

U. S. Coast Guard Auxiliary



District 13

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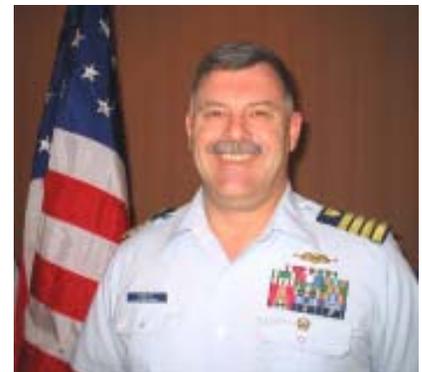


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Buoy 13 Goes to the District Meeting at Silverdale

Front page photos, clockwise from top left:

Color Guard presents colors; Pledge of Allegiance; Three members of the USCG Pipe Band play Semper Paratus; Admiral Garrett address the Board; Captain Ashley; New and returning DSO's sworn in; the presentation of some of the numerous awards.



Buoy 13

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Auxiliary*

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**DISTRICT 13
COMMODORE
Fred Bell**

Wouldn't It Be Nice

Thank you. As I travel around the District I continue to see the tremendous efforts put forth by so many of you that I wish I could personally meet and thank each of you one-on-one. You are doing your part in making a difference; you are truly an added value. You deserve all the thanks that I have to offer. Thank you.

The Auxiliary is in a period of transition. We still have our "Recreational Boating Safety" agenda, which can not be deemphasized, and we have taken on the added agenda of marine safety. Our new charter is "Maritime Domain Awareness." I have published a D13 Auxiliary Business Plan in which I have attempted to chart our future. I have shared it with the Coast Guard leadership as well as our National Bridge. Hopefully you have had a chance to read it. It is on the District Web Site but it should also have been sent down the chain directly to you. Since it is a working document, your comments are encouraged.

As much as I appreciate all that you do, there are those unpleasant tasks that require attention. I spend far too much time, with just a few people, addressing situations that should never have reached my level. The majority of our members understands and abides by our core values, "Honor, Respect and Devotion to Duty." A few, however, tend to not

understand the "respect" part. It is all about respect for the individual. We are many and we are varied. We have different backgrounds, different levels of education, different experiences and so when we look up we may all see the same sky but we do not all see the same horizon. And that's okay. Different opinions can lead to positive action, can inspire fruitful debate and can be enlightening. We must never let a differing of opinions result in disrespect for one another. Dispute resolution can be a healthy encounter. It can bring out a point or two that may have been overlooked or misunderstood. We must not allow ourselves to get so caught up in the need to be right that we alienate talent that could otherwise be of major significance to our organization. Our combined task is too great, our forces are too few. We need all hands if we are to meet our challenge. Those of us who are in a leadership position must understand this philosophy, must practice this philosophy and must teach and encourage this philosophy as well. The next time you sense the need to be right, just remember, showing respect is being right.

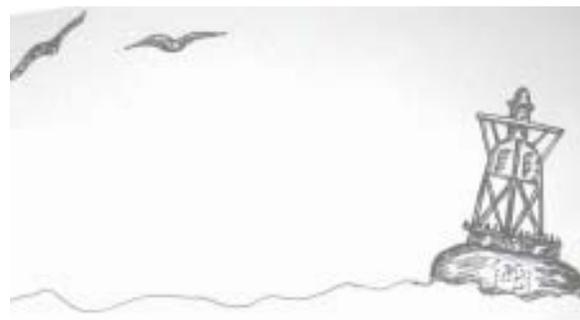
Wouldn't it be nice if every flotilla were to receive the three-star diversity award?

Wouldn't it be nice if every issue of the Navigator had an article from D13?

Wouldn't it be nice if members showed up at the Fall Conference by the bus load?

We can do it, aim high.

Thank you.





**District 13 Vice Commodore
Bruce Miller**

Relationships

I've been mulling over in my mind a question — what can we do to best serve our members and the community around us? Many specific items come to mind but I like to dig a bit for fundamental principles that help guide actions. What I've come up with is we are the most successful in our endeavors when we have strong relationships. This is true on a personal level and certainly true for an organization like ours.

