

# U. S. Coast Guard Auxiliary



## District 13

Washington • Oregon • Idaho •  
Montana

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Spring 2004



13th District Meeting in Clackamas, Oregon. Clockwise from top left: DCO Neiderhiser, RADM Garrett, LCDR Boodell: ISAR team with trophy: Paul Bellona: Oregon Trail Pitchpipers: OPS Training Workshop. Photos by Joe and Debbie Engel.

## Table of Contents

DCO Dan Neiderhiser . . . . .	3	MDV Program Change . . . . .	14
VCO Jack Bradbury . . . . .	4	“Best Training We’ve Ever Had” . . .	15
RCO-N Fred Bell . . . . .	5	Fire Fighting with a PWC . . . . .	17
DSO-VE Jack Feather . . . . .	6	Awards Presented . . . . .	19
RCO-S June Feather . . . . .	7	New Coxswains . . . . .	19
RCO-E Al Wonenberg . . . . .	8	For those who Crossed the Bar . . . .	19
DIRAUX LCDR Kelly Boodell . . .	9		
Demise of <i>MJ</i> . . . . .	10		
Lawson Reef Buoy Recovery . . .	11		
Northwest Watch . . . . .	13		

Buoy 13

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

U.S. Coast Guard

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**DISTRICT 13  
COMMODORE**

**Dan Neiderhiser**

**G**ood day and welcome aboard to our Auxiliary membership, Bridge, Board, Staff, and to the active duty and reserve segment of the USCG now added to our list of readers. It's always a pleasure to acknowledge new members and readers to this District 13 newsletter so each has an idea of this organization called the USCG Auxiliary, and what we all do. Enjoy this issue.

First, I want to thank all those who participated in the planning, preparation, and presentations during the February District 13 Training Conference held in Clackamas, OR. That includes the N-Train DSO presentations, OP and Instructor Workshops, One-on-One with Jeff Mahl, DC-Id National Staff and our DSO-IS with AUXDATA Training, Fingerprint Training, and a Paddle Craft display. Division 7 and many others who assisted them were awesome at this Conference. This was listed as the largest attended Training Conference in 10 years, with an attendance rate of 213 registered participants. There were 168 participants in the OPS Workshop and many attended several specific training activities that followed the OPS Workshop, and throughout the weekend. We also had the largest amount of awards presented at any District Conference. This was all due to the efforts, dedication, and recognition from the membership who nominated others for deserving awards to the District 13 Awards Committee (VCO and RCO's), and to the extra effort put forth from the Director's Office to make this all happen on time. My congratulations again to the recipients of 42 personal and team awards, numerous VSC Certificates, ISAR Awards, Annual Awards to Divisions, and RCO Awards for Member Training Achievement. All award recipients are identified elsewhere in this issue. And last, but certainly not least, we had the most ever nominations for the award of District 13 Auxiliarist of the Year. Yes, all 10 Divisions, another first. And for the year 2003, our District 13 Auxiliarist of the Year is, Mary Ann Chapman, 130-02-04.

Now, with the District 13 Award for Auxiliarist of the Year, Mary Ann Chapman received not only a

personal plaque, but will receive reimbursable orders to two District 13 Conferences, her own Area Training Conference, and first bid on the newly implemented Incentive Cruise Award. I also want to congratulate the other nominees for that award. You are each the best of the best representatives of your individual Divisions, and you should be very proud of that accomplishment. And remember, it all starts at the Flotilla level.

In addition to other firsts for District 13, COMO Gail Ramsey, NAVCO-P, provided a PowerPoint presentation showing activity similarities of the Pacific Area between Districts 11NR, 11SR (CA), 13 (WA, OR, ID, MT), 14 (HI), and 17 (AK). This presentation was well received and provided an opportunity for the 20 February 2003 audience and Board members to see how we compare with other like Districts. This presentation fell immediately in line with a recommendation provided by one of our members who requested to see how their Division compared with other Divisions within the 13th. That information was disseminated through the RCO's and shows various similarities in number format, and will continue to be presented throughout 2004. Thanks to the member who requested this information -- another great idea.

By now the readers should be aware of the Board Meeting discussions and ultimate vote to raise membership dues by five dollars. As noted during the Board meeting, this is the first raise in dues since 1987, and will assist in keeping District membership programs secure over the next 10 years. The membership should also know that prices at the District 13 Materials Center were reduced, actually slashed. The Materials Center now has computer software to accept credit card purchases, and will also accept purchase requests from individual members, alleviating the need to go through your FSO-MA when purchasing personal items. This landmark initiative changed the Material Center 100%, and the store has once again become a convenient shopping place for the membership.

With the start of a new year, we again reviewed the District 13 Auxiliary Goals and Vision Statement, and remain on track with that plan. I ask each

**Continued on page 8**



### VCO Comments John F. Bradbury

Now that the touch of Spring has come to many parts of our District we can look forward to getting out on the water or ramp and brushing off the cobwebs of winter and the dust from our Facilities and getting ready for a great year of Auxiliary activity. The promise of spring gets the circulation going and as we watch the trees and plants come to life some of that resurgence seem to take place in ourselves. Those of you who live to the East and at a little higher elevation will have to wait a little longer, but it won't be long.

A sense of optimism started at the great Winter Training Conference held at Clackamas, near Portland. This was the largest and most successful Conference we have had in recent years. It was wonderful to see so many friends from throughout the District attend and take advantage of the opportunities to get their OPS and PE Workshops from the very best instructors. The other presentations were outstanding; too, with many of our District Staff Officers who attended N-Train bringing back the training they received at St. Louis. For those who may not know what N-Train is, let me explain. Every year, in the winter, the National Auxiliary organization brings together the very best national Instructors to present training to representatives from each District on all the new policies, program direction, and changes for the next year and into the future. The attempt is to get everyone off on the same foot. Then these folks come back to present the ideas from N-Train to their own District. Regrettably there was not nearly enough time for all of the District Staff Officers to make an adequate presentation at Clackamas. My apologies to them. However, remember they are available to come to your Division and area meetings where they can deliver their messages. Tell your Division Captain what you would like to know about.

The Auxiliary has certainly changed in the time I have been a member and as my kids used to say, "You know what," we will see more. Change brings opportunity, for new ways of doing things, for new ways of looking at our tasks, even for new ways of improving ourselves. It is said by some that every thing worthwhile is learned by the time you are thirty years old; we have news for them. In the Auxiliary we have the opportunity to take our education just as high as we are willing to go. We have access to incredible resources, most of them free of cost, or at very little cost. What are you going to learn this year? Make some inquiries to the Member Training Staff Flotilla, Division, or District. You will enjoy it and you will be prepared for the future. Many, many of the classes and courses that are available to us have great pertinence not only for our Auxiliary life but also in our personal, vocational and social life. Take these opportunities. On the subject of membership, it is noted that we are growing a little but not as much as could be hoped. It is pretty simple, the more folks we have associated the more satisfaction we all can get. We won't have to do everything ourselves, the tasks will be shared. Education ties in to this pretty well because a member who has taken some of our courses will be more likely to be contented when he/she feels qualified and competent. Those of us who have been around should seek out the new members and try to fit them with some training appropriate to their interests. We can offer new members a vast variety of areas to participate in. A member who has invested time and effort in learning will be more likely to want to stay with us. If we can reduce the number of folks who drop out by encouraging them to learn more we will lower our attrition rate, and worthwhile activities will open up for many folks. Although we are as a whole a fairly large organization, when taken on a Flotilla-by-Flotilla basis we are a collection of small groups. We are small enough that with a little effort we can become friends within our Flotillas. Surely it will work out more satisfactorily if we are dealing with friends as well as fellow members. Why not look out for each other, if we notice someone getting burned out perhaps we can offer to take some of the load off. Treat your members like friends. Although things have changed in the Auxiliary one of the original four cornerstones that should always be there is fellowship with folks of similar interests. That is the glue that will keep us together and make us stronger.

