board Meeting, Readiness/PE/MT Briefing to Board; Readiness Completion Meeting and a one-on-one with Peter Kirschner, DSO-IS.

Following a no-host social came the "Hats Off To You" banquet. Dress was informal, hats outrageous. Afterwards came a "drop-in" Commodores Open House, hosted by the Past Captains Association.

Saturday began with the General Membership Meeting. Colors were presented and posted with the Pledge of Allegiance and the invocation and Crossing the Bar.

After roll call of the Bridge, Board and Staff came the elections of DCO, VCO and RCOs. Elected were Fred Bell, DCO-13; Bruce Miller, VCO-13; Robert Mell, RCO-S; John Thoma, RCO-N and Dennis Hoppman, RCO-E. Outgoing DCO Dan Neiderhiser takes over as National ARCO-P. Congratulations to all.

After a Security Presentation by J.R. Addington everyone lay to the mess deck for the Awards Luncheon.



Dona Wolfe, Washington State Parks and Recreation Commission presented to Keith and Bonnie Harding, on behalf of James E. Horan, Boating Law Administration, Washington State, the Western States

Buoy 13

Fall-Winter 2004-2005

Boating Administrators Association Boating Professional of the Year, and National Association of State Boating Law Administrators Public Service Awards.

Runner up to National's Best Web Award went to Darren Lewis, Division 7, who is entitled to display the one-star web award on Division 7's web page. Congratulations on winning one of the coveted stars.

Photography-Public Education Award from National went to Linda Lewis, FL-73.

CWO-4 Bellona and LCDR Boodell presented personal awards to Don Berg, with the LOC; Sheila Langue, with Accommodation; Ernie Salotti, with Achievement and Vickie Young, with a Commendation Award.

Winners of the Golden Web awards were Division 7, Daren C. Lewis SO-CS-7; and Flotilla 51, Brian Marotta, FSO-CS-51.

Winners for the D-13 Golden Quill Awards were Flotilla Publication-Flotilla 54, Richard B. Postal, FSO-PB-54; and Division Publication-Division 2, Bonnie J. Schiesswohl, SO-PB-2. FL-6-6 was presented the coveted Flotilla Meritorious streamer.

The afternoon featured a Fingerprint/Personnel Security Forms Update with questions and answers, along with an excellent PA workshop and a Readiness Workshop.

Following the no-host social came the Awards Banquet with guest speaker RADM Garrett.

After the Past Captain's breakfast next morning, the auxiliaries headed for their homeports. A lot of information was passed, friendships renewed and chow consumed. Thanks to all who worked so hard to put on this great function.



District 13th Awards, from left to right: Frank Ramer, DCP-5; Bonnie Schiesswohl, SO-PB-02; Jack Bradbury, VCO-13 holding one star award certificate for Ken Anderson; Ken Anderson, DCP-7 with runner up award for the D-7 web page, from National; Jack Feather, DSO-VE

(Photos by Peter Kirshner)

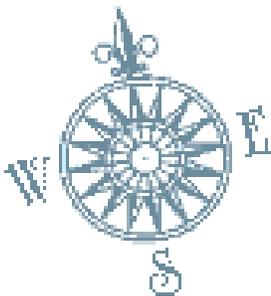
Craig Brown
DSO-MV (PV)

On 01JAN05 the “Recreational Boating Safety Visitation Program” (RBSVP) is replacing the “old” MDV Program. The USCG hasn’t approved the “new” RBSVP Manual and the ECD is a year or more from now. Therefore, the RBSVP “Best Practice Guide” has been released to define the RBSVP requirements until the “new” RBSVP Manual is approved. The “Best Practice Guide” is NOT a manual.

- * Anyone wishing to complete their MDV qualification based on MDV requirements MUST complete ALL qualification requirements prior to 31DEC04.
- * Beginning on 01JAN05 the MDV study materials and exams will no longer be valid. They’ll be replaced by RSVP study materials and exams.
- * ALL MEMBERS WITH CURRENT AND ACTIVE MDV QUALIFICATIONS WILL BE AUTOMATICALLY QUALIFIED IN THE RBSVP PROGRAM.
- * Beginning 01JAN05 staff officer designations will be as follows; FSO-PV, SO-PV, and DSO-PV.

