

U. S. Coast Guard Auxiliary



District 13

Washington • Oregon • Idaho •
Montana

Volume XXVI - 2

Summer 2004



From Silver to Gold. Heather Bacon-Shone, right. Story on page 10.

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Buoy 13

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Auxiliary*

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DISTRICT 13 COMMODORE

Dan Neiderhiser

Several years ago, the District cut one of the three District Training Conferences in favor of the current Area Training Meetings. In my opinion, that was one of the most innovative ways of doing business within the District. It affords members more personal involvement in their respective Area. After attending this year's Area Training Meetings, I noted a few things. One was enthusiasm of the attendees; being part of the program, and proud of doing so; members showing leadership abilities that they too could move up the ladder to a higher elected position. And certainly, the various training programs and attendance was awesome too. I was happy to see that people appeared to have a grand time, were comfortably dressed, learned something new, and that's what it's about, training and enjoyment.

Most of the membership realize one of the reasons the RCO's are in charge of their respective Area Meetings is to show how well prepared they are to move higher in the organization, and by showing they can accomplish the following; lead, organize, manage, prepare flexible agendas, adapt to change, encourage members to attend by offering training the membership is known to want. To personally establish, approve, and lead the meeting. Finding reliable support through membership and elected officials whom the RCO builds his/her program on to ensure the voting Board members see the RCO is capable of proceeding upward within the District. Of course, these are but a few of the "tests" they will be involved in.

Election of officers. As the September 2004 District Training Conference approaches, the voting body (Bridge and Board) of this District has an obligation. That obligation is to select the best eligible person to the office of District Commodore, Vice Commodore for term 2005/2006, and Rear Commodores for term 2005. I recommend the voting body review the District 13 Standing Rules, (see Article 4). Additional information on Auxiliary Structure is located in Chapter 4 of the Auxiliary Manual (COMDTINST M16790.1E).

Then after the September 2004 election of the 2005 Bridge, leadership at the DCP/VCP and FC/VFC should follow during the October/November 2004 time frame (this allows time for appointment of Staff assignments, updates into AUXDATA which feeds accurate information to the CD Directory Team who make the CD available to the elected and staff elements). Again, it is important that the best person for that position be nominated based on what they have demonstrated in a leadership capacity; being a positive person with well-established positive goals

including team involvement; be willing to perform to their maximum ability and inspire cooperation and encourage fellowship among the members who elect them to office. Each member of District 13 Auxiliary belongs to a flotilla, and this is the level that selection and election of the best officers takes place. The flotilla level is the fabric of our organization and must remain strong and vibrant.

Now, with that said, I've heard from a few members who sound disgruntled and negative toward the leadership (elected or appointed) at their level of this organization. It occurs to me that some members prefer to demand things from current leaders yet refuse to seek an elected position or back those who do. This concept over the past few years appears to be the genesis for why some flotillas are failing. I would encourage flotillas to consider electing those people to the position of leadership when no one else will take the lead, since those who see leadership differently often become positive leaders in their own right and can make things work in the name of their members. For those flotillas that believe they are failing, please don't give up on your flotilla when a glimmer of light exists to flourish in the future. If the glimmer dims and members elect to disenroll, then consider becoming a detachment, or support the organization as an Associate Member (see your FC for further information). Those who strive to become elected leaders want to spend their time leading, guiding, and assisting those who joined this organization. Members join the Auxiliary to regain some youthful opportunities to learn, to be socially interactive, perform and participate in a positive manner, while supporting their boating community, the CG Forces, and ultimately our Country. Stand strong, we need you.

We have a vast amount of human resources in District 13 and room for many more. We cover a wide variety of backgrounds with a common intent of achieving many positive goals while helping others within our boating community. I ask that each dedicated member who is willing to continue with a positive attitude and goal in mind, to continue within this organization. If you have not completed the SF Form 86, please do so. You are not giving up any rights; you are making the Auxiliary stronger in the eyes of the USCG.

It is extremely important that we continue to elect the best qualified person, qualified by their positive attitude and united approach, who remain a responsible person who can stand fast and say, the buck stops here, and I want our membership to succeed!

If you fit this description, you still have time to compete for an elected office, or offer your time and talents as a Staff Officer.

Thanks for your continued support, and have a great USCG Auxiliary day,

A handwritten signature in blue ink, appearing to read "Dan Neiderhiser", with a stylized flourish at the end.



VCO Comments John F. Bradbury

Jack Bradbury, VCO-13

Summer is here in all parts of our District. We should be really getting into the swing of our on water activities. The currency qualifications are taken care of, the TCT classes have been held and we are ready to go out and do great things. Let us renew our determination to do things safely and avoid any mishaps. The Coast Guard puts out a weekly, "Mishap Summary" which is pretty interesting reading. It is framed with a humorous slant on some of the events reported. That is fine for increasing interest but when I read them I see many of the victims are hurt and/or injured so it probably isn't very funny to them.

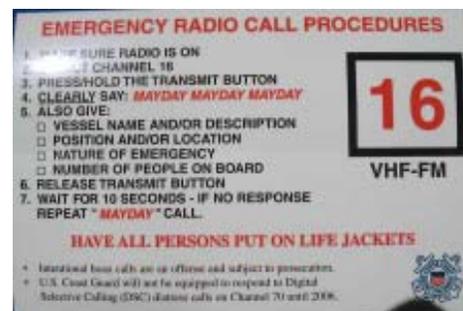
As Auxiliarists we may tend to think we have the experience to avoid some of the pitfalls featured. Perhaps we worked in an industry for a long time with a strong safety program. Could be true but let's not get complacent. Experience in the most hazardous jobs indicates that Mishaps happen more often than not while doing routine tasks or tasks we have done many times and have become complacent about the hazards faced. Could this be true in our activities? Are we taking a chance with the weather or water conditions? I hope not. Not keeping our equipment ship shape or worse yet not having everything on board? Nothing lasts forever; line gets frayed and loses strength giving way when we need maximum performance. Flares and PFDs do not last forever and should be given a good inspection every year. Be meticulous in your facility examinations, no matter where the facility is going to be deployed. Let me wish you all a safe patrolling season, a safe season on the docks and at the ramps.