When I joined the Auxiliary in 1991, relationships were not all that important. We taught classes, performed what are now called Vessel Safety Checks, and patrolled a little. As the role of the Auxiliary changed in the 1990's and then changed dramatically in 2001, our need to build strong relationships became critical to our success.

When I speak of relationships, what comes to many minds is our relationship with the Active Duty Coast Guard Units. Certainly, since 2001, this has been a growth area. People joined the organization because they wanted to help the Coast Guard. We responded by building strong Direct Support missions that would provide that outlet. What we did not do is spend the same amount of energy building relationships with our other partners, those that care about boating safety and are not Coast Guard Units.

Our district provides some unique challenges. We have a strong Coast Guard force along the coast but we also have many large bodies of water throughout the four states that need our attention. We have good

partners with our four states but we need to make that relationship stronger. Why is this important? Because it is through these relationships that we find members, resources, and outlets for the energies of our volunteers. Oh yes, along the way, we might keep people on the water safe and help keep the waters safe for all to enjoy.

There are other relationships that we must attend to. First, we need to take special care regarding our members. Honor, Respect, and Devotion to Duty are our core values. We don't always agree with each other but we always must respect the fact that we are all a part of the same organization that demands we treat each other with respect, especially when we disagree. Sometimes we let our own personal Devotion to Duty ride roughshod over the feelings of others. That is something we must be mindful to avoid. Members are hard to find and it takes time to get them through our necessary screening process. We cannot afford to damage those relationships and have people take their precious volunteer time elsewhere. We don't get to pick which of the three Core Values we follow; we must follow them all in balance.

Another relationship that needs attention is my specific duty as Chief of Staff this year, the relationship between the District Staff and the Flotilla Staff. At our February District meeting, I told the staff their role was that of supporting, growing, and nurturing the Flotilla staff officers. That is where the real work of the Auxiliary occurs. A strong working relationship along the staff chain with the District Staff providing needed leadership and support to the Flotillas will make us successful. This, along with the other relationships are to be my focus and I hope you will make it your focus as well.

We will have had a good year if our relationship with non-Coast Guard organizations provide us as many opportunities for service as the Active Duty Units do. We will have had a good year if your Flotillas have multiple people clamoring for the staff jobs because they are fun to do and provide them satisfaction. Most of all, we will have had a good year if we are united in our message that this organization is one that treats its members with respect and is, by far, the best place for concerned boaters and non-boaters to volunteer their time.

It's going to be a good year.





**RCO-N
John Thoma**

Three Areas of Focus

I have just returned from the District 13 meeting in Silverdale, WA. and like most of you who attended I received a hospitality bag when checking in. Did you take the time to read the pamphlet that was in the bag? This pamphlet is the USCG Auxiliary District 13 Strategic Plan for 2005 – 2007 written by Fred Bell, DCO-13. This document captures the essence of the focus for the next two years in this district and outlines the District Commodore's vision and goals. There are three major areas of focus — Recruitment, Promotion and Recognition.

Recruitment: Do you remember how you came to be a member of the Auxiliary? I remember how I was recruited, not at a safe boating course, not at a public affairs event, nor at a boat show. I was recruited by a persistent co-worker in my office who had noticed a photograph of a Coast Guard cutter I had served on placed on my desk. In my days in the active duty Coast Guard I had never even heard of the Auxiliary, and certainly had never seen an Auxiliary member. My co-worker (Gary Dotson, FL 32) would stop by my desk almost on a daily basis and drop a little information each day about his activities in his flotilla and then finally invited me to a flotilla meeting in 1990, and I have been a member ever since. The point is that there are potential members everywhere, some you just have to

work a little harder to recruit, like me! As we have been told, recruiting needs to be our first priority.

Promotion: How do you promote the Auxiliary? We have a long history and a good tale to tell to the public. Is this done only at boat shows or public education classes? As a vessel examiner or program visitor do you spend the time with your customers to let them know what opportunities there are within the Auxiliary? The missions within the Auxiliary that support Coast Guard operations are in the process of change and may require people with specific skills. Where do you then recruit from? There are a great many environmental support groups, law enforcement agencies, veteran's groups and professional associations from which to draw on.

Recognition: This is most probably the area where we can use the most improvement. When is the last time you put someone in for a well deserved award? The paperwork has been tedious at best, and slow to be processed. But, not recognizing a member for a job well done does not bode well for retaining that member for long. With the new Awards Writing Team, awards can be written far quicker and faster than in the past. Please try this team out, you may be surprised by the results, and the recognition of a team member by another member certainly helps retain good members.