The RBSVP will be expanding the scope of the traditional MDV Program and adds the US Power Squadron (USPS) as an equal partner working to make sure the public receives the latest and best recreational boating safety information. Please welcome the USPS as partners in the RBSVP.

The link to the RBSVP “Best Practice Guide” is:
<http://safetyseal.net/manuals/RBSVPBestPracticesGuideOCT04.pdf>



TO: LCDR Michael Dreier MSO Puget Sound Operational Readiness

FROM: Craig Brown, U.S. Coast Guard Auxiliary Coordinator, Recreational Boating Facility (RBF) Monitoring Program

SUBJECT: RBF Monitoring Program Exercise 6 October 2004

On 6 October 2004, the Auxiliary conducted a limited exercise of the RBF Monitoring Program, using the attached Exercise Plan.

The exercise monitored ten RBF locations in the Seattle metropolitan area, using cell phone and landline communications. It also monitored nine RBF locations in the Anacortes area and six RBF locations in the area between the Canada border and Bellingham, using cell phone and Auxiliary mobile radio unit communications.

A total of ten Auxiliarists participated on patrol route teams. Six served at field coordination centers including two evaluators, and five served at the “Situation Unit” including one evaluator and one controller.

The attached Master Script was used to add complexity to the exercise. In an actual event, the most likely instruction would be that any use of an RBF facility by any vessel would be considered suspicious. For exercise purposes, “suspicious vessels” were initially defined as any vessel with a hull of a color other than white. This definition changed during the course of the exercise.

Teams reported 36 “suspicious vessels,” vessels with details including a description, hull number, number of POB, location, heading, speed, and suspicious activity such as “stopped and lowered object into water and recovered it.”

At one point, teams were directed to look for a Dodge pickup with an empty trailer, suspected to have launched a vessel used by terrorists. Teams located two such pickups. In addition, patrols were diverted to monitor suspicious activity reported from various facilities.

All communicators maintained detailed logs of all communications.

Evaluator’s reports and hotwash reports are still being integrated and will result in an After Action Report. In general, the exercise was considered to have gone very smoothly.

Welcome to our AOR

by Ken Babick, Sr.
Division 7, Flotilla 73 -- Portland, OR

Monday 16 Aug 04 the *Defiant*, a US Coast Guard Auxiliary Operational facility owned by Ken Babick and with Carol Bobo as Coxswain were asked by Chief Sargent, a new member at Group Portland in the communications center, to give Chief a tour of our local Area of Responsibility. This includes 170 statute miles on the Columbia and Willamette rivers.

As we departed the dock at Group we cruised up the Willamette, which is the 13th largest river by volume in the United States.

Going past the grain docks and old flour mill, we introduced the Chief to the City of Roses and also bridges — we have 10 on the Willamette alone.

Passing river mile 17 — the Sellwood Bridge, which is usually the limit of our Noble Eagle patrols, we took him on up the river toward Oregon City and Willamette Falls.

As we passed riverside homes and work barges we received many strange looks since they don't see a Coast Guard Auxiliary boat up this far that often.

Once we negotiated the winding river at Elk Rock and Milwaukie, we passed Meldrum Bar, and there were no fights on the beach and no hoglines on the river.

We finally reached Willamette Falls and the Oregon City Locks.

The Willamette River basin drains an area roughly the size of Maryland and provides home to about 70 percent of the population of Oregon.

We turned around and then headed for the Columbia River and Longview.

Once back on the Columbia River, comments were exchanged about how lucky we are to have such rivers in our backyard and how we are constantly amazed at the lack of respect the average boater has for these rivers. These waters are swift, cold and hold many dangers for the unsuspecting swimmer/boater.

Several ships had Jacobs ladders down in the lower Vancouver anchorage. We contacted the river pilot boat and they advised us they had survey teams on all the ships in port, so we headed on back downstream.

We made contacts with several fishermen reminding them of the need to make way for deep draft vessels.

Also, getting a current fishing report and conditions report was absolutely critical.

There were many ships coming up the Columbia and we let the river pilots know that they had a clear way to Portland. The river pilots responded with many thanks and appreciated our efforts.

The ships in the anchorage basin in Longview were checked for Jacobs ladders and pilot ladders.

That being done, we returned up the Columbia.