Sunny skies and fair winds



RCO-N

Fred Bell

It is with great pleasure and much pride that I begin a second term as Rear Commodore, representing those outstanding auxiliary members from “the great” Northern Area. The title “great” reflects the dedication and the hard work of those who are a part of this geographic location. We cover the entire Puget Sound Area, from the Canadian Border down to and including the waters around the State Capital, the Lake Union and Lake Washington waters, Hood Canal, and the Olympic Peninsula. Record numbers of cargo vessels and cruise ships traverse these waters, as well as an increasing number of recreational vessels whose owners view these waters, the San Juan Islands and the islands in Lower British Columbia as their summer playgrounds. We are also home to the largest ferry system in the world. Our mission is to do every thing we can to promote and insure safety for all those on the water, and to provide direct support to the active Coast Guard units upon request. There are four Coast Guard Auxiliary Divisions in the Northern Area, made up of 19 flotillas, two detachments and, unofficially, several Canadian Units that join us regularly for training purposes. It is our intent to function, however, as a seamless area, stripping away the geographic boundaries that define Division/Flotilla areas of responsibility, responding as a whole to the requests from Group Seattle, Group Port Angeles and Boat Station Bellingham.

This is working extremely well with AUXCOM, the Auxiliary Communication Network, under the guidance of DSO-CM Jim O’Connor. DSO-MT Gary Bromwell has provided great leadership in area-wide member training. Recent crew/coxswain academies have been successfully conducted with cross flotilla and cross division participation. Division 1 has held its first combined five-flotilla parallel staff meeting/work shop, and Division 4 is considering something similar. The four division captains meet regularly to compare notes, exchange ideas and assist in developing plans to improve the effectiveness of all. In our northern

most waters, we have established an excellent working relationship with our peers north of the border. Recently, as a matter of fact, we had several of our facilities participating in a joint training exercise in preparation for a major ISAR training exercise scheduled to take place in April. This was an interesting exercise. The scenario was as follows; “A fleet spectator boat had run into a breakwater, flipped and was listing badly. Two people were thrown onto the breakwater with serious head and spinal injuries. There were two injured people on the boat and a fifth missing. During the incident a young child loses grip of his kite, chases it along the pier and falls off the pier and into the water.” This was a great exercise and the participants from the USA performed well.

There is an extensive early responder program in effect in every location throughout the northern area and it is working to everyone’s satisfaction. In addition, we now have a Coast Guard owned, Auxiliary operated facility with three qualified teams in place to operate it and we are now beginning to bring in additional members for training and participation in the program. Members from all Divisions participated in the Seattle Boat Show, the largest on the West Coast. Recruiting is on the increase, public education and member training are on the rise and an increasing number of patrols are being conducted, both surface and on the water. Our most significant achievement, however, has been the establishment of our direct support program which covers all local Coast Guard commands and provides opportunities for every interested Auxiliarist in the entire Northern Area to be involved in utilizing their worthwhile talents. There are currently close to 100 persons active in this program. The list of areas where direct support is being provided include: District 13 Public Affairs, District 13 Aids to Navigation, DIRAUX, ISC Work Life, ISC Force Optimization and Training, Group Seattle, Group Port Angeles, Station Seattle, Station Bellingham, Vessel Traffic Center, Electronic Support Group, MSO Operations Readiness, MSO Port Security, MSO MTSA Vessel Screening, Regional Exam Center, USCGC *Bayberry*, USCGC *Henry Blake* and I’m sure I’ve missed some.

Thanks to her efforts, Mary Ann Chapman is the most recognizable name throughout the Northern Area. There is another area that will receive added

**Continued on page 18**



DSO-VE

Jack Feather

AUXOP Program Coordinator

### AUXOP

The AUXOP program is really moving along. It seems there are lots of members completing the courses. I have tried to keep up, but sometimes I do fall a bit behind.

One thing that would really help me would be the member's Division and Flotilla number be sent along with the Exam request. I would not have to go into AUXDATA to find the information. I send the Division and Flotilla data to DIRAUX since their filing system is by Division, Flotilla and then Member number.

Please try to get the request to me three weeks before the exams are scheduled to be administered so I can be sure they arrive on time. We do live off the main mail corridors, so the USPS Mule is a bit slow!

Your proctor list should be examined and updated. There may be members designated proctors that are no longer in the Auxiliary or members that do not want to administer exams.

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DSO-VE

There is not much new information from National.

There should be plenty of decals this year. If you run low have your Materials Officer order more.

ANSC is out of VE Manuals unless they printed more. The Manual will be re-written this year. I hope it doesn't turn out like the Auxiliary Manual!

Safe Boating Week is May 22 through 28. I hope you are planning something special! BOAT SMART BOAT SAFE -- WEAR IT!!

There were quite a few members with VE Certifications that did not complete their five vessels in 2003 to remain certified for 2004. Two VSC completed as a trainee will re-certify them for 2004. Send me a COPY of the 7038(s) and I will take the necessary steps to get them re-certified.

Exams for VE can be completed on line at the National Testing Center or ordered from me. If a VE Exam is taken on line, then the five required vessels can be entered on line by your Flotilla Commander, or a COPY of the 7038(s) can be sent to me and I will complete the process with the DIRAUX.

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Attention all would-be writers and photographers. *Buoy 13* can always use good articles and pictures pertaining to auxiliarist activities. The pay, retirement benefits and medical insurance are nil, but the thrill of your own byline -- and the chance to compete for the soon-to-be-coveted Pullet Surprise are priceless.

Please use Microsoft Word for text and jpeg format for pictures. Send them to me for consideration at: [cwlindenberg@interisland.net](mailto:cwlindenberg@interisland.net).



**RCO-S**  
**June E. Feather**

It was gratifying at the recent District meeting to see so many awards presented. A big thank you to LCDR Kelly Boodell and Paul Bellona, CW04, for fine tuning these awards. Now is the time to start thinking about awards for the fall meeting in Spokane. Any member of a flotilla can start this process by recommending an award be given to a flotilla member. The first step is to write down the member's accomplishments and then give it to the Flotilla Commander to add his or her comments. Then the award is sent up the chain and eventually ends up at the Awards Committee. The Awards Committee is composed of the three Rear Commodores, the Vice Commodore who is the Chairman of the committee, and Paul Bellona as the advisor. The Awards Committee will be meeting in mid July at Friday Harbor, Washington.

Since we are entering the electronic age, email has made things much easier. My pet peeve is that when an email address is changed and people are not notified. Please, when you change your email address, let the people know that are in your address book. Also, be sure that your FSO-IS receives this information. Remember that not everyone has a computer or email, so we need to make sure that everyone receives the information they need to do their jobs. I thank each of you that are already doing this.

One of the useful tools is the edirectory. The web address is [www.auxedirectory.org](http://www.auxedirectory.org).