**RCO-S
Bob Mell**

Recruiting Day to Day

Folks, we have got to get busy! Busy recruiting new members with the desire and the skills to help us in the activity areas we are already up to our ears in, to add to our ability to serve our customers, the boating public and the Coast Guard gold side AND replace those members we will be losing to disenrollment and retirement due to their reluctance to send in their PSQ form.

Hopefully this column won't be too boring or redundant to keep your attention, because I would like to throw some ideas that have really worked for us in my division. There is really nothing new under the sun, but making it work takes some effort and a lot of participation. The three main areas of contact are boating classes, especially the BS&S course which gives you a lot more contact time; boat shows, no matter what else happens boaters will go to boat shows; launch ramps and PA affairs.

Too often we will have just a couple of members at our boating classes, an Instructor and maybe an Aide. OK for teaching, but wrong for recruiting. We need from 25% to one-third ratio of members to students in order to get our story across to them, before and after class and at breaks. IT WORKS! I can

almost guarantee new members from this repeated contact.

The same thing goes at boat shows. Have enough booth attendants to never have to ignore someone who shows interest. They won't wait forever. Get out in the aisles with a handful of literature to give out. Do the same thing at Ramp Days. Don't just send out a couple of VEs, make a big deal of the event. Put together a flotilla potluck for after the event. Don't work the public while eating or drinking. If some are really interested, invite them to join you. Again, overwhelm with numbers.

Uniforms: at all the above events have a variety of uniforms, ie., Working Blue, Summer Alpha or Bravo, Undress Blue Winter. If you wear Tropical Long or Winter Dress Blue, be careful and only wear the top row or top three rows of ribbons. Even then, those uniforms can be intimidating to the uninformed. The "ribbonless" uniforms are more friendly appearing to the uninitiated.

Be sure to do the paperwork so your unit PS officer can follow up and get them signed up. Now that they have joined, don't relax. Assign a mentor and keep them busy. Remember, there is very little they cannot do until they can be sworn in as a full-fledged member. Good Luck!





Dennis Hoppman
RCO-E
Eastern Area — Facts and Figures

Before I get too far into this article I want to thank all of the folks in the eastern area for helping me to this position of trust. I had a lot of encouragement from the folks of Divisions 10 and 11 and the feelings I have for my own Division 8 gave me a solid push in this direction. I am happy to be the RCO for the eastern area and I hope I can serve all of you and the USCG AUX with determination and distinction.

I predicted that the security project would take its toll on our eastern area, and it did, with nearly 30 percent losses from our ranks. But that was not all bad. There is always some good that comes with change and I think this had its advantages. We lost members, good folks that had served with honor and distinction, but it was time to retire for some and some just didn't want to be bothered with a new regime. To them, all of them, we wish fair seas and good luck. We thank them for their service to their community and their country.

Now our task is before us, to rebuild. Now we have the enviable opportunity to recruit, promote and recognize our stalwart members.

Our Commodore Fred Bell has lined it out pretty well in his strategic plan for D13. His vision and goals spell out the plan of action that can easily be followed. Visit the D13 web site and read his plan, his words of encouragement. His enthusiasm is easy to embrace; it's the same as yours and mine.

We were asked this question, "if the eastern area had the will and commitment to support the governors Wildfire Initiative. Does that exist in the eastern area?"

Of course I had the appropriate answer, YES, the eastern area can and will always be there when needed.

"Do we have enough members willing to support such an effort?"

The answer will come when we solicit for auxiliaries to come to ICS training.

Considering a very active summer for Operations, Vessel Examinations and continuing activity in Marine Safety and Public Education, I know that we all want to do our part and we will when we are called to duty.

Currently I am working on a project to institute ICS 100, 200 levels of training for the eastern area. This is in its fledgling stage and I can only hope that I can put it together. I have high hopes for excellent results. It may mean putting in some classroom time but I believe it will be time well spent and even enjoyable.

Now for some fun, a little trivia for the "salties" — we sagebrush mariners are already on top of this information.