We stopped and had lunch in St Helens and spoke to several youths swimming in the new guest dock area about swinging on the pipes hanging below the walkway. They were more than happy to comply with leaving them alone once they found out they carried sewage!

I explained to the Chief that the Columbia was about 1,200 miles long and had 11 major dams on the 'river proper' from Grand Coulee to Bonneville. Yet there are 400 dams on the tributaries of the Columbia. One of the major tributaries is the Snake River and the Willamette.

Drastically in contrast to the drainage area of the Willamette, the Columbia River has its beginnings in British Columbia and has a 259,000-square mile basin that includes OR, WA, ID, NV, MT, UT and of course, BC.

The Columbia drops an average of two feet per mile and ranges from five feet to one-half foot, which is the drop in our Area of Responsibility.

By the time we were past the upper and lower Vancouver anchorages the day was almost over.

Above the I-205 Bridge we spotted a person floating down the river. As we rounded an anchored sailboat the boater was waving us down as well. It was pretty obvious the woman was in real trouble. I pulled up beside her and the Chief and Carol pulled her on board. She was trying to swim to Government Island and was making great progress — downstream in the current. She was exhausted and quite scared.

Once we got her back to the sailboat it was found that the boat was disabled and requested a tow to McCuddy's Marina. The sails? I guess they were broke too. After the sailboat was safely on the dock we headed back up river.

The Chief had acquainted himself with the local area via charts so knew many of our river landmarks. Once he saw them he had it down — Lady Island, Government Island, and Lemon Island.

A turn around at Camas/Washougal, Washington and we were headed back to Station Portland.

All was going well until I spotted yet another boater anchored in the channel just off Kelly Point. But he was not anchored! He was tied to the navigation aid. After a brief conversation he readily agreed to move along.

It was certainly a pleasure and an honor having the Chief on a patrol with us. I hope that we are able to do more of these familiarization rides in the future, especially with the communications center personnel. It is just one more example of how valuable the auxiliary's knowledge of local Areas of Responsibility can help new Coast Guard personnel get up to speed quickly and help to insure a cohesive operational unit.

We welcome Chief Sargent to Group Portland and wish him well.



**Fall-Winter 2004-2005 Buoy 13
Efforts of Coast Guard Auxiliary
commended for pride and
professionalism.**

by Kay Neubig

The Coast Guard Auxiliary was recently commended for service to the Astoria Regatta Hobie Cat Race at Skamokwa, Washington, on August 15 and 16, 2004. Auxiliarists were asked to assist the racers in the event that one of the small sailboats overturned while racing on the Columbia River. The race organizers stated that they were very impressed with the equipment, adaptability and professionalism which allowed for a successful race. This was the first sailboat event for many of the Auxiliarists, and their efforts reflected positively on the Active Duty Coast Guard.



Helping out with the Hobie Cat race were Danny Dail, Leadell Dail, Dean Wimer, Fred Milbradt, Lee Williams, Ralph Coontz, Ray Neubig, Jack Bradbury and Joyce Wilson.

In addition to these races, Auxiliarists have been conducting regular security patrols along the lower Columbia River, and with Buoy 10 in full swing, many Auxiliarists have been out on the boat ramps warning boaters of the dangers of the area, as well as encouraging safe boating practices. Thus far more than 7,300 boaters have been spoken to on the ramps about safety on the water. This represents more than 700 hours of effort on the part of numerous Auxiliarists who in addition to speaking to boaters about safety have conducted 326 Vessel Safety Checks. Thankfully, there has not been a death on the water this Buoy 10 Season, but numbers are not in our favor. Last year nearly 50% of personnel on the water were wearing PFDs. Since then PFD usage has dropped to 20-30 % . It only takes one accident to ruin a good season. The fish are beginning to come into the river and more and more folks are catching good fish. Be safe out there.

Memories of District Meeting in Spokane



DCO elect gets boarded (all photos by Peter Kirshner)





Kelly Garber, Coast Guard Auxiliary Flotilla 22 in Bellevue, Wash. assists Cmdr. Mark Dix, Coast Guard Marine Safety Office in Puget Sound at the joint command center during the Dalco Passage oil spill.