When you use the edirectory, you can find member's email address and send them an email, email a group such as Flotilla Staff Officers, Division Staff Officers, District Staff Officers or find a members email in the flotilla, division or district. Check it out.



## **First Auxiliary Conducted Class of 2004-03-09 Gene Gear, FSO-PB32**

January 3, 2004. The dark and stormy night turned into a cold snowy morning as the instructor team from Flotilla 32 began to set up for the day's classes. Our team who had all traveled the 100 miles to Pleasant Harbor consisted of Gene Rubbert, Gary Dotson, Bob Hayes, Gene Gear, instructors, and Cindy Rubbert, Al and Karen Francisco, support.

Anticipation ran high as to how many hardy students would actually attend. We had been invited by the Pleasant Harbor Marina to conduct the America's Boating Course. Twenty-five people had signed up for the class, but the weather was claiming many. The marina is located on Hood Canal in Washington State; however, many of the boat owners actually live in Oregon and they were canceling because of the weather conditions.

Registration yielded nine students, including four from the Portland area. Because of the weather and the boating experience of those attending, we modified our planned two-day class into one long two-session day.

All who attended passed the class and additionally the Washington State test. That evening we were included in the marina's New Year's potluck dinner where we enjoyed good fellowship and positive feedback from students, marina management and other boaters.



## **Auxiliarist rower wins medal By Richard Dandridge**

Sue Dandridge, District 13 Flotilla 12, representing the Sammamish Rowing Assn. brought home a silver medal from the World Indoor Rowing Championship in Boston last month.

She completed the 2000-meter race in 7 minutes 38.1 seconds in the Women's "A" (ages 50-59) lightweight category. Seventeen countries and over 1,800 participants represented the CRASH-B indoor championships.

Dandridge has been rowing for less than a year. She is an active kayaker and joined the auxiliary last year in preparation to becoming a boater. She recently bought her first boat, a 28-foot wooden double-ender, the Torsk -- a converted troller.



**Al  
Wonenberg  
RCO-E**

In some of the Eastern Area the tide is still out, but looking at the white stuff, soon to disappear and the tide will start to come into lakes and waterways in Montana and central Idaho. Northern Idaho and Eastern Washington are already patrolling. Even though some of our facilities are in storage we will get the facility inspection done now and will be ready to start the season.

I have attended two Division meetings. All were well organized and have been doing the required workshops plus member training. The Flotillas have, or are planning, Public Education Classes, Vessel Safety Check Booths and Patrols for the summer. The participation in Boat Shows gives us a one-on-one with the boaters that have visited the booth, also an opportunity to talk up the Public Education Classes.

One of the things coming up in the near future is the Lewis and Clark Bicentennial starting in 2005. We know it will be in the Eastern Area first with all kinds of activities planned in cities, on rivers and lakes. I'm sure the local agencies will need assistance so we should stay in contact with them. The Personal Water Craft (PWC) and Paddle Craft may be an asset in this area.

The Eastern Area Conference will be in Cascade, Idaho in June 11, 12 and 13, 2004. Cascade is nestled in the mountains of west central Idaho, about 70 miles north of Boise on highway 55. Lake Cascade is the fourth largest lake in Idaho, approximately 25 miles long and four to five miles wide with over 100 miles of shoreline. The sandy beaches, boat ramps and many camp grounds around the lake will give you every opportunity to enjoy yourself.

We will be doing all of the things we are supposed to do at conferences and meetings such as PWC training, member training and workshops.

Now for the fun stuff, the theme is GONE FISHING, that sure opens it up -- how about fish

stories (lies), prizes for this. Fishing hats, we know why fisherman wear them. When the fish wants to get caught he (the fish) wants to see the silly hat the fisherman is wearing -- prize for this one too.

Golf Tournament, I think we will need to put a handicap on Dennis Hoppman.

How about White Water Rafting, not for the light hearted.

Train ride on the Thunder Mountain Line, round trip from Cascade to Smiths Ferry. Travels on remote stretches along the Payette River, through the shortest rock tunnel in the nation and under Rainbow Bridge.

Mark you calendar June 11, 12 & 13, 2004. More to come.

### **Neiderhiser ... Continued from page 3**

member to review the District 13 web page and DIRAUX/OTO Training page to review dates and information on upcoming training including FC/VFC, DCP/VCP Training, IS Training, and a host of other training opportunities for the membership.

And lastly, I would like to highlight a few remarks made by RADM Garrett during his speech at the Conference banquet. He stated, "When I speak of District 13 Auxiliarists, that includes all members in WA, OR, ID, and MT, and we speak as one entity." He provided his personal thanks to the Auxiliary for assisting and augmenting each and every Group, Station, ANT Team, Loran Station, as well as MSO's, VTS, and the Cutters, Icebreakers, and Buoy Tender crews. He asked those in the audience to stand and be recognized for their efforts in specific areas, including those who participate in the recruiting efforts for the USCG. He spoke of the thousands of hours that the Auxiliary committed to in 2003 including areas of VSC, OPS, ADMIN, ATON, PE, and RBS. He stated that although the WA Mandatory Boater Education, State Senate Bill-6513 failed, that he believes "America's Volunteer Life Savers" within District 13 will continue to assist and educate the masses involved in any form of boating. And lastly, RADM Garrett said, "the Auxiliary is not the best-kept secret in the USCG anymore, it's now a premiere Force of the Department of Homeland Security and the United States Coast Guard." Semper Paratus!



**DIRECTOR OF  
AUXILIARY**

**LCDR Kelly A. Boodell**

**L**eadership means something different to everyone, whether you are discussing the qualities of our President, your boss, your subordinates or your Flotilla Commander. Everyone has their thoughts on what makes a good leader or a bad leader.

The Coast Guard has its own style of leadership recently documented by Don Phillips in his book *Character in Action*. I was so impressed with this book that all bridge members, DCP's and your FC's now have a copy as a resource book. The following is a quick digest on Don's book by chapter; his thoughts are right on the mark. The Coast Guard and the Auxiliary are organizations that will exist or die based on the strength and skill of its leaders.

The Coast Guard is considered a shining example of successful leadership in a multitude of levels. Leaders are in place at all levels of our workforce, from Active to Auxiliary. The great strength of our organization is a direct result of the strength of you. We have a clearly defined culture; its values engender pride, breed loyalty and commitment. Many of us think of our organization as a family, therefore, we take care of one another. Respect is a fundamental organizational value from which springs caring, compassion, understanding, and dignity. These values facilitate teamwork and communication, reduce discrimination and harassment and allow leaders to understand the impact of their own behavior. With an organization of doers, everyone works at maximum speed and efficiency, which is why we get so much done with such few resources.

When it comes to selecting people for certain jobs or assignment of important responsibilities, select the best. Search for people with a strong predisposition on leadership. There are seven qualities to look for: intelligence, high-energy, self-confidence, continual learning, compassion, courage with a bias toward action and character. People enjoy working in an organization with teamwork, esprit de corps, little oversight, a limited bureaucracy, and co workers who are people of character.

Teamwork: Promote Team over Self. For many people of high individual achievement, it is not natural to act as part of a team -- it must be taught. This starts with teaching new members about an organization's missions, how people work together, and about the organization's history and legacy. There are five key elements of teamwork: Focus on attention to detail, personal accountability, caring, selflessness and collective responsibility, and pride. Remember, you can only swim as fast as the slowest member of the group. On average a team achieves 33% more than the individuals acting separately.