Montana is known for its water activities. People think it's all desert, ice caps and barren mountains, but it is known as the "Headwaters State" because much of the water that flows to the rest of the nation comes from the mountains of Montana.

Two of the nation's major river systems, the Missouri and the Columbia are born or fed by the headwaters high in the Rocky Mountains of Montana.

Montana is the only state that has the "Triple Divide." Water flows to the Atlantic, Pacific and Hudson Bay. This phenomenon begins in Glacier National Park.

Auxiliarists work in a state that has only six people per square mile. Think about that if you want 12 people in a boating class — that's a lot of driving.

This will also explain why AUXAIR is vital to the Eastern program; with this much ground to cover AUXAIR only makes sense.

Idaho has a few distinctive points of interest; it has 823 square miles of lakes. Lakes that are 40 and 50 miles long, six miles wide and 1,000 feet deep. (For your next crossword puzzle) the state has 293,000 acres of reservoirs, 93,000 (no typo) miles of rivers, the deepest canyon in North America and a river flowing thru it. The state is longer (497 miles) than Washington and Oregon together.

Idaho is called the Whitewater capitol of the world with 3,000 miles of whitewater to entice the paddle craft nuts. Seventy-seven auxiliaries to cover the entire state. What's in your wallet?

Eastern Washington has over 2,000 lakes (that are named). The Columbia river, Snake River, Spokane River, Pend Oreille river, 150 miles of Lake Roosevelt, 60 miles of Lake Chelan, 43,000 square miles to cover and 140 ready-to-go auxiliaries.

If you have read this little bit of trivia then you can begin to grasp the enormity and the complexity of the area and the tasks that lay before the eastern area CGAUX. We do not have the luxury of the active duty side stationed at our door to call on. To the local public we are the USCG in our area. We represent the Coast Guard with pride and professionalism and we do it all on our own.

The eastern area conference is June 11,12,13 and you are all invited to our conference to experience first hand "fresh sage."

The Conference will be held at Clover Island, Kennewick, WA There will be plenty to keep you busy and plenty to keep you interested.



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

WHY MY HAIR HURTS!

This last year has been a phenomenal year of change for the Auxiliary. As we morph into our roles within the Department of Homeland security, there are new opportunities as well as potentially new pitfalls.

As an organization we need to look at the other agencies around us and determine if the CG and DHS would benefit by partnering of some kind. Are there meaningful mission opportunities available with these agencies that are definable? Realizable? When Jane, in response to an issue that involves dealing with another company says: "Why yes, I know Jim who works over there, I'll talk to him and work it out." There are several possible outcomes that may occur. One thing that is probable Jane and John will develop a workaround and fix the issue before them. However, what have they done to permanently establish lines of communications between their two businesses? How have they presented their organizations to one another so that there is partnering at an institutional level and not just on a personal one. As we forge into our new future, we must think about identifying and developing

these relationships, particularly within the inland areas of our district. Your bridge and board invites you to look at the relationships that you have on an individual level with the counties and agencies where you live. Look at them and determine if there is room to develop those connections into an interagency relationship. Look to your flotillas and your divisions to determine if there are people who can identify a plan to approach those agencies. We are working on Memorandums of Understanding with all of the states in our district. Think about how the relationship between the Coast Guard Auxiliary and those agencies or counties around you could benefit by using these MOU's as a foundation to build upon.

I titled my article "Why my Hair Hurts." In case you are wondering; it doesn't have anything to do with why relationship building is so vital to our growth. My hair hurts because we just completed our annual budget struggle. Last fall I reported to you that the fuel allocation the Auxiliary program would be receiving was dramatically under what our forecasted need would be. I am pleased to report that the Auxiliary program fared very well as a result of this struggle. We rolled up our sleeves and presented the data that we have accumulated in POMS, AUXDATA and AUXINFO. I was successfully able to fence off our budget from expenses that we had been paying, which were not advantageous to the Auxiliary program overall. The expenses that I am referring to may appear to be incidental; however, they amount to quite a bit and reflect a fundamental misunderstanding about our program. The Coast Guard now officially recognizes that the oax budget is for the enhancement of the members of the Auxiliary. Supporting a strictly operational Coast Guard does not meet what I consider to be our primary mission; that of building a strong Auxiliary by investing in its members.