I have heard that patrols are taking place in earnest in many of our areas. The Coast Guard is backing us totally and asking us to do more. In fact we are doing a lot more. We can be a great force multiplier as more and more Stations and Groups are

discovering. Most CG Stations have more jobs than they can find Auxiliarists to fill. They will find something for anyone to help out with from watch standing to logistics support, from gate guard to ground maintenance. Like to drive a John Deere mower? How about mentoring young Coasties recently assigned to your area? We have members with financial expertise who could help in this area, also local knowledge about housing, about schools, and recreational opportunities. We also have retired educators who can provide educational expertise to some of these young people. Again, talk to your FC for direction.

For the last several years the leadership of your District has been stressing training. In the future, hopefully, this will continue. A large part of our budget is dedicated to these goals. We hope you will take advantage of any of these training opportunities that have an interest to you. You can find out about them through your Flotilla Commander or Member Training Officer. Another good source of information is the DIRAUX Notes, published every month or two. Many of the resident courses that come out from time to time are first shown here, it pays to read it as soon as it is published.

Finally, have a great summer and have some fun, get to know your fellow Auxiliarists and make some friends in the process. Smooth sailing and calm waters.



During a vessel safety check, offer one of these emergency radio procedure decals to affix near the radio. It spells out step-by-step procedures.

In a classroom situation everyone knows exactly what to do. When a deadhead goes through the hull and water is pouring onto the V-berths up forward, the brain goes into overload.

These decals are available from your materials officer. Offer one at the time of inspection. It may save a boat -- and perhaps a life.



RCO-N

Fred Bell

Rendezvous

Some people said “it can’t be done.” Others had doubt but would not comment. I made the bold promise that this year’s event would surpass the one last year and I found few believers. Their reason for doubt was because last year’s event was such a huge success that expecting to top it was asking too much. Well, those 140 persons that attended the two-day session have enlightened, enriched and enhanced their lives in training, fellowship and fun.

The Northern Area Rendezvous, referred to as GNATS for Great Northern Area Training Session, was held recently at Fort Worden, Washington. Everyone agreed this was the best ever. The Port Townsend area is a perfect venue for this late spring time event, and the beach party by the lighthouse provided a nautical atmosphere that is hard to duplicate. Fort Worden offers great facilities and can provide a gamut of services from fine dining to lodging in the old officers’ quarters.

A beach bonfire, cookout and live entertainment followed Friday afternoon registration. In addition to the singing group there were spectacular performances by Norma Bailey, John Reseck and the talented LCDR Kelly Boodell, grass skirts and all, and now on film.

Saturday morning’s opening ceremony was done smartly with a patriotic theme, causing all to pause and remember what we stand for. The program that followed covered Diversity, VTS Rules for Boaters, The Paddle Craft Program, Marine Safety & Direct Support Northwest Watch and Public Affairs. During the lunch break, Paul Bellona demonstrated the method for donning a dry suit.

There were options for the afternoon participants. Debbie Engel conducted a public affairs seminar, Bruce Miller presented a “what every Flotilla Commander and Division Captain should know” session and Gary Bromwell led on-the water exercises.

The on-the water exercise was an SAR training mission. Primarily designed by Tony Ford,

separate search scenarios were given to each of four facilities for their execution. The scenarios, however were not complete, each Coxswain and crew team was expected to determine the search pattern and track line pacing to be used based on the particular scenario. Division 4’s mobile Com Trailer was used as Patcom. Lessons learned: 90% of SAR is planning, and that should be done before leaving the dock. This exercise tested and challenged the crews. Two of the elements of OPEX were tested, (SAR and Communications) and everyone appreciated that.

The evening meal was a treat in itself, but was further highlighted with our guest speaker, CDR Tom Farris, Operations Officer, Group Port Angeles. Rounding out the event were remarks from CAPT Mark Ashley, D13 Operations Officer, LCDR Kelly Boodell, DIRAUX, Senior Chief Cliff Hohl from Station Bellingham and Commodore Dan Neiderhiser.

These area rendezvous weekends have grown into some of the most productive and enjoyable events of the year. This one certainly furthered our fourth cornerstone of fellowship, as it cemented many old friendships and fostered many new ones. It also brought closer relationship between active duty and the auxiliary and finally it strengthened our resolve, Honor Respect and Devotion to Duty.

Many thanks to all of you who worked so hard to put this program together and also to you whose attendance made it a success. Mark your calendars for next year.





DSO-VE
Jack Feather

AUXOP Program Coordinator

DSO-VE

This year appears to be shaping up as an outstanding year for VSCs. **SAFE BOATS SAVE LIVES!**

Questions have been coming up about the Qualification/Certification procedure for VE.

CERTIFICATION

1. Complete the open book exam on-line from the National Testing Center.
 - a. Complete five VSC under the supervision of a certified VE. One can be an operational facility. Have the FC certify your five VSC on-line.
 - OR
 - b. Complete five VSC under the supervision of a certified VE. One can be an operational facility. Send a COPY or COPIES (do NOT send the originals) of the 7038 to the DSO-VE and I will complete the certification
2. Request an exam from the DSO-VE. Return the exam to the DSO-VE for grading.
 - a. Complete five VSC under the supervision of a certified VE. One can be an operational facility. Send a COPY or COPIES (do NOT send the originals) of the 7038 to the DSO-VE and I will complete the certification.

RE-CERTIFICATION

Re-certification is necessary if less than five VSC were completed in the previous year. The proce-

cedure to re-certify is:

1. Complete two VSC under the supervision of a certified VE. One can be an operational facility. Send a COPY or COPIES of the 7038 to the DSO-VE with a note in the remarks that this is for re-certification and I will complete the re-certification.

For Certification the supervising VE gets credit for the first five VSC.

For Re-certification the supervising VE get credit for the two VSC.



DECALS

There are plenty of decals available. Please order from ANSC before your supply becomes critical. I do still have about 1,000 if you get caught short.

Please contact me if you have questions.

Jack Feather, DSO-VE
707 464-5578
dsove13@charter.net





**RCO-S
June E. Feather**

Email is a quick and easy way to communicate. It is very frustrating when your email is returned because the address is wrong. Please, when you change your email address notify your SO-IS so the address can be corrected in AUXDATA. Also, notify everyone in your address book. Not everyone has email, so to keep everyone informed, we need to be sure that all members receive the information. Please remember that phone calls are more personal.