Instill in each person the value of doing their job, and do this personally. Coach everyone to operate at their highest. Teach that in whatever job you do, do the very best, every single time, or don't do it at all. Encourage your people to dissect what they are involved in, find ways to improve it and

leave it in the best condition possible. When people wear more than one hat, they thrive on the additional responsibility. The expression "that's not in my job description" is toxic. Eliminate that way of thinking.

The larger the organization, the more iced up its frozen middle will be. In any organization this inhibits growth, innovation, and achievement; it can actually stop change dead in its tracks; it facilitates waste and running in place; and allows obstructions to build and bad feelings to fester. Encourage middle managers to search for obstructions that might prevent achievement.

Cultivate caring relationships, they are the key ingredients by which cohesive, efficient, and effective teams are built. When caring relationships are infused into an organization, the quality of life is elevated. Caring relationships tend to infuse compassion into everything that people do, whether work-related or not. There are five benefits: People become more fulfilled in their jobs and happier in the work they do, People feel good about the organization; morale stays at a high level, retention levels improve and people are motivated and inspired to perform above and beyond the call of duty.

Building Strong Alliances is the chapter in Don's book about the CG Auxiliary. In the case of the very best groups, the creation of formal alliances is one of the secrets to organizational success. Take alliances one step further and make them a formal part of your organization, don't be afraid to delegate some responsibility to those groups. When you show your appreciation and make people proud to be a part of your organization, they will work long hours and be devoted to the organization.

An effective communication system is vital; it eliminates "stovepipes" and fiefdoms, builds trust, fosters relationships, mobilizes teams, and, in so doing, achieves success. Relationships are built on mutual respect and trust and can only be earned through constant ongoing dynamic communication. Once a decision has been made, be certain everyone presents a united front on the issue.

How well do you welcome the idea of change? Make change the norm. Change is part of the natural flow of life. Be open-minded and listen for better ways to get things done. Involve others, study the merits of the idea and if worthy, create a plan with goals and vision to implement it. You can anticipate that your people will respond better to change if you prepare them for it by explaining the whole story and answering their questions. When it is time to implement the change do so with broad based communication. Leadership is all about change. Change is healthy because it creates an action-oriented workplace facilitating innovative thinking, because new people and new leaders come with new ideas. Change eliminates complacency and boredom.

Encourage decisiveness. Have a well-thought-through decision-making process at the executive levels in your organization and encourage decision making at the customer-service levels. If you bring people into your organization who are expected to act, let them do so. Encourage people to anticipate events, use discretion and make decisions based on their own best judgment.

The field is where the rubber hits the road. It should always be given priority. Never confine your vigilance to a

**Continued on page 18**



**The Demise of MJ**  
by Neil Robin  
**Flotilla 42, Sequim-Port Angeles**

In the early evening of July 23, 2003, Marsha and I had just finished dinner when we noticed a power boat off our beach. Our home is located on the eastern flank of Angeles Point, about three miles West of Ediz Hook, with a good sea view to the East and North.

At about 1840 it was a sunny day with plenty of whitecaps, the wind probably in excess of 20 knots. With my 7 x 50 binoculars I could see one person with an oar trying to move the boat in what appeared to be in the same direction as the drift. The shoreline in this area is mixed sand and large rocks with no vessel landing. Also, the wind was blowing them in that direction so it was only a matter of time before their boat would reach shore anyway. There were no other signs of distress such as a flare, orange and black flag, or waving of hands. What I thought at the time was a single POB (Person On Board) might have been simply scared and was afraid of going back out in the open water. The boat was rocking heavily but not taking on water from what we could see. At that time the person did not have a life vest on. If he did, I might have concluded that he was taking on water.

I turned on my VHF handheld radio to channel 16. Nothing was occurring locally.

Around 1905 Marsha called USCG Group Port Angeles and advised them of the situation. They asked us to keep an eye on the vessel and let them know as it approached the beach. Shortly thereafter, we could hear marine assistance requests on channel 16. Because of the weather, most small boats were off the water. Only a sailboat at about three miles was seen. He didn't answer the call but probably

couldn't help in the potentially near-shore shallow water with his deep hull. Some commercial vessel assists responded but without clear knowledge of what was occurring on board, no one could commit to a request for hired assistance. We still had no radio contact with the vessel or clear signs of distress.

As the vessel approached the beach, I informed Group PA. They asked that we pay particular attention to the POB and if he reached shore okay. Once the boat was within about 100 yards of shore, we noticed a second POB. We also noticed that one person had moved to the bow and was working with what was assumed to be an anchor. I was again surprised that they waited until they were nearly in the surf to drop anchor. You would usually drop anchor offshore far enough to protect the hull during low tide. The tide was still rising and would peak in another 1-2 hours. I surmised that they just wanted to get to shore and were less concerned about long-term integrity of the hull.

Finally, around 2000 the craft hit the rocks. We could see that two POB's had both made it to shore. We could also see them removing items from the boat and placing them above the high tide line onshore and we reported this to Group. The boat at that time appeared to be wedged among some rocks on a partially sandy beach.

Group PA had called the Clallam County Sheriff. It was now the jurisdiction of the sheriff's department. They asked what was the closest access point. Access is limited to a few spots. From where the boat hit the beach, it's a toss up between Ocean View Cemetery and the Diashowa pond. Each would put you within 3/4 mile of the accident site. I suggested they access at Diashowa since it's easier and East of the boat. We could see a single person walking from the pond at about 2030. By 2110 the person (assumed to be from the sheriff dept.) reached the site and stayed around for 10 minutes or so, probably recording ID numbers, etc. He then started his return to the pond. He never encountered the occupants of the boat at that time because they were off in the westerly direction.

As the boat occupants moved towards the cemetery, we noticed a third person. It looked to be a child. They frequently stopped, making very slow progress. This was also reported to Group and the sheriff. Around 2120 the CG dispatched the Helo to have a look at the site. By now, darkness was approaching and that's the last we saw of anyone on the beach. We later learned that the sheriff drove

around and met up with them near the cemetery.

The boat's final resting place is: 48°07.948'N, 123°29.379'W. The boat was estimated to be about 19-20' long GlassPly. By this time, the hull was breached in several spots and the entire transom was torn out. The power plant was an inboard/outboard and when the drive hit the rocks, the strain was so great that it ripped out the rear of the boat very quickly. The boat was registered in Oregon but expired. Its name, the MJ.

When you see a boat torn open by rocks you begin to appreciate how thin the fiberglass walls really are. The boat was estimated to be at least ten years old. It was equipped with a radio and compass but the antenna was missing off the mount and it looked like it has been that way for some time. Some other electronic equipment had been removed. The boat is a total loss.

This is another lesson in preparedness and the need for training. We have not met the occupants of the boat so the reasons for this mishap can only be speculated. Maybe it's best that way, showing how many unpredictable problems at sea can get you into serious trouble. The lessons learned can be great by simple observation of how a case like this can take shape. You can't prevent problems from developing, but it's preparedness and what you do about them that will keep you out of trouble.

Undoubtedly, they lost power in moderately heavy seas. The radio system wasn't working partly because of a broken antenna. Maybe they didn't have a back-up communications system such as a cell phone. They didn't think about the anchor until the last minute. They probably knew little about how to give a distress message with or without a radio or were too embarrassed to give one. They had life vests but didn't put them on until nearly grounded. If we had seen them wearing them earlier, we might have felt they were in a more serious situation. We had no indication that the hull might have been breached before they hit the rocks.