We went to every Group Commander and asked them what their need was with respect to the Auxiliary and we calculated based on the numbers we had what it would cost. We went to other programs and asked them to contribute to our cause. The Chief of Staff

Continued on page 10

Why My Hair Hurts! -- Continued from page 9

took necessary funds from his contingency funds to make up the difference and bailed us out. The needs that the operational community identified were pretty much based on the historical utilization of the Auxiliary as well as new missions that are in support of our Homeland Security responsibilities. As we build relationships with other organizations, we must build them institutionally, so that these new missions are incorporated into our planning processes.

My hair hurts because when I went into AUXINFO and pulled up the numbers of documented activity, I was frustrated. I delivered to almost every program essentially a bill for our services for last year. They need to know what we did for them. The organizational layer of the Coast Guard, the responsible party for funding much of what we do, is not at the Group or Station level. It is located on the 35th floor of the Federal Building in Seattle, or in Washington D.C. The folks that you see, day in and day out aren't responsible for reporting what you have done to support them in meeting their missions. That is your role and only your responsibility. When I build my case as to why they should unclench their fists and open their checkbooks, I need hard data. The Auxiliary program has a seat at the table. This is important, but if we cannot show what we are doing and what we have done, there is no way to elevate our program to the forefront where it needs to remain. We received triple what we were originally allocated in fuel for FY 2005. However, the organization hasn't developed a permanent fix to this situation. There is a "Fuel Budget Model" that comes from Washington D.C. that determines what each district requires for fuel. These calculations do not include the Auxiliary program. The Budget Model looks at the numbers of CG boats, the hours allotted to each and "BAM" the fuel dollars arrive based on that calculation. When we seek to build a robust program, we must permanently change the Fuel Budget Model. This will take a few years because the Coast Guard is part of a bureaucratic, unapologetic machine called government. In the meantime, the Auxiliary is essentially running at the expense of the other programs within our organization.

While this is not the best thing, it is also not the worst. The positive is that I am able to go directly to other programs and discuss what we do for them. By raising their awareness, we have their support. So, the reason I am pulling my hair out is because I know you know what you do, but do you think I know what you do? Certainly, I couldn't present what you have done this past year because the data in AUXDATA/AUXINFO was not complete. When you document your activity, you tell a very important story, and one that is valuable.

By the time you receive this, boating season will be in full swing! Be safe, have fun and know that you play an absolutely vital role in the Coast Guard's missions. Thank you for all that you do, you constantly amaze me. Take time for yourselves and please, pretty please, document what you do! Semper Paratus!



Communications

by Charles Lindenberg

In the auxiliary, we are called upon to communicate with our group stations, other vessels and aircraft. There are a few rules of common sense to follow.

Accuracy transcends speed every time. Passing your ops and position report is not a race to see how many words you can spit out in a given time — like trying to play the Minute Waltz in 58 seconds. Don't make group ask for repeats; this is not effective communications.

When asked about their preference for position reports, Group prefers geographical locations as their first choice, since most watchstanders know the area pretty well. If there is a question about a location, they will request a "lat/long" fix taken from your GPS. While more accurate, it means the watchstander has to go to the chart and find the fix.

The more professional we come across on the air, the more the Gold side will respect us and will be more inclined to use us.

For those mike-shy folks, inexpensive and very low power family radios are great practice tools for overcoming mike fright.

Finally, for AUXCOM-qualified operators, be sure to identify your station as an auxiliary station, not a Coast Guard station. There's a huge difference in just that one word. Let's do it right.



Terry, Tom, and Jeremiah's Adventure

Jeremiah Ray, Coxswain

January 15th was a usual Saturday. I had agreed to do a patrol of area 9 as per orders from Group. My stalwart companion was Terry Minton who always is there. We left Cultus Bay in moderate good weather and counted ourselves lucky. We patrolled up the beach to Clinton across to Gedney Island and finally up the Snohomish as far as the bridges. We took time to fuel and made our trip back to Cultus Bay. It was about 1500 hours and already sleet and snow were falling. We both smiled thinking how lucky we were to be coming into our snug but somewhat shallow home port. We tied up the boat at 1500 with no problems and proceeded home.