I know that this is a busy time for everyone teaching classes, doing VSC's, and going on patrol. I hope no matter how busy you are that you take time to spend with family and friends. We have a lot of talented and dedicated people and I want to personally thank each and every one of you for doing what is best for the Auxiliary. My philosophy is: do what is best for the Auxiliary. Respect our differences, be kind to one another and help one another.

Our next District meeting will be held in Spokane, Washington in September. This is the time that we hold elections, so please come and support your candidates. Come and meet old friends and make new ones. This is an opportunity for you to see a different area of the District.



Article submissions welcomed

Buoy 13 is always on the lookout for good articles about auxiliary members and their accomplishments, particularly how we work with the Gold Side acting as a force multiplier.

Good photos greatly enhance stories as well so please include several.

A few guidelines about submissions: First, we may not be able to use every article that comes in, and if accepted it may not get published in the current issue. They will be saved for an upcoming issue. Since Buoy 13 comes out quarterly there isn't a lot of available room.

Please submit articles in Microsoft Word. This makes it easy to edit and load into PageMaker, which is what we use to build the publication. Newspaper clippings or scanned images of newspaper clippings are unusable; there's no way to dissect and edit them.

Try to stay within 750 words -- that pretty much fills one whole page.

Photos should be sent as jpeg (also called jpg). This format allows for shrinking and moving into the appropriate places within a column. However, if there's no way you can send pictures in the jpg format, we can probably find a way to modify them.

Finally -- and this goes against everything your high school teacher taught you, please use only one space following a period, and no spaces between paragraphs. In school it looked much nicer, but with publications space is at a premium.

As for the pay -- don't quit your day job. But the satisfaction of contributing to your newsletter, and the chance to compete for the soon-to-become-famous Pullet Surprise makes it all worth while.

Please send your contributions or questions via e-mail to me at: cwlindenberg@interisland.net.





**Al
Wonenberg
RCO-E**

Eastern Area

On a sad note Deania Favillo, Division Captain of Division 11 has stepped down and will retire because of a recent illness. We wish her a speedy recovery. Larry Graves VCP will assume the position of Division 11 Captain. An interim election will be held in July to fill the vacant elected office.

The Eastern Area is moving and shaking. The Eastern Area Training Session (EATS) is just around the corner and I'm pleased with the pre-registration attendance.

In Helena, Montana the flotilla participated in a radio call in show answering questions about boating equipment, safety and boating activities. Auxiliaries in Spokane, Washington were on a TV program where they could also answer questions and give safety tips on boating.

Earlier this year DCO Dan Neiderhiser appointed two new ADSO's to the eastern area, Tom Osborn, ADSO-R-E and Stan Walthall, ADSO-MS-E. The eastern area definitely needs help in these two areas. It seems the Flotillas were at a loss on what these programs were or how to initiate them. The local county and city agencies may have readiness and disaster plans already in place that we could assist them in and I'm sure the Auxiliary would be welcome. The programs that work very well on the coast just may not fit within the local agencies plans. I'm sure the best laid plans can be changed. In the dialogue that I have seen in the e-mail between DSO's, ADSO's and Commodore, I can see great things happening in these programs.

About a month ago Public Health Preparedness Division, of the Panhandle Health District in Coeur

d'Alene, Idaho asked flotillas in north Idaho if they would like to serve as mock patients for an exercise to test the health districts ability to mobilize and operate a mock smallpox vaccination clinic in the event of a bioterrorism attack in that area. This is how we can get involved in the community and the readiness program.

Sheriff Training in the Eastern Area

For the past 20 years or so the Auxiliary members in Idaho have been assisting in training new Marine Deputies. Other agencies in the program are Idaho Dept. of Parks and Recreation, Idaho Sheriffs Association and Post Academy. This has been a fun project because some times we get to play the bad guys by doing things we would never do as good boating Auxiliaries, such as stealing a boat, imitating a DUI person and not having proper registration. Our vessels are inspected for all required equipment by the new deputies with of course a little skull-duggery to see how they react. They also practice towing exercises.



The above pictured boat is Commo Nick Nicholas and Custer County Sheriffs patrol boat.





**DIRECTOR OF
AUXILIARY**

LCDR Kelly A. Boodell

Goals

Have you ever tried to reach for something that you didn't know how to touch? Have you ever dreamt about accomplishing something that was really important but you didn't have the tools to make it come true? Have you ever decided to do something that you knew would push you to your limits but you set your sights on that something anyway? Haven't you had goals all of your life?

More dramatic is the reverse of that question -- have you ever lived your life without a goal or without direction? Probably not. From the moment I was introduced to the Auxiliary I was astounded by its members ability to get so much done with such few resources. It is obvious that you are a driven group of people, with obvious goals and plans to accomplish those goals. Goals are important to the growth of individuals as well as to organizations to which they belong. Effective communication of those goals to the organization's members is critical if those goals are going to be achieved. We know that. Well then, why is the dynamic of a structured organization consisting of members within layers so difficult to move in any given direction toward those goals? Is it because those members are volunteers and they can decide on an individual basis which goals they wish to pursue? Is it that decisions are made on an individual basis that may not incorporate the larger goals of their unit or organization? Or is it that the organization forgets that each of the members has their own set of goals, things that motivated them to become a part of this organization. As long as the organization's goals stay aligned with those of the members, we move forward. When they are not aligned, we don't. To ensure success and a committed membership, it is important to remember the need for that alignment.

Goals require commitment. Often that commitment is to something larger than the one making it. For example, we are about to embark upon

elections. Elections will start in September, electing District, Division and Flotilla Bridges. As members, you will be selecting the new bridge for your Flotilla. Those that are elected, at each of those levels, will make new appointments to many important offices. These people will be your future leaders. These are the people who are going to craft the organizational goals and they will ask for your help in reaching them. Those that are elected or appointed will be reminded that we are an organization of volunteers, each with our own motivation for being here and each committed, in their own way, to the successful completion of our mission. Your leaders will stand before you and ask you to have confidence in them, their methodologies and their goals.