DALCO PASSAGE OIL SPILL DRAWS VITAL VOLUNTEER FORCE

In addition to the Federal State, local and contracted cleanup crews who responded to the Dalco Passage Oil Spill this week, an all-volunteer, non-paid force comprised of Coast Guard Auxiliary members proved invaluable to the success of the response.

Auxiliary members were notified soon after the oil spill south of Vashon Island, Wash. was discovered and they were placed on standby to assist. Friday morning a team of 17 Auxiliarists reported to the incident command for duty. The following day the number rose to 23, and by Monday 48 Auxiliarists had been integrated into the response. Many of the Auxiliarists worked long hours along side their Coast Guard active duty counterparts. Most days began at 6 a.m. and came to a close as late as 11 p.m. As volunteers became exhausted from the long hours and fast pace of the response more Auxiliarists stepped up to take their place.

Volunteers contributed more than 500 hours to the response effort, which allowed active duty Coast Guard members to focus on the important ongoing daily missions such as search and rescue and maritime law enforcement. The volunteers performed tasks such as phone watches in the joint information center, monitoring radio transmissions, providing escorts to and from cleanup areas, maintaining logbooks and posting flyers at local marinas.

Since World War II the auxiliary has assisted the Coast Guard with nearly all of its missions. Today that volunteer force is made up of more than 38,000 members, more than 5,000 privately owned surface vessels and nearly 300 aircraft. The auxiliary is a valuable asset in augmenting active duty and reserve Coast Guard personnel. Coast Guard Auxiliary members are recognized as a valuable part of the Coast Guard team and as such are authorized to wear Coast Guard uniforms with an auxiliary insignia.

BLAM . . . WHIZ

by Don Berg

Flotilla 19 Marine Dealer Visitor

The crowd watched the flare contrail to an elevation of 1,000 feet. There was an incandescent orange flash, and they oohed and aahed at the slow, brilliant descent.

No, this wasn't the Fourth of July. It was the 17th of April 2004 at the West Marine Express — USCG Auxiliary Flotilla 19 First Annual Flare Demonstration and Shootoff at the Blame, Washington Marine Park.

We had just seen a demonstration of the Solaris high altitude parachute flare — one of more than a dozen pyrotechnic safety devices on display and fired during the four-hour program on the north shore of the Blame Harbor peninsula on the southern boundary of Semiahmoo Bay.

Planning any outdoor activity in mid-April in the Pacific Northwest is dicey at best. Planning live flare demonstrations took some courage.

Rain would not only lessen attendance; it would compromise the effectiveness of the demonstrations. Cloudy and overcast skies would be an esthetic bummer.

But wind was the chief concern. The event was held on the north shore of the peninsula for a reason: prevailing winds are usually southerly and would carry flares north out over the saltchuck, not behind us towards the approximately 650 vessels in the Blame marina, less than 100 yards away.

The day began overcast with a light southerly. Almost perfect. However, when the event was to begin, the wind strengthened and shifted around to the northwest. "The best laid plans ..."

But Poseidon proved providential that day, and within the hour, the winds decreased and we were good to go. By the time the first flares were fired, the skies were clearing, the wind had dropped, and we were in no danger of torching the boats in the marina.

Planning for this kind of event involved a little bit more strategic thinking than a typical flotilla community education program. After all, we were going to shoot off flares that hopefully, at another time, would elicit an emergency response from marine authorities.

Vice Flotilla Commander John Choulochas, co-chair, made sure that the proper authorities were contacted in advance to prevent any "false alarms." Calls were made to the local police, county sheriff, fire

department, Blaine Harbormaster and Coast Guard Station Bellingham.

Since the British Columbia city of White Rock is directly across the bay about two miles, the Blaine Police Department notified the City of White Rock Department of Public Safety.

West Marine Express provided almost \$200 worth of demonstration flares. Flotilla 19 had four Auxiliarists present to demonstrate the proper use of flares, answer questions about rules and regulations regarding flares, and provide boating safety brochures.

A Flotilla 19 vessel, Mike Myers *Mica* a Krogen 39, was also stationed about half a mile offshore to demonstrate various hand held flares and their ‘see ability’ at that distance. The difference between the less expensive model and the slightly more expensive model was remarkable. A few dollars more translated into miles more of an attention getting “burn.”