The boat was clearly rigged for fishing. Gear was found all over the beach. Seventy dollars for a working handheld marine radio could have saved their boat and certainly not put them through a day they will never forget for the rest of their lives. I do hope that if they ever take up boating again, they consider a Boating Safely Class and proper equipment.

The role of AUXCOM

This was an important day for the support of

AUXCOM with Group PA. When I checked in with them and identified myself as "CGAR Angeles Point" they didn't realize an Auxiliary station existed on Angeles Point. Once again, it proved to us that our role should be towards the VHF marine band and not private repeaters. If we want the "gold crew" to recognize our value, we have to show them what we can do. Simply bringing to their attention problems the boating public is having via communications monitoring or visual sightings, as in this case, is a step in the right direction. The boating public needs assistance on the communications side -- let's help educate them!



### Lawson Reef Buoy Recovery by Jim O'Connor

While working at USCG Station Bellingham as a break-in watch stander, a call came in from a citizen that the Lawson Reef Buoy was adrift. The lead watch stander reported this to GRU Seattle.

The following week I was working on the Coast Guard's 175-foot buoy tender *Henry Blake*. One of our jobs that day was to replace the Lawson Reef Buoy with a new one. The old one was discovered washed up very high on the beach in Bowman Bay, North of Deception Pass. I was asked by the operations officer of *Henry Blake* to use the ship's digital camera and take pictures of the buoy on my way

home that night.

The pictures were e-mailed to GRU Astoria where the buoys are maintained. The Coast Guard decided to rent a huge helicopter, lift the buoy off the beach and drop it in deep water for *Henry Blake* to retrieve and return to Everett, WA. The estimated cost for the helicopter was between \$20,000 and \$40,000. To that, add in the cost of bringing *Henry Blake* from Everett and back.

Since my son, one of our flotilla members, is a Navy Seabee reserve I asked the *Henry Blake* officers if they would mind if I contacted the Seabees to see if they could save the CG some money. They agreed.

My son went through his chain of command and got the go ahead to set up the job as a make-up drill. He then went to the EOD unit stationed at NAS Whidbey Island to get the use of their 20-ton rough terrain forklift. He also made arrangements to use the Seabee's low boy transport truck to haul the buoy to Everett.

On the day before the job was to be done the EOD unit called. The 20-ton forklift had been damaged and was not usable. This would have been the perfect time to say let's call this off. But the Seabee "CAN DO" spirit prevailed; they had made a commitment to *Henry Blake* and fully intended to keep that commitment.

The AUX/Seabee went back to the Seabees at NAS Whidbey Island and got permission to use their 6000-pound Rough Terrain Forklift to move the 15,000-pound buoy almost 400 yards, across a beach, up a boat ramp, and load it on to a truck.

We had to cut a 65-foot log off the buoy, get the buoy turned around and get the anchor chains off the buoy. Then we had to drag it down the beach, get it turned around 90 degrees and pull it up the ramp. Since the forklift would not lift the whole buoy we had to lift one end or the other, but could not lift on the tower (the very top). This meant that the counter weight or the body were the only places we could lift. The best way to move the buoy down the beach was to drag it, causing only scratches to the buoy and no other damage. The same worked getting it up the boat ramp.

At the truck the counter weight was loaded and chained in place so it would not move when the body was lifted and put on the truck. Since we had no buoy cradle we had to use what was available on the site. We put a "special log" under the counter weight complete with a hand cut notch to keep the buoy low

enough to get under a couple of overpasses on the way to Everett.

The buoy was delivered to *Henry Blake's* buoy yard around 2300 hours. The project started at 0800 and was completed around 2400. Nothing was broken, no one was hurt, and no equipment damaged.

#### Bottom Line:

The Coast Guard would have had to hire a helicopter to lift the buoy off the beach had it not been for the Auxiliary getting involved and making all the arrangements with the Navy Seabees.

The Auxiliary bought and prepared a barbecue lunch for the entire crew working on the project. This came out of the members' pockets.

The only involvement of *Henry Blake* was to send up one man to deliver some lifting gear and to take pictures. He was prepared to clean the buoy prior to transport but the Auxiliary had already done it.

This is an example of how the Auxiliary saved the Coast Guard a great sum of actual dollars simply by using their vast pool of resources and knowledge.

The entire operation was set up and run by the O'Connor family. Travis as the Seabee getting all the people and gear and running the forklift. Kris taking charge of all the food purchases and preparation, and Jim as the project manager and supervisor. Jim is an ex-Navy Seabee equipment operator and did some advising to his son regarding heavy equipment handling.

The Seabees provided six people; one Rough Terrain Forklift, one tractor-trailer, and all other equipment needed to complete the job.

The project had many hours not reportable involving many phone calls, planning, trips to look at the buoy, measuring, and negotiating for people and equipment. There was a lot involved that will never be seen.

Winners: The O'Connor's as a family -- an outstanding opportunity for an entire family to serve our great country all together at one place and time.

The USCG getting back a \$35,000 buoy with zero cost, no effort or involvement.

The USN Seabees for getting a real life project to augment their training.

The USCG Auxiliary for being trusted by *Henry Blake* to take on a project and getting it accomplished.

But most of all for being able to provide a measurable benefit to the USCG.

## Northwest Watch

### Waterfront Citizens Supporting Coast Guard Missions

*"We have a concept called maritime domain awareness [MDA], which is the idea of having architecture of [command, control, communications, computers, and intelligence, surveillance, and reconnaissance] systems that allows you to have -- the goal is total transparency of the maritime environment. You know who's there, you know where they are, and you know what they're doing ... It's all part of that. It's part of our maritime homeland security strategy. It is a primary component of our strategy: to build domain awareness out the concept of maritime, and there are several systems that allow us to get that-systems and subsystems." Admiral Collins, May 2003.*

One of D13 Information Division's primary goals is to provide maximum service both to our taxpayers, government leaders and Coast Guard field commands. In light of and in support of one of the Commandant's primary objectives of building MDA, D13 (i) is pursuing the development program dubbed "Northwest Watch." This conceptual program is a derivative of Group Seattle's current "Eyes on the Sound" program.

Effectively, we are proposing to manage a robust and well-informed network of civilian volunteers living on or near all of the Thirteenth District's waters; having a good view of the water here is essential. When needed, any Coast Guard unit with access to the D13 intranet, could identify (via computer interface available on the CG intranet) a geographic-specific volunteer and call upon them to assist operations.

Examples of Northwest Watch (NWW) assistance to D13 units might include:

1) Verifying or monitoring information during a SAR case, especially when the expected time to arrive on scene is excessive or beyond the Commandant's standard. This type of "eyes on" support is valuable especially when an initial report is lacking critical information, communications is lost with the initial reporting source or the reporting source moves from the location (such as cell-phone reports taken from moving vehicles).

2) Supporting the ATON mission through an ability to have visual checks done in a post storm verification situation. A participant, knowing

in advance the bearing of an aid from his home, could report back when called upon. Several participants in a given area could support a rough triangulation of an aid allowing for the ATON unit to better manage the priority of their response efforts.

3) Responding to a call from the Coast Guard to verify a vessel's location. This could be helpful identifying the position of vessels too small for VTS radar tracking.

4) Having the volunteer check their nearby beach for evidence of a false alarm flare firing. This service could include the value added of neighborhood situational awareness such as ongoing beach parties that might include use of fireworks (often reported as flares) or an ability to speak to a group of teenagers to gather further information as to the potential source of the flare; these same teenagers might not as easily admit to firing of a marine flare to a sheriff or police officer.