When your vote is cast, you have the opportunity to participate in that stage where goals are being defined. Where do you want to see the Auxiliary headed? What is important to you as a member? Do you want the organization to run like a business? Do you want the organization to grow? Do you want to take responsibility for its growth, its successes as well as the accomplishment of those goals? Well, how are you going to make it happen? How are you going to take the Auxiliary to new heights? Do you need to run for one of those offices? Do you need to accept a position? Remember, if you do agree to take on additional responsibility, you will have to carry through and do what you promised to do.

You are a volunteer. You have made the decision to volunteer your time and energy to a great cause -- to the Coast Guard, to your fellow boaters and to your country. Besides performing a patrol, what can you do to nurture this delicate political monster we call the Auxiliary? Can you mentor a new member? Can you muster up the courage to run for an office? Can you help out an elected or appointed official by participating on a project? Can you simply attend a flotilla meeting? Each and every level of commitment that you are able to give is valuable and worthy.

What is most important as a member is that you communicate your goals, your dreams, and your ideas. What is most important, as a leader is that you listen and remember that we are here for a reason -- our own reason -- but that collectively all those reasons make this a great place to provide service to our Country. For that I thank you.



From Silver to Gold

By **Bertrand "Bert" McFarland, USCG
Auxiliarist**

Semper Paratus -- Always Ready. Not only the motto of the U.S. Coast Guard -- it's also a way of life for Coast Guard Auxiliarist Heather Bacon-Shone. Heather has recently taken a challenging path that is very seldom taken: from joining first the Auxiliary side of the Coast Guard to then joining the military side.

As a fellow member of Heather's Auxiliary Flotilla I was honored to be asked to submit an article about her to our district magazine. Here's what she had to say immediately after she graduated from Officer Candidate School in March of this year:

"Teamwork: when everybody is committed to each other's success. This was our word of the day on Monday of Indoc week, as I took my place on the deck with my 70-some shipmates, sweating our way through the stops on the "Teamwork Train. Pushupville, Pressuptown, and Six-Inch City. Later that week, we were issued 11-pound lead-filled WWII-vintage rifles and practiced manual of arms and close-order drill.

"Every morning, 0500 found us racing out of bed, bleary-eyed and already in gym gear, to jog in formation down a dark and cold hill to morning calcs. Detailed personnel inspection, complete with regurgitated bits of memorized Coast Guard knowledge called "Spindrift" was a daily dread. Discrepancies on the part of yourself or your shipmates were bound to occasion some "physical motivation." A minute or two in the "thinking position," knees bent at 90 degrees and back straight, pressed hard against your shipmate's, could cause you to question your motivation. During the first few weeks of the program, I often asked myself why I'd chosen this particular road, seldom taken, from Auxiliarist to Officer Candidate, and if I'd really looked down my other career paths as far as I could before signing on for this particular adventure.

"With more Coast Guard experience than the prior civilians in OCS Class 1-04, but teased good-naturedly by the prior enlisted OCs who only knew Auxiliarists as gung-ho war veterans with gray hair and chests full of ribbons, my position among my shipmates was, at first, somewhat undefined.

"A lifelong love of the water and a particular burden to serve my country and its people led me to

research possible military career options early in 2001. Initial fascination with Navy special operations and submarines was frustrated when I discovered these "combat" roles were available only to males. In the Coast Guard, there were no prescribed gender barriers. Furthermore, especially in those pre-9/11 days, the Coast Guard stood out as the only branch of the military specifically committed to saving lives, not targeting them for destruction. I began the application process for OCS early in the summer of 2001, with very little knowledge of, or experience with, the Coast Guard.

"In early 2002, I noticed a Coast Guard-themed display at the local shopping mall. Surreptitiously, I crept over to the tables and unobtrusively browsed the literature. Most of it was aimed at fishermen and recreational boat owners -- of which I was neither -- but a particular brochure caught my eye. Pictures of ordinary-looking civilians in Coast Guard garb, assisting search and rescue cases, surrounded brief information about the Coast Guard Auxiliary. I was excited; here was an opportunity to improve my chances of OCS acceptance, and pick up some qualifications and experience, valuable to my future career as a Coast Guard officer along the way. Or so I saw it then, rather selfishly.

"Fall of 2003 found me well-settled in Auxiliary life. My Auxiliary resume included several AUXOP classes, ICS and instructor certification, boat crew qualification, staff officer duties, operational experience on both "silver" and "gold" sides, days of VEs, and a firm commitment to kicking off the fledgling Marine Safety / Environmental Protection "Trident" program. I distributed recruiting information to a local high school, participated in on-water patrols, and attended training on oil spill response. I was even offered a division-level office, despite my relative newness to the organization. But all these accomplishments were superficial to the real learning I had gained from my Auxiliary involvement, as I soon discovered.

"On November 13, 2003, I walked through the door into Chase Hall at the Coast Guard Academy in New London, CT, to renounce my civilian life and its privileges, and start down the bumpy path to my commissioning, along with my shipmates in class 1-04. Unsurprisingly, the AUXOP classes I'd taken helped me sail through the corresponding parts of the OCS curriculum, and my experience watchstanding and handling small boats enabled me to assist civilian

shipmates with related tasks. I still had a lot to learn about military bearing, meticulous uniform presentation, and other elements of a regimented lifestyle. But what I learned most about the Coast Guard while a member of Flotilla 65 in Corvallis, OR, only became more obvious during my time at OCS; the immense pride I feel to claim even a small role in such a terrific organization that knows its job encyclopedically, does its job faithfully, and takes care of its people devotedly.

"On March 10, 2004, my shipmates and I raised our right hands to take the oath of an officer in the United States Coast Guard. We are all excited about our new opportunities to make a difference in the Coast Guard, but also gravely aware that with that small dose of authority comes a weighty responsibility; to uphold the Coast Guard's core values of honor, respect, and devotion to duty, and to live them out in our daily actions. This responsibility I voluntarily assumed as an Auxiliarist; now I am proudly bound by it, and look forward to continuing my Auxiliary involvement even while serving on the "gold side." It is not unheard for an Auxiliarist to attend OCS -- one of my shipmates also hailed from a flotilla -- but nor is it common, and I hope to use my experience to publicize Auxiliary service to a younger generation.