Debbie Morley, Manager of the Blaine West Marine Express store, did an excellent job describing the importance of and requirements for having flares/signaling devices aboard and provided vital technical information as to the various types of pyrotechnic and other signaling devices. Hotdogs and soft drinks were also provided courtesy of the store.

About 60 persons attended the demonstration and fully half of them brought their own flares. Auxiliarists and store personnel demonstrated the proper techniques for firing the flares.

The flare demonstration day also proved to be an excellent venue for getting boating safety brochures into the hands of boaters. The flotilla had received a grant from the National Safe Boating council to develop special brochure box displays to mount on dock heads at marine parks in the San Juan Islands.

In conjunction with that, and using materials provided by the NSBC grant, the flotilla Marine Dealer Visitor constructed a portable lightweight folding brochure box display board constructed of polycarbonate (greenhouse plastic) housing brochures in eight separate display boxes.

At the close of the formal program, participants were urged to visit the display, which was on a table off to the side. More than 100 safe boating brochures were snapped up in less than 15 minutes as people passed by the display en route back to their cars. The two most popular documents taken were the Federal Regulations and the Washington State boater’s handbook. Both are available at no charge to flotillas from the respective governmental agencies.

From the comments of those in attendance, this was a very worthwhile Auxiliary boating safety educational event. Months afterwards, boaters who missed the event still visit the West Marine Express store to ask when the next one will be held.

The good news: it will be repeated next Spring.



Happy auxiliarists (below) after their ride aboard the USCGC Midgett (above)



New AUXOP

David Erickson
Luther Herrick
Douglas Julien
Audry L. Lynch
James N. Lynch
Shirley Swingley

**New Coxswains**

Robert Allert
Carl Bertapelle
Peter Border
Mitchell Danforth
Heather Gibson
Linda Lewis
Edwin Merta
Donald Mierzeski
John Mitchell
Joseph Mitchell
Thomas Moffatt
James Montonye
David Oakes
Paul Orlovski
Norman Rauch
Larry Sherman
Thomas Shook
Lubo Stavenik
Harry Vandervort
Drew West
Ginger West
Carey Worthen

New Paddle Crafter Operators

Patricia J. Farmer
Kathryn Fleming
Gordon J. Myers
Jeanne C. Suchodolski
Vicki Y. Young

New PWC Operators

Mary D. Bellona
Richard A. Rolland

New Crewmembers

Jerold W. Benson
Al Colon
Terry Cory
Paul Cusato
Charles J. Dunnewind
Charles R. Gerttula
Daryl J. Glubrecht
Elizabeth Johnson
Rosalie Johnson
William Johnson
Richard Kell
Daren Lewis
Charles A. Martin
Johanna Martin
Thomas P. Moffatt
Race Morningstar
Gerald Pritchard
James D. Pritchett
David M. Ransier
Elizabeth Riggs
Paul M. Sommer
Mortimer Villa
Rosalie B. Weber

**In Memoriam of those who
have Crossed the Bar**

Hazel E. Bradbury
Carl M. Fullen
Edna J. Green
Betty J. Hamilton
Paul Herzog
Fred F. Burdick



**DISTRICT TRAINING
CONFERENCE FEBRUARY 25, 26,
27 2005**

Divisions 1, 2, 3, and 4 of the Northern Area welcomes you to the February Spring District Training Meeting and Conference, February 25, 26 and 27, 2005. The meeting will be held at the Red Lion Hotel, Silverdale, Washington located on the beautiful Olympic Peninsula.

The Friday Fun Night theme will be "South Pacific." Bring your ukulele and join in the fun. Imagine yourself on the warm sandy beaches of Bali. Entertainment will be provided.

The hotel room rates are \$61.00 single bed or rooms with 2 beds for \$71.00. If two persons choose to reserve rooms with 2 beds, they can divide the cost at \$35.50 each. Hotel reservations must be made by 1 February 2005. Registration and meal choices must be received by Jo Ann Grubb no later than 19 February. There will be very limited number of tickets available at the registration desk. This is a pet friendly hotel, but there is \$20.00 cleaning fee.

Please, if you find that you will be unable to attend any of the meals after you have purchased tickets, let me know. After the meal count is given to the hotel it cannot be changed. Possibly cancelled tickets can be sold and you will receive a refund.