It is always good to get home from a patrol. I can sit with my dogs and relax. I was tired and had not taken off my uniform. I was in a relaxed heap watching TV when the phone rang. It was Chief Kottre from Group. By this time it was 1930 hours black, sleeting, raining, and blowing, with some snow thrown in. It was also very cold. He was his usual serious self, telling me that there was a boat aground with three people on board at the north end of Jetty Island. I knew immediately what the boat owner had done. He had tried to cross the mud flats and got caught by the tide. The tide was coming in at this time and was lifting him but he had an electrical fire and had no radio or lights, so he was stuck with no engines or power. He was on his cell phone to Group but the weather was so bad Seattle did not want to send a boat and forget vessel assist. There was no way they were going out in this weather, so it was up to us. The Chief asked if I would go and of course I said yes. I told him it would take an hour just to get to the mouth of the river. He said to hurry and I called Terry and Tom and told them the bell had rung and they should meet me at the boat as soon as they could.

I arrived at the boat in about twenty minutes, went aboard and turned on all the switches and started the engines which were warm and started immediately. Tom and Terry arrived in a few minutes and we got underway. It was so black we tried to use every light on board, a big mistake. Just as we got to the middle of the channel Terry tried to light off my searchlight and it blew a fuse and I lost power to my starboard engine

and all lights. We now had one engine and no lights. Group called and I said I had a problem but we would try to fix it. I told Terry to push the reset button on the engine. So in the rough seas we removed the hatch cover and tried to push the reset button with no results. We decided it must be a fuse so I found my fuses and Terry searched the panel to find the burned-out fuse. He found it in all that rock and rolling and managed to replace it. He then pushed the reset button and everything lit off. At this point we were coming around Possession Point and there were three-foot or better rollers coming down the sound. For one solid hour we beat our way north to the Snohomish River. During that time my GPS had failed to relight off, so we had no GPS. With the banging of the cabin doors because everyone was so busy they could not latch the doors my starboard door came apart and fell in two parts on the deck. Now it was cold and rain was coming in. In that shape we reached the mouth of the Snohomish. The person in the boat thought he was on the Sound side of the mud flats but he was actually on the river side of the flats. He wanted us to go on the outside but I knew we would go aground if we went that way, so I continued down the river hoping he was just on the flats across from the gravel docks. I still had my flashing red and yellow light (a gift from Marty Edibo) I turned them on and called his boat on my cell. Never go to sea without a cell phone. At first he did not see us but as I came up the channel he did see us. He was out on the flat. I had told him to set an anchor but the current and wind was blowing him all over. Our only choice was to go in after him.

I didn't have a depth finder as the LED light in my device had failed and I could only tell the depth if I shined a flashlight on my depth finder. It said three feet as I approached his boat. The wind current and tide were doing everything possible to make the approach difficult.

I managed by hook and crook to get alongside where Terry passed him a line. The wind was blowing him toward the old piers. We grabbed the line and tied it to my big cleat. As I pulled I realized he was going nowhere and saw that his anchor was still out and he was unable to bring it in. I said cut the line which he did and suddenly we were able to drag the boat off the flats to the main river flow. Towing by one cleat we

Continued on page 12

Adventure -- continued from page 11

moved to the main channel and started toward the dock, almost afraid to bring him alongside as the current was so swift in the river. We stopped and let him drift toward us and we took him along side but he had only two cleats to tie to and the weather was so bad we tied him bow and stern and started for the marina. We took him into the marina guest dock and tied him up. It was a man and his son and his wife, all cold and frightened. I brought Keith (his name) aboard and got some information. At this time my GPS suddenly came on and we repaired the door while we were there.

Getting underway from the dock was difficult as the current was so strong. We managed to get underway and headed toward Cultus and home. Another rough hour ride by GPS to get back to the dock. By this time 0145 the tide was really going out and it was going to be a minus tide. We entered the channel and managed with the help of last summers dredging to get to the dock. All three of us decided this was an excellent adventure that we had no desire to do again.



**TED LeGORE
COMO**

On January 13, 1924, Ted LeGore was born to Stanley Merritt LeGore and Flora Agnes LeGore, nee' Whitman, of Joseph, Oregon. He was the youngest of four children. After graduating high school in 1943, he entered the U.S. Navy to fight in World War II. He served on Guadalcanal and Guam.

After the war ended, he was honorably discharged at the rank of Pharmacist's Mate Second Class. He married Dorothy Faye