"As I begin at my first unit and reflect on my Coast Guard experiences thus far, I am glad that I chose the path less traveled by; for it has made all the difference."



CAPTAIN MARK E. ASHLEY
Chief of Operations, Thirteenth C.G. District

Captain Mark E. Ashley is a native of Middlebury, Vermont and a 1978 graduate of the U. S. Coast Guard Academy. His first assignment was as a Deck Watch Officer aboard the USCGC Chase homeported in Boston. This was followed by an assignment as a Rescue Coordination Center Controller at the Thirteenth Coast Guard District in Seattle. In 1983, he assumed duties as Operations Officer of USCGC Confidence in Kodiak, Alaska and later changed homeports to Port Angeles, Washington where he met and married his wife Cindi. In 1986, he was selected as Aide to the Coast Guard Pacific Area Commander in Alameda, California. Following this assignment, he was



selected as the Plankowner Commanding Officer for USCGC Cuttyhunk and pre-commissioned the vessel in New Orleans before sailing the vessel through the Panama Canal to its new homeport in Port Angeles, Washington. In 1990, he commenced duty as the Senior Coast Guard Officer and Underway Training Officer at the U.S. Navy Fleet Training Unit in Little Creek, Virginia where he was responsible for training numerous ships deploying to Operation Desert Storm. In 1992, he was again transferred to the Pacific Northwest for a tour as the Executive Officer at Puget Sound Vessel Traffic Service in Seattle. He returned to sea duty in 1995 as Executive Officer of USCGC Jarvis in Honolulu, Hawaii, then served for two years as the Commanding Officer of USCGC Venturous in St. Petersburg, Florida where his cutter seized over 5.3 tons of cocaine. 1999, he commenced a tour as Chief of the Pacific Area Operational Forces Management Section in Alameda, California. This was followed by his third command afloat tour as Commanding Officer of USCGC Mellon in Seattle, Washington. Upon leaving USCGC Mellon in 2003, Captain Ashley reported to the Thirteenth Coast Guard District as Chief of Contingency Preparedness and fleeted up to the Chief of Operations position in March 2004.

Captain Ashley's awards include three Meritorious Service Medals, five Coast Guard Commendation Medals, one Navy Commendation Medal and one Coast Guard Achievement Medal, along with numerous other unit and personal awards.

Captain Ashley is married to the former Cynthia Hutley of Sequim, Washington. They have two children, Michael and Sarah and reside in Bainbridge Island.



Commercial Fishing Vessel Examiners

By Ann Melton

Coast Guard Auxiliary Examiner

Operators and crew of Commercial Fishing Vessels are people who know things that other boaters have no knowledge of, or possibility of learning, unless they work and live on the decks of fishing vessels. When they go out to fish they depend on themselves and their boats to bring them back safely. They may stay within sight of land or go beyond the curve of the horizon. Sometimes they see flat, calm seas but they know that weather can quickly change that beauty into a howling, crashing monster that challenges their wits, their strength, and their vessel. They welcome the challenges and meet them with skill and bravery. They love their work and they treasure their independence and their freedom. They know that weather can change, fish can vanish, equipment can break, injuries happen, deaths occur, and vessels sink. That does not stop them – this is their life; it is in their blood.

So, where do the Coast Guard Auxiliary Commercial Fishing Vessel Examiners fit into this picture? Are these the people who duck into a safe harbor if the wind blows a white cap into their face ... or, maybe they don't even own a boat? How many times have they pulled in a net, or fixed a hydraulic line or broken ice from the rigging with a club. Have they ever fished a steady 24 hours without rest? Does this Coast Guard Auxiliary Vessel Examiner plan to tell the fishers what equipment they need, what government requirements they must follow, what logs they must keep ... even insist that a decal will only be issued if they have a dayshape to hang in the rigging when most boaters don't even know what a dayshape is? The Vessel Examiner learns how to walk in the Fishers "Extra Tuffs" (rubber boots to you landlubbers). It is a privilege and an honor to walk about the decks of a fishing vessel.

Why would a Commercial Fishing Operator and Skipper accept the advice and recommendations of a person with no experience in commercial fishing? The decal is important! It indicates that the vessel has been inspected and was in compliance with more than "routine" Coast Guard boarding inspections. That may prevent a "fishing- time-wasted" sea boarding. This may be one reason the examiner is invited onboard.

It is important for the vessel examiner to know the requirements, but having the requirement

information booklet for the vessel operator to check with you can settle most questions. Faking an answer is wrong, illegal, and may cause an accident or death of the crew. A call to Marine Safety Office (MSO) in the presence of the Vessel Operator can solve a controversial question. It is best to introduce the operator, the vessel, and its length, where the vessel fishes, and say some nice things about what you have already found, before asking MSO to resolve a question by the vessel operator.

Everyone, including fishers, likes something special. Free placards, whistles, or copies of required emergency information are "bait" for a return visit. Very important and impressive to the fishers is being available for a vessel exam on their schedule. Remember, weather is not a deterrent to the fishers. Arriving on time, being efficient and thorough throughout the exam is essential. Vessel Examiners get in-depth training through the Marine Safety Office but they continue to learn from the fishers and can pass this knowledge and safety tips to other fishers.

The Vessel Examiner can call fishers to tell them of special events such as a Safety Training, or change of vessels requirement. This continued contact reinforces the examiner's name with the fishing group when they gather around the coffeepot. The fishing community is a close-knit group ... the word spreads quickly ... they can make the dockside vessel examination program successful.

The attitude of the Dockside Vessel Examiner is important: an honest liking and respect for the fishing community, including their families, is the key to success in being invited aboard a vessel. An aggressive, demanding, confrontational, and "know-it-all" attitude will defeat the examiner. Commercial fishing skippers operate businesses ... not just vessels. They are professionals: electricians, mechanics, navigators, computer operators, bookkeepers, radio communicators, weather forecasters, first aid care givers, emergency responders, and leaders. They are responsible for catching fish, observing the regulations, and bringing the vessel and crew home safely. Respect for them will equal respect, and a request, for the Coast Guard Auxiliary Vessel Examiner.