Ideally, Northwest Watch volunteers will be available when needed; but the odds are best for evening, nights and weekend support when most people are at home. The sheer amount and complexity of the Thirteenth District's waterways coupled with its limited search and rescue resources make for Northwest Watch to have great potential. Members' home locations, names, numbers, email, NWW program training level etc. will be maintained by D13 (i) and available to all operational units through the CG intranet -- preferably on electronic charts available categorically by Group boundaries.

Membership initial training and supplemental information (such as weather classes, how-to for the FIST method for reporting flares, Coast Guard news etc) will be managed by D13 (i) and (oax) to include Northwest Watch member invitations to appropriate neighborhood Auxiliary functions thus facilitating recruiting. A second-tier result of a successful Northwest Watch is a deeper understanding and appreciation of the Coast Guard mission by civilian NWW members who, based on the demographics of waterfront homeowners, are generally more politically active and more likely to interact with their elected officials. Promotion of this program, on a D13-wide scale would take place via (ipa)-generated news releases, word of mouth through the Auxiliary, local CG members and / or friends and neighbors of NWW members.

Many details of the pilot program can be viewed at the following web site:

<<http://www.uscgaux.org/~130/eyesonthesound/info.htm>>

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Thirteenth Coast Guard District  
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### **MDV Program change Submitted by Craig Brown, DSO-MV**

NACO Bill Edgerton announced the MDV Program has a new name and new partner. The MDV Program has been in the process of being Re-Engineered similar to what the VE Program went through a couple years ago.

The major program changes are:

1. The new name for the program is the Recreational Boating Safety Visitation Program or RBS Visitation Program (RBSVP).
2. The member visitors will be called RBS Program Visitors or Program Visitors (PV's) for short.  
Which means Officers will be FSO-PV, SO-PV, or DSO-PV.
3. There will be no more program (MDV) decals -- they are discontinued.
4. The United States Power Squadron has been added as a program provider -- no other providers are anticipated at this time.
5. The new literature display racks will have the "You're in Command" logo on them, rather than the USCGAUX as in the past.
6. The USCGAUX will continue to be the National Director and Executive Agent of the program.
7. The partner base for the RBS Visitation Program is expanded to include "non-traditional" facilities and businesses (such as DMV's, school and community libraries, visitor information centers, hardware stores, hospital emergency rooms, and hotels/motels).

More information will be coming out through the beginning of 2004. As it becomes available I will pass it along through the Marine Visitor Officer chain.

Change of any kind will bring challenges as most of us recall from the move from CME to VSC

in the Vessel exam area. The scope of the program has been expanded to visiting any community or business facility that is frequented by recreational boaters, but the basic program is not substantially changed. What we all need to focus on is the primary mission of our program, the overall value of the program, and our activities in promoting recreational boating safety to the boating public. No matter what we call the program and ourselves, we have the same basic mission.

Several members have asked, "how do I get qualified as a MDV."

Below is information about the process to qualify as a MDV. There are currently two different methods (paper or electronic) someone can use until the RBS Visitation Program changes the qualification process. I highly recommend using the method defined by the "Electronic Method," because it has the most up-to-date procedures and is quicker. The "Paper Method" should only be used by those with absolutely no electronic access, because it has obsolete information/procedures. For those without their own Internet access, Flotilla or Division please provide opportunities at meetings or at another member's home.

#### Electronic Method:

- Read the "new" VSC Manual (Vessel Safety Check Manual COMDTINST M16796.8)  
Web link: [http://www.cgaux.org/cgauxweb/manuals/vmanual/vsc\\_man.pdf](http://www.cgaux.org/cgauxweb/manuals/vmanual/vsc_man.pdf)
- Read the "Draft" MDV Manual  
Web link: <http://www.auxonline.org/~etraining/mdv/MDVManualRev8-10Aug02.pdf>
- Member completes the on-line MDV test.  
Web link: <http://cgexams.info/testing/> Then click on "Marine Dealer Course Exam."
- Note: the on-line test is based on the above "new or draft" manuals.
- The test is electronically graded and the member receives an e-mail telling them if they pass or failed.
- Member completes two (2) MDVs mentored by a qualified MDV.
- Turn into the FSO-IS the form(s) ANSC 7046, for the 2 mentored MDVs, listing the "Lead" and "Trainee."
- After passing the test & completing the mentored visits their FC or FSO-MV fills out the on-line MDV Qualification form. Web link: <http://www.auxetrain.org/MDVqual.htm>

- The MDV Qualification form will be electronically sent to their DIRAUX, DIRAUX will confirm/update AUXDATA, and then sends out the member's MDV certificate.

Paper Method:

- Read the "old" VE Manual (Vessel Examiner Manual COMDTINST M16796.2E)

Web link: <http://www.cgaux.org/cgauxweb/manuals/vmanual/veman1-1.htm>

- Read the "old" MDV Manual (Auxiliary Marine Dealer Visitor Manual COMDTINST M16796.3B)

Web link: <http://www.uscg.mil/hq/g-o/cgauX/Publications/Manuals/MDV%20manual.pdf>

- FC, FSO-MT, or FSO-MV requests a paper MDV test from the DSO-MV.

- Member completes the paper MDV test and return all parts of it to the DSO-MV.

- Note: the paper test is based on the above "old" manuals. The following MUST also be read to understand current MDV Program procedures and requirements.

- Read the "new" VSC Manual (Vessel Safety Check Manual COMDTINST M16796.8)

Web link: [http://www.cgaux.org/cgauxweb/manuals/vmanual/vsc\\_man.pdf](http://www.cgaux.org/cgauxweb/manuals/vmanual/vsc_man.pdf)

- Read the "Draft" MDV Manual

Web link: <http://www.auxonline.org/~etraining/mdv/MDVManualRev8-10Aug02.pdf>

- The test is graded, by the DSO-MV, and the member receives a letter telling them if they pass or failed.

- Member completes two (2) MDVs mentored by a qualified MDV.

- Turn into the FSO-IS & DSO-MV the form(s) ANSC 7046, for the 2 mentored MDVs, listing the "Lead" & "Trainee."

- After the member passes the test & completes the mentored visits, DSO-MV sends DIRAUX a Member Qualification form (form #: ANSC 7057).

- DIRAUX will confirm/update AUXDATA and then sends out the member's MDV certificate.

## "The Best Day of Training We've Ever Had!"

By Doug Julien

On a weekend day in January, Auxiliary members of District 13, Division 2 had the opportunity to significantly improve the quality of our local Coast Guard's training and readiness, as well as our own. According to our active duty partners, this was "...the best day of training we've ever had!"

Recognizing the potential of the local Auxiliary resources, USCG Station Seattle has requested an increased weekend complement of Auxiliarists for on-the-water safety patrols. Beginning in January 2004, at least one Auxiliary vessel will be out on safety patrol on the waters in the immediate Seattle vicinity (Puget Sound and Lake Washington) during weekend days. This effort is being spearheaded by Wendell Brunk, Flotilla 24 FSO-OP, in cooperation with Bill Barnes, Division 2 SO-OP. Station Seattle plans to use these Auxiliary patrols to augment their training activities several times per month. On 31 January 2004, a District 13, Division 2 Auxiliary facility participated in the first training event of the year.