If you are flying into Seattle the Bremerton Kitsap Airporter leaves SEATAC at 20 minutes after the hour. No reservations are needed. The Airporter is located on the 3rd level of the SEATAC parking garage at Island 2, use the sky bridge to the parking garage then take the escalator/elevator down to the third level. Leaving from the Hotel you will need reservations. The cost is \$18.00.

There is an agenda and registration form in this edition of Buoy 13. Please note the date of hotel reservations, February 1, 2005. Jo Ann Grubb, D-AA, must receive all registrations no later than 19 February.

The hotel will have a Breakfast Buffet Saturday morning. It will open at 0600. This will give everyone ample time to have a leisurely breakfast and be at the meeting on time.

This should be an exciting meeting as DCO Bell, VCO Miller and several of the DSOs will have just returned from National Training with a lot of new information.

Have a great holiday season. The Northern Area members look forward to hosting you in Silverdale.

Come join in the training and fellowship.

Jo Ann Grubb, DSO-AA

**DRIVING DIRECTIONS TO THE RED LION
SILVERDALE HOTEL.**

FROM SEATTLE VIA TACOMA:

Take I-5 South to Tacoma. From I-5, take HWY 16 West/ Bremerton exit. Follow HWY 16 W that will eventually turn into HWY 3 North. At his point you will want to stay to the left and follow the signs marked "Hood Canal Bridge." Follow HWY 3 N to the Newberry Hill Road Exit. Turn right at the bottom of the exit ramp onto Silverdale Way. Follow Silverdale Way to NW Bucklin Hill Road, turn right. The hotel is on the right across from Sharis Restaurant.

TRAVELING I-5 FROM THE SOUTH:

Traveling I-5 North to Tacoma. From I-5, take HWY 16 West/ Bremerton exit. Follow HWY 16 W that will eventually turn into HWY 3 North. At this point you will want to stay to the left and follow the signs marked "Hood Canal Bridge." Follow HWY 3 N to the Newberry Hill Road Exit. Turn right at the bottom of the exit ramp onto Silverdale Way. Follow Silverdale Way to NW Bucklin Hill Road, turn right. The hotel is on the right across from Sharis Restaurant.

FROM SEATTLE / BREMERTON FERRY:

Follow the flow of traffic off of the ferry, you will be on Washington Street. Follow Washington Street to 6th Street, turn left. 6th Street will eventually turn into Kitsap Way, continue straight on Kitsap Way to HWY 3 North. Follow HWY 3 North to the Newberry Hill Road exit. Turn right at the bottom of the exit ramp onto Silverdale Way. Follow Silverdale Way to NW Bucklin Hill Road, turn right onto Bucklin Hill Road. The hotel is on the right across from Sharis Restaurant.

FROM EDMONDS / KINGSTON FERRY:

Come off of the ferry and follow Bond Road (HWY 104) to HWY 305. (Approx 9 miles). Turn right onto HWY 305 and follow to HWY 3 South. Continue on HWY 3 South to the Kitsap Mall Exit. Turn left off of the exit onto Kitsap Mall Blvd. Follow to Silverdale Way, turn right. Follow Silverdale Way to NW Bucklin Hill Road and turn left. The hotel is on the right across from Sharis Restaurant.



**13th DISTRICT U.S. COAST GUARD AUXILIARY TRAINING
CONFERENCE**

25, 26, 27, February 2005, Red Lion Silverdale, Silverdale, WA

Thursday 24 February

Travel day for EXCOM

1400 - 1600 EXCOM Meeting	Anchor Room
1500 - Materials Center Set Up	West Bay Room
1610 - 1710 Awards Committee Meeting	Anchor Room
1800 - 2200 DCP/VCP Training	East Bay Room

Friday 25 February

Travel day for Board and Staff

0800 - 1100 EXCOM Meeting	Anchor Room
0800 - 1200 DCP/VCP Training	East Bay Room
1000 - 1700 Registration OPEN	Lobby
1100 - 1200 Ways & Means Committee Meeting	Anchor Room
1200 - 1315 Lunch on your own	
1300 - 1700 Materials Center OPEN	West Bay Room
1315 - 1515 Board Meeting (open to observe by Membership)	Harbor/Marine Room
1530 - 1600 Ask the Brass (open forum)	Harbor/Marine Room
1600 - 1700 Time to Visit the Store	
1615 - 1730 RCO's meet with DCP's	Harbor/Marine Room
1615 - 1730 DSO's/ADSO's meet with VCO	East Bay Room
1800 - 1830 No Host Social	Admiral Ball Room
1830 - 2100 Fun Night Banquet Theme: "South Pacific"	
2100 - 2215 Commodores Open House, Hosted by Past Captain's Association Room 232	