ISAR drill at Point Roberts**By Rob Wells**

ISAR competitions are being held nationwide to see who will go to Portsmouth, Virginia for the annual test of our skills against the Canadians. On April 24, 2004, approximately 30 Auxiliarists from flotillas 11 and 19 journeyed to Point Roberts to see how the Canadians pick their champions. Led by our RCO-N Fred Bell, and facilitated by VCP-1 Hoyt Hatfield, we proceeded from Semiahmoo in three boats, one of which was the Sea Ark. Sea Ark is of course the 24-foot, twin outboard boat given to the Auxiliary in a pilot program. It has accumulated over 200 hours of training and patrol time, including actual SAR callouts and numerous exercises with Station Bellingham. The Canadians, who have excellent boats provided to their units through various public fundraising methods, were anxious to get a look at Sea Ark.

Our friends to the north know how to stage an event. Past experience in training exercises run by the Canadians included real-life scenarios with boats full of injured actors, a hovercraft and dive team, and superb radio control of far-flung search patterns. This day would prove to be equally professional. Arrayed at the dock were the Canadian RHI's, plus the 41- and 44-footers run by their active duty Coast Guard. Stations were set up for the line-throwing and pump competitions. A truck and semi-trailer full of safe boating displays was parked on the pier. Motoring around the dock, and controlled remotely, was a miniature tugboat named Bobbie. This little wheeled vessel could talk to wide-eyed children and squirt water with great accuracy. Dogs on leashes were petrified.

The morning was quickly passed in various competitions, including SAR exercises for the RHI's. The Americans were there for observation and international comradery. We were also there for the food, which was provided in a splendid barbeque. After lunch came the speeches. The head of the Canadian Auxiliary, Malcolm Dunderdale, was joined by several other Canadian dignitaries including local politicians. We

were well represented at the podium by Fred Bell, and all agreed that this Canadian-American cooperation was to be lauded and continued.

While we didn't compete, the Americans did arrange for what many thought was the days' highlight. A dolphin helicopter from Port Angeles put on quite a show. Sea Ark and an RHI closed off the harbor as the pilot settled down at our eye level. A rescue swimmer leaped out and was soon talking on his hand-held radio. While the helo circled, the swimmer popped an orange smoke flare, which brought the pilot back for the recovery. We all felt proud that our side had come through with an exciting display as well.

The afternoon was filled with more competitive events to determine which Canadian teams will go to Virginia. The American boats got underway for our own training exercises and currency maintenance tasks. We mixed up the crews so everyone got to share knowledge. Upon arrival back at Semiahmoo, most everyone stayed for dinner in the lounge, where the days' events were happily relived.



Two Nations - One Mission
Fred D. Bell RCO-N USCG D13
Malcolm Dunderdale President CCGAUX Pacific
Area

Photo by Heather Gibson



Coast Guard Initiates boater-safety program

The Coast Guard launched an aggressive boater-safety campaign yesterday from the Seattle waterfront. The campaign comes as Washington has risen to fourth in the nation in deaths per 1,000 boaters. What's more, two boaters who died recently in Puget Sound were not wearing their life jackets.

Rear Adm. Jeffrey Garrett, commander of the 13th Coast Guard District spanning the Pacific Northwest, has made child safety the focus of the program, noting that 27 children drowned statewide last year.

Flanked by members of the Coast Guard Auxiliary, who conduct boat-safety inspections, and the Washington State Drowning Prevention Coalition, Garrett unveiled a new banner focusing attention on child water safety.

"We found the lifejacket but not the child. Parents take time to save a life ... put a lifejacket on your child," the banner reads.

The emphasis is being made on children because they often don't receive a proper boat-safety education, and parents often neglect to provide their kids in proper-fitting life jackets, Coast Guard officials said.

Garrett said Washington is fourth in the nation in Coast Guard statistics for boating deaths per 1,000 boaters. In 2003 in Washington, the Coast Guard recorded 27 boating fatalities; 71 serious injuries; and 111 reported boating accidents.

Reprinted courtesy Seattle Post-Intelligencer

COAST GUARD'S AUXILIARIST OF THE YEAR

Due to an automobile crash last spring which left him wearing a "halo" while healing broken vertebrae in his neck, Raymond Jones was unable to attend the ceremony where he was named Auxiliarist of the Year for 2003 for Division 5, which stretches from Florence to the California border and from the coast to Klamath Falls. So the members brought the ceremony to him, some driving 150 miles.

"He's taught hundreds of people safe boating, probably pushing a thousand," said Jerry Evans, one of those who gathered for the award presentation earlier this month.

Raymond "Rocky" Jones grew up in Nebraska in the early 1930's. His family moved to Oregon in 1944. Raymond dropped out of high school in the 11th grade to join the Navy in 1946. He worked on small tankers, refueling big ships, and as a fireman and throttleman.

Raymond returned to Oregon in the 1950's. He was always interest in boats, but did not live near water. Then, in 1989 he walked into a local store and spotted people in uniform giving out information. They were with the U. S. Coast Guard Auxiliary.

"From then on, why, there's no looking back," Jones said. He signed up for a class on how to read "white water," and then wanted to learn navigation. While earning his rating of Coxswain in 1998, he passed examinations on knot tying, towing, navigation, anchoring and steering a vessel, as well as medical emergency responses to bleeding and hypothermia.

Jones has inspected boats for safety and patrolled for fishing derbies on Lake Selmac, the ocean and during hydroplane races. He has attended special schools and traveled around the Northwest, with compensation only for the fuel for his boat. He has owned several boats over the years, but finally settled on one that is small enough for him to conduct boater training on Lake Selmac, but big enough for the ocean.

Jones feels rewarded by the knowledge that he has taught people how to enjoy boating safely and to avoid potential tragedy. He is eager to recruit new members for the auxiliary, where dues are \$25 a year but the rewards are beyond measure.

This condensed article reprinted courtesy of the Grants Pass Daily Courier, April 12, 2004.



Raymond "Rocky" Jones, left, is congratulated by Jim Sanford, staff officer with Flotilla 59 of Grants Pass, while Division 5 Capt. Frank Ramer looks on.

**The Midnight Life Jackets
A PFD Loaner Program
By Bonnie Harding**

The Lake Wilderness Second Annual Fishing Derby started exactly at one minute after midnight amid horns and sirens.