To give their own boat crew and coxswain trainees a more realistic search and rescue (SAR) training experience than they would ordinarily get by using their own boats, the Station Seattle Training Petty Officer, BM1 Jeff Barnum, requested that an Auxiliary facility be made available to serve as a simulated SAR victim. Auxiliary Vessel 404144, a 40' sailboat, was scheduled for the safety patrol that Saturday and the crew of 404144 readily agreed to be part of this activity. At 0900 hours, the participants met at the Station Seattle Training Room for the pre-mission briefing and the general objectives of the mission were discussed. So that they would not know any additional details about the SAR scenario, the Station Seattle boat crew and coxswain trainees were dismissed from the meeting while the details of the mission were laid out.

The Auxiliary vessel (with patrol signage removed to make it less obvious to the SAR team) anchored 100 yards off Seattle's Magnolia Bluff. The weather and water that day were typical for Seattle in January: occasional rain, 40 degrees, 15-20 knot wind from the south, and a 2-3 foot chop on the water. Sleet and possibly hail were part of the forecast. Magnolia Bluff is on the north side of Elliott Bay, the home of the Port of Seattle. Frequent



commercial ship, ferry, and recreational boat traffic produce an ongoing parade of wakes in this area

After anchoring, the simulated SAR victim initiated a distress call to Coast Guard Vessel 41381, a 41-foot utility boat. The nature of the distress was a broken prop shaft, an injured crewmember, and the danger of the vessel being blown onto a lee shore. The Station Seattle coxswain trainee BM3 Kain Foglesong on 41381, under the supervision of coxswain BM3 Mike Rensing, ascertained the location and nature of the vessel in distress and coordinated the search and rescue. Since an additional Station Seattle boat, a 25-foot RHI, was involved in the scenario, the BM3 Kain Foglesong also had the duties of the On-Scene SAR Commander.

A goal for the Auxiliary crew was to present a deteriorating situation that would allow the coxswain trainee to take charge and ensure the following actions happened:

- Request the vessel in distress deploy an anchor
- Provide an medical – first aid response
- Evacuate the crew from the vessel in distress
- Pass and utilize a de-watering pump on the vessel in distress
- De-anchor the vessel in distress and take it into a stern tow
- Tow the vessel to the nearest marina
- Convert the stern tow to a side tow
- Bring both vessels to a dock

The response to the call for help was swift and sure. The Coast Guard crew performed their duties professionally with a high concern for safety. But, as is often the case in a real emergency, everything did not go as planned. The choppy water conditions presented numerous boat handling challenges to the Coast Guard crew. Unfamiliarity with a distressed sailboat, as opposed to a power vessel, forced them to think differently about how to maneuver in close, evacuate the crew, and get the de-watering pump in place. The cramped cockpit of the sailboat added to the difficulties of getting the de-watering pump to work -- there just didn't seem to be enough room to operate. The USCG trainees were forced to adapt rapidly to these new and unfamiliar situations.

“This is the best day of training we’ve ever had!” BM3 Mike Rensing told the crew of 404144. “Since most of our on-the-water training uses other

41-foot utility boats as (simulated) SAR cases, we don’t usually get to train with all of the different types of recreational vessels that are out there, particularly sailboats.” This was clearly a case where the diversity of Auxiliary resources serves to benefit the active duty Coast Guard.

Wendell Brunk (Flotilla 24 FSO-OP and crewmember on 404144 that day) said “This is why I joined the Auxiliary. Working with the ‘gold side’ in on-the-water operations is just the kind of thing I want to do!” The other crewmembers of 404144, Ted Greenlee (Flotilla 23) and Kelly Garber (Flotilla 22) easily agreed with Brunk’s assessment. The entire crew walked away at the end of the day feeling a great sense of pride and accomplishment.

Since 2002, Division 2 has increased the pace of member training, particularly in training and qualifying new boat crewmembers and coxswains. We have been lucky to be able to draw on the resources of Station Seattle for many aspects of Auxiliary member training. We’ve had access to their classrooms, used their portable pumps for de-watering training, and many on-the-water-training sessions have taken place on Station Seattle’s 41-foot utility boats. “We have a top-notch Auxiliary boat crew training program, and it would not have been nearly as successful without the cooperation and support we’ve received from Station Seattle,” according to Bob Lewis (Flotilla 24 Commander and former Division 2 SO-MT). Forty eight Auxiliary members have completed the division’s Boat Crew Academy program and have qualified as boat crew members in the past two years. Four of the program’s graduates have gone on to qualify as coxswain, and all four operate their boats as Auxiliary facilities.

(Doug Julien is Flotilla 22 VFC and coxswain/owner of Auxiliary Vessel 404144.)



USCG Boarding Party aboard Auxiliary Vessel 404144 Awaits Equipment Transfer from Station Seattle Utility Boat 41381

## Fire Fighting with a PWC

by Dean Culwell

It started about noon Sunday, July 13 when Lewis & Clark County Sheriff's Department and the U.S. Forest Service requested our assistance on the rapidly spreading Jimtown Fire. Helos were brought in later that afternoon and Bob Berge and Dave Hansen patrolled the dip site. I stayed on standby at the marina to assist with any evacuations that might be necessary. It was feared that the fire might trap cabin residents and campers along Canyon Ferry's east shore.

About 1900 we received a call from Lewis & Clark County to assist Broadwater County in an emergency SAR. A camper reported seeing an overturned boat with two people standing on shore nearby and other people appeared to be in the water. Bill Frazier and I motored about eight miles south on the lake and saw two people onshore and a white object offshore a couple of hundred feet. It was quite windy with a three-foot chop and getting dark so visibility was not great. The two guys onshore had lawn chairs and a beer cooler and were having a great time watching the flames of the fire. No idea where they came from but it wasn't by boat. The white object in the water was a long rock covered with white pelicans. A few crested cormorants bobbed in the water. We continued south a couple of miles and met up with the Broadwater County SAR boat coming from the south. Both vessels then did a parallel pattern search along the west shore just to make sure there really wasn't an overturned boat. The two guys were still there having a grand time. Kinda humorous in retrospect, but we can't really ignore reports of overturned boats. We got back to the marina about 2200.

We were not requested to patrol Monday as the Forest Service opted for retardant drops rather than helo work.

On Tuesday, four helos were dipping including a Type 1 (really big skycrane that sucks up 2,500 gallons in less than a minute and a half). Dave Hansen and I patrolled until about 2030. Boat traffic was light to moderate but they all wanted to get close to the helos. We found a 12-volt flashing yellow light was effective in getting their attention. The "official" yellow and red light sold by the District Store is too pricey. Perhaps a revision to allow use of yellow flashing lights may be appropriate.

The Box Canyon Fire erupted on Tuesday while we were on the Jimtown Fire. The Montana Department of Natural Resources and Conservation called me Wednesday morning to patrol the helo dip site on the Missouri River about 40 miles north of Helena. This section of the Missouri River is a Blue Ribbon trout stream heavily used by fly fishermen casting from drift boats, rafts and canoes. DNRC was concerned that these non-motorized craft in a swift river current would not be able to avoid the helos. Another concern was that the Type 1 helo had a tremendous rotor blast extending from bank to bank and would likely swamp any small craft attempting to pass. Since the river is too shallow for my usual patrol boat (19-foot boat with an outboard), I proposed to Group Seattle to use my PWC. They agreed. Sure hope I passed my PWC Operator QE Session. I used the PWC to warn boaters of the situation and had them anchor above the dip site until the Type 1 helo lifted off. I told them the cycle time was only three minutes before the helo returned. Since they could see the effects of the rotor blast from where I had them stop, I had no trouble convincing them to paddle clear of the dip site.