Saturday 26 February

0800 - 0945 Convene General Membership Meeting	Admiral Ball Room
Presentation of the Colors	
Pledge of Allegiance	
DCPs Read names of Departed Members	
Invocation, Crossing the Bar	
Introduction of Head Table and Guests	
Roll call of the Bridge, Board and Staff	
Head table and Guest remarks	
DSOs Sworn In	
0945 - 1000 Break	
1000 - 1045 Homeland Security	
1045 - 1130 Lewis & Clark	
1130 - 1315 Awards Luncheon	Admiral Ball Room
1315 - 1515 Operations Workshop	Admiral Ball Room
1515 - 1730 N-Train Training update PE-PS-MT	East Bay Room
1515 - 1730 N-Train Training update MT-RBSPV-MS	Anchor Room
1800 - 1830 No Host Social	Admiral Ball Room
1830 - 2100 Awards Banquet	Admiral Ball Room
DCO, VCO, RCO Swearing in Ceremony	
Guest Speaker RADM Garrett	
Raffle	

Note: Materials Center open Saturday from 0900 to 1130 and from 1315 to 1700

Sunday 27 February

0800 - 0930 Past Captains Breakfast (Open to all)	East Bay Room
0930 - 1000 EXCOM Out Brief	East Bay Room

Uniform of the Day:

Thursday, Friday and Sunday: Casual Civilian Attire

Saturday Meeting: Tropical Blue Long, Service Dress Blue Bravo

Saturday Evening: Dinner Dress Blue Jacket, Dinner Dress Blue, or Appropriate Civilian Attire.

U. S. COAST GUARD AUXILIARY
DISTRICT MEETING

FEBRUARY 25, 26, 27, 2000 -- RED LION SILVERDALE, WA

I am enclosing my check for \$ _____, made payable to "13th Coast Guard Auxiliary." Mail to: Jo Ann Grubb, D-AA, 327 Logger Ct. SE, Olympia, WA 98503. Questions? Please call 360-438-6848 or e-mail joann2427@joimail.com

Registration Fee (all those attending any function) \$5.00 per person x _____ = _____

"Fun Night"

Stuffed Pork Chops, baby red potatoes, vegetable \$15.00 x _____ = _____

Filet of Salmon, wild rice pilaf, vegetables \$15.00 x _____ = _____

"Saturday Luncheon"

Braised Beef Stroganoff with noodles \$13.50 x _____ = _____

Mariner Chicken, with Portabella mushrooms topped with light Feta cream sauce \$13.50 x _____ = _____

"Saturday Banquet"

Prime Rib, served with rosemary potatoes & vegetables \$23.50 x _____ = _____

Baked Halibut, with light basil cream & sautéed mushrooms \$23.50 x _____ = _____

Note: Friday Night and Saturday Banquet are served with salad, rolls and beverage

"Past Captains Breakfast"

Scrambled eggs, Alder Smoke bacon/sausage, breakfast potatoes & muffin \$12.00 x _____ = _____

TOTAL \$_____

If you have special dietary needs please indicate here:

Reservations and meal choices, with check must be received by February 19, 2005. Please send your registration early.

NOTE: There will be very limited tickets for sale at the meeting.

Name _____

Address _____

City, State, Zip _____

Phone # (____) _____ Email _____

Make hotel reservation with: Red Lion Silverdale

3073 Bucklin Hill Road, Silverdale, WA 98383

Phone 1-866-584-4674.

This is a direct line to the hotel. The Group Name is "Coast Guard Auxiliary District Thirteen." Room rates are \$61.00 Single/Double King or \$71.00 Double Queen/Queen (2 beds)

Hotel reservation deadline: February 1, 2005 After that date there may not be rooms available.



U. S. Department of Homeland Security

United States Coast Guard

DSO-PB 13th District
59 Tarte Road
Friday Harbor, WA 98250

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