Maple Valley Chamber of Commerce sponsored a fishing derby at Lake Wilderness Park April 24th, opening day of lowland lakes fishing season. Lake Wilderness is one of our many Washington lakes that does not allow engines on the water (electric trolling and rowing only). What an opportunity to have a Life Jacket Loaner Program. Some 60 life jackets were gathered from various sources, primarily from the State of Washington Boating Program.

Flotilla 25 arrived about 5 p.m. on Friday evening (April 23). The station was set up with the Auxiliary wagon full of kids PFDs and material to give to kids, the table, the signs, and the rack full of adult PFDs. By 9 p.m. the watch standers were getting concerned -- no one was coming around. Then the onslaught hit about 10 p.m. Small boats were being dragged into the water, three at a time, from the inadequate launch.

The derby went from 0001 to 1200 hours on April 24th. From past experience of Life Jacket Loaner Programs in the State it was discovered that the children generally were wearing their PFDs. The adults didn't even have them in the boat. Because these boats were small, the only safety equipment that was required by law was a whistle, a flashlight, and a PFD for each person aboard. Being small open boats, all the children under 13 were required to have the jacket ON!

The King County Marine Officers patrolled the Lake for the entire fishing derby. When they came across a boat without the proper number of PFDs aboard they were sent to the Flotilla station for a PFD. Most went gladly to borrow a PFD because if they didn't it was a \$100 fine per missing PFD. Whistles were given out to each boat and the members explain the necessity of wearing a life jacket.

More than 58 adult PFDs were loaned out. As anglers returned a PFD, another would take it back out. The program was a great success. The

Maple Valley sponsors were very pleased. The anglers came from all over the eastern and southern King Co. What a tremendous way to show the boating public what the Auxiliary is and what it does. The Auxiliary has been asked back for next year. We were needed there to educate the public and prevent boating accidents.

The wagon was a big hit with the kids. A large number of children were fishing from the shore and the dock. This was an opportunity to talk with kids about wearing PFDs. We also gave out a number of Dairy Queen coupons for children wearing their PFDs.

Flotilla members enjoyed the breakfast that was served all morning. Those who participated were Keith Harding, Tom and Sue Stiller, Vince Contreras, Neil and Michele Edmiston, Donald and Katherine Carek, and Gary Laverty.

The State Life Jacket Program is available to all flotillas or divisions to use at launches, ramps, marinas, etc.





Congratulations to new Coxswains.

John Alexander
 Bill Boerner
 Ralph Koontz
 Charles Lane
 Sheila Langué
 Warren C. Levecke
 Joseph Tarmichael



In Memory Of Those Who Have Crossed The Bar

Conrad "Bill" Preston
 Ralph Gilbert



New Qualified Crewmembers

James A. Ammons
 Kenneth R. Babick SR
 Mark A. Bishop
 Mark D. Burnap
 Seth A. Butler
 Marshall W. Collins
 Joseph Paul Conti
 Richard H. Daniel
 David W. England
 Louis G. Gilbert
 George Goodrow
 Patrick J. Guimond
 Leland R. Johnson
 George R. Kirwin
 John G. Latourette
 Henry Loesch
 Diane C. McGann
 Edward A. Meyer
 Roger A. Moles
 J. Chris Muir
 Richard B. Postal
 Jimmy L. Proctor
 Norman C. Rauch
 Darell D. Saxton
 William M. Webb

AUXOP Program

Jack Feather
 AUXOP program coordinator

The AUXOP Program is alive and well! There have been MANY members completing one or more of the six exams.

Some of the AUXOP courses are somewhat difficult. They are meant to be. The pride of accomplishment that comes with passing an AUXOP Course is tremendous!

There are a couple of items that need to be addressed when requesting exams from the AUXOP Program Coordinator. 1. Please DO NOT request an exam for someone that does not have an EMPLID. Since the security issues are taking more time to complete, there is no way to record their accomplishment. 2. Request the exams early enough that I have time to make sure you get the exams before the exam date. If the request comes by email, I do have to complete the 7026, and the mail in this area is correctly referred to as snail mail. Three weeks would be nice! 3. Include the Division and Flotilla numbers on 7026 or email. The DIRAUX files are set up by Div, Flot then EMPLID. 4. Notification of the grades to the proctors and SO-MT is normally done by an email attachment.

Congratulations to all that have completed an AUXOP Program this year.



**FALL DISTRICT 13 TRAINING
CONFERENCE, SEPTEMBER 24,
25, 26 2004**

by Jo Ann Grubb, DSO-AA

Division 8, host of the Fall District Training Conference welcomes you to Spokane. The meeting will be held at the MirabeauPark Hotel and Convention Center, Spokane Valley, Washington. The Hotel is located just off Interstate 90.

The Friday Fun Night theme will be "Hats Off To You." Please decorate and wear your hat using a theme representative of your hobby, favorite sport or past time. There will be a prize for the best hat in each category. Entertainment will be provided by some of the highly talented actresses from Division 8.

The hotel rate for rooms is \$64.00 single or double. Room reservations must be made by 10 September. This is a pet friendly hotel. Registration and meals must be received by Jo Ann Grubb no later than 20 September. Unless we receive cancellations prior to the conference, there will be no meal tickets available for purchase at the door.

If after you have made your reservations and purchased meal tickets, you find you are unable to attend please, let me know and you will be refunded. However, after the meal count is given to the hotel the meal count cannot be changed and a refund will not be available.

If you choose to fly to the Spokane Airport, the hotel offers free shuttle service. You should make arrangements with the hotel before you arrive at the airport and a shuttle should be waiting for you when you arrive. It is about a 20-minute drive to the airport.

There is an agenda and registration form in this issue of BUOY 13. Please note the date of hotel reservations, September 10, 2004. It is important that Jo Ann Grubb, D-AA, receive all registrations no later than September 20, 2004.

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

Have a great summer. I am looking forward to seeing all of you in Spokane. Come join in the fellowship and training and bid farewell to our outgoing DCO Dan. I am sure he will "HAVE A DEAL FOR YOU."