A couple of nasty thunderstorms made the day even more interesting. My PWC was carefully positioned treading water under the Interstate 15 bridge during the first storm. The second storm about two hours later caused the helos and me to give up for the day at about 1830. I've decided a keel guard is probably a worthwhile investment for a PWC operating in shallow water.

As always, Kathy Frazier did a wonderful job on our base radio and coordinated with a multitude of agencies. We checked in with Group Seattle and/or D13 Operations at the beginning and end of each patrol.



Buoy 13 is now on the auxiliary website. To see the pictures in color, as well as seeing previous issues, go to: <http://www.uscgaux.org/~130/pubs-forms/index.htm>.

**Boodell ...Continued from page 9**

particular spot. Make sure people in the field do not feel headquarters is superior to them. Let them know you respect them and will follow their lead.

Leadership and learning go hand in hand. Part of constantly driving forward is getting knocked back a time or two. When people are continually learning how to do their jobs better, and adapting to the changing times, new avenues of success are created. Teach people how to think -- not what to think. Study yourself, even when it hurts. Broadcast the lessons learned.

Spotlight Excellence! When people do things really well, praise them, publicize their work, and see that others learn from their example. Leaders should aggressively seek recognition opportunities so that rewards become a hallmark of the organization.

Awards should be given out in a timely, prompt manner and always be well deserved. The CG is known for its three-step cycle of achievement: (1) set the standards; (2) hold people accountable to achieve results; (3) recognize and reward them when they perform with excellence. Even heroes often need day-to-day recognition to perform at consistently high levels. A congratulatory handshake, a warm smile, or a simple thank-you can go a long way toward making people feel appreciated.

The last chapter in Don Phillips book is called Honor History and Tradition. Honoring history and tradition instills several elements that benefit any organization: it gives purpose and tradition; provides a sense of pride; fortifies long term decision making; enhances strength and character and it motivates and inspires. A solid foundation is built upon an organization's history and tradition.

The promise of an organization with a great history and tradition is that however good it was, however good it is now, it has a chance to be even better.

**Bell ... Continued from page 5**

focus this year; AUX AIR. There are a number of individuals, with airplanes and/or helicopters, throughout this region, but they are under the impression that we are not interested in their service. We have also lost members for that same reason. Our aim is to change that image and work very diligently to get our Aux Air program off the ground. It's been a busy time, and the pace hasn't slackened, but we're having fun. Change is continual. Saturday, March 13 marked the In Service Ceremony for the United States Coast Guard Cutter *Sea Lion*, an 87-foot patrol boat that will join CGC *Osprey*, CGC *Adelie* and CGC *Wahoo* as part of the Group Port Angeles Family.

**WORTH NOTING**

Those who attended the District Conference recently noted the significant number of awards that were presented. There was one award presented last year that did not receive due recognition. I would like to once more make public the award to this living legend.

THE AUXILIARY MERITORIOUS  
SERVICE AWARD  
TO  
SHERMAN PRUITT  
UNITED STATES COAST GUARD  
AUXILIARY

Auxiliarist Pruitt was cited for meritorious service in the performance of duty as Assistant Group Duty Officer (GDO), Coast Guard Group Seattle, from November 1987 to June 2003. Demonstrating exceptional dedication to the Search and Rescue, Boating Safety, and Stewardship missions of the U. S. Coast Guard and the U.S. Coast Guard Auxiliary, Auxiliarist Pruitt volunteered over 10,000 hours in Group Seattle Operations Center, at the Point No Point Lighthouse, from his home AUXNET radio station, and on the waters of Puget Sound. Assisting with two watches a week for nearly 16 years, Auxiliarist Pruitt was a key fixture in the OpCen who provided continuity and mentorship to over 75 GDOs through hundreds of search and rescue cases. His unsurpassed knowledge of Puget Sound proved critical during several cases where distressed mariners used references not found on OpCen charts. Following the crash of a 1940s-vintage Boeing aircraft in Elliot Bay in March 2002, Auxiliarist Pruitt sprang into action. A decorated Army Air Corps aviator and test pilot, his intimate knowledge of the aircraft's crew requirements, passenger capacity, and dimensions was instrumental to the GDO's initial SAR response planning. Auxiliarist Pruitt's activities often extended to the water, including frequent SAR response, law enforcement training for active duty members, and safety patrols at Seafair and other popular marine events. Auxiliarist Pruitt's spirit of volunteerism, dedication and devotion to duty are most heartily commended and are in keeping with the highest traditions of the U.S. Coast Guard and the U.S. Coast Guard Auxiliary.



RCO AWARD FOR MEMBER TRAINING  
ACHIEVEMENT

Northern Area FL 23  
Southern Area FL 56  
Eastern Area FL 87

ANNUAL AWARDS TO DIVISIONS

Patrols Div 7  
VSCs Div 6  
Public Education Div 6  
Member Training Div 1  
Personnel Services Div 1

COAST GUARD MERITORIOUS TEAM COM-  
MENDATION

Garrison Bromwell, Bruce Miller, Gordon Myers, Ted  
Scheisswohl, Charles Claytor, Shirley Blanchett,  
Jalaine Madiera, Sharon Reseck, John Reseck,  
Alberta Toby, Shaheed Ali-Shek, Hal Ingram, Jack  
Grubb, Jack Feather, Clay Graveille

AUXILIARY AWARD OF OPERATIONAL  
MERIT

Paul Billick, Rufus Regier, Robert McGuire, Dan  
Robinson

AUXILIARY COMMENDATION AWARD

Timothy Kelly, Mary Ann Chapman, Deborah Engel,  
Theodore Schiesswohl

AUXILIARY ACHIEVEMENT AWARD

Robert Pratt, Joyce Wilson, Jim O'Connor, Carol  
Grassl, John Reseck, Bonnie Harding

AUXILIARY COMMANDANT LETTER OF  
COMMENDATION

John Mitchell, Norma Bailey, Shirley Singly, Joe  
McClain, Tony Ford, Alan Francisco, Ed Margolis,  
Lynda Kelly, Bob Lyden, Fred Milbradt

AUXILIARIST OF THE YEAR

Mary Ann Chapman

GROWTH AWARDS

FL 07-06 7 New Members  
FL 06-09 12 New Members  
FL 07-06 Tim Kelly 6 New Members  
FL 01-01 Ernest Salotti 7 New Members  
FL 01-01 Patricia Salotti 7 New Members  
FL 02-03 Jalaine Madura 8 New Members



**Congratulations to new Coxswains**

Paul Bellona  
William Czarnecki  
Robert Cotterell  
Joseph Engel  
Luther Herrick  
Douglas K. Julien  
Glen Lewis  
Edward N. Madura  
Philip Martin  
Richard C. Myers  
Ruffin Rackley  
Jeremiah Ray  
Albert R. Sadewasser  
Rodney Sherman  
K. Charles Spaeth  
James S. Swanson  
David Swartos



**In memory of those shipmates who  
have crossed the bar.**

Garlin Brown  
Paul Durbin  
Ruby D. Jones  
Lawrence (Larry) Loban  
Charles D. Moeller II  
Thomas Pettitt





**U. S. Department of Homeland Security**

United States Coast Guard

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