Driving directions to the MirabeauPark Hotel:
Traveling on Interstate 90 East or West, take Exit 291B, Sullivan Road. The address is 1100 North Sullivan Road, Spokane Valley, WA



**DIVISION 130-05 WINTER MEETING AND
TRAINING CONFERENCE
(26, 27, 28 MARCH, 2004)**

Division Five Winter Meeting and Training Conference started with On-the-Water Training with some 21 Auxiliary members in attendance and four facilities despite wind and rain most of the day (normal Oregon Coast weather). HELO Operations were conducted with a demonstration lift given immediately in front of the Mill Casino/Hotel, North Bend, OR., where the conference was held. The Commander of Group North Bend, Captain Darrell Folsom, who was piloting the Coast Guard Helicopter, remarked later that he was well pleased with the performance of the Auxiliary Boat Crew during the HELO lifts and would request their services for his HELO Qualifications later this year

Saturday's Conference agenda was well attended with nearly 100 auxiliary members present. Others attending included our Director of Auxiliary, Kelly Boodell and Assistant DIRAUX, Paul Bellona with his family. Training classes included; "POMS/Forms Management" presented by Jack Feather; "Sexual Harassment Prevention" by SCPO Eric Cookson, USCG, -- which was exceptionally well received; "Security Issues" by J.R. Addington and a talk on "Personnel Services" presented by Carol Grassl. Paul Bellona conducted an "Operations Workshop."

A business meeting was held Sunday morning, which included the swearing in of new staff officers, with the conference closing around noon. Flotilla 51, Coos Bay as the host flotilla is to be congratulated for doing an excellent job with the arrangements.



**13th DISTRICT U.S. COAST GUARD AUXILIARY TRAINING CONFERENCE
24, 25, 26 SEPTEMBER 2004
THE MIRABEAU PARK HOTEL, SPOKANE, WA.**

Thursday 23 September**Travel day for EXCOM**

1400 - 1600	EXCOM Meeting	SUITE 264
1500 -	Materials Center Set Up	DIAMOND SPIRIT
1610 - 1710	Awards Committee Meeting	SUITE 264

Friday 24 September

0800 - 1100	EXCOM Meeting	SUITE 264
1000 - 1700	Registration OPEN	E. LOBBY
1100 - 1200	Ways & Means Committee Meeting	SUITE 264
1200 - 1315	Lunch on your own	
1300 - 1700	Materials Center OPEN	DIAMOND SPIRIT
1315 - 1700	Board Meeting (open to observe by Membership)	PONDEROSA
1330 - 1500	Readiness/PE/MT Briefing to Board)	PONDEROSA
1400 - 1700	Readiness Completion Meeting	LIBERTY
1500 - 1700	One-on-one with Peter Kirschner, DSO-IS	SUITE 164
1800 - 1830	No Host Social	JUNIPER TAMARACK
1830 - 2100	Fun Night Banquet Theme: *Hats off to You!	JUNIPER TAMARACK
2100 - 2215	Commodores Open House, Hosted by Past Captain's Assoc.	HOSPITALITY SUITE

Saturday 25 September

0630 - 0800	Breakfast ~ on your own	
0800 - 0945	Convene General Membership Meeting	SPRUCE
	Presentation of the Colors	
	Pledge of Allegiance	
	Invocation, Crossing the Bar	
	Introduction of Head Table and Guests	
	Roll call of the Bridge, Board and Staff	
	Head table and Guest remarks	
	Elections DCO, VCO, RCO's	
0945 - 1000	Break	
1000 - 1115	Personnel Security Presentation	SPRUCE
1130 - 1315	Awards Luncheon	JUNIPER
1330 - 1630	Paddle Craft and PWC Display and Overview of the Program	LOBBY
1330 - 1700	Finger Print/Personnel Security Forms Update/Q&A	SUITE 164
1330 - 1700	PA Workshop	SPRUCE
1430 - 1730	CM Workshop and Q&A	LIBERTY
1800 - 1830	No Host Social	PONDEROSA JUNIPER
1830 - 2100	Awards Banquet	PONDEROSA JUNIPER
	Guest Speaker RADM Garrett	

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

Sunday 26 September

0730 - 0900	Past Captains Breakfast (Open to all)	PONDEROSA
0900 - 1000	EXCOM Out Brief	DIAMOND SPIRIT

*Fun Night, Hats off to You! "Please decorate and wear a hat using a theme representative of your hobby, favorite sport or past time. There will be a prize for the best hat."

Uniform of the Day:

Thursday, Friday and Sunday:	Casual Civilian Attire
Saturday Meeting:	Tropical Blue Long, Service Dress Blue Bravo
Saturday Evening:	Dinner Dress White Jacket, Dinner Dress Blue Alpha, or Appropriate Civilian Attire.

U. S. COAST GUARD AUXILIARY
DISTRICT MEETING
SEPTEMBER 24, 25, 26, 2004

MirabeauPark Hotel & Convention Center, Spokane Valley , 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"

Marinated Roast Pork, served with baby red potatoes, vegetable medley \$21.00 x _____ = _____

Chicken Piccata, breast of chicken served/ rice pilaf \$21.00 x _____ = _____

"Saturday Luncheon"

Deli Plate, honey ham, turkey & assorted cheeses, tomatoes, cup of soup, fresh fruit, country breads, potato salad & beverage \$14.85 x _____ = _____

"Saturday Banquet"

Top Sirloin, 6oz.served with demi sauce, garlic potatoes, & vegetable medley \$24.00 x _____ = _____

Apple-Wood Smoked Salmon, with lentils, tomato & basil concasse, & champagne sauce, seasonal vegetables \$24.00 x _____ = _____

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

"Past Captains Breakfast"

Country Breakfast, scrambled eggs, breakfast potatoes, sausages, muffin and beverage \$13.00 x _____ = _____

TOTAL \$ _____

If you have special dietary needs please indicate here:

Dinner reservations with check must be received by September 20, 2004. Please send your registration early. NOTE: You will not be able to purchase meal tickets at the meeting.

Name _____
Address _____
City, State, Zip _____
Phone # (____) _____ Email _____

Make hotel reservation with: MirabeauPark Hotel & Conventions Center
1100 N. Sullivan Road, Spokane Valley, WA 99037
Phone 1-866-584-4674. This is a direct line to the hotel. The Group Name is "Coast Guard Auxiliary District Thirteen". The room rates are \$64.00 Single or Double

Hotel reservation deadline: September 10, 2004 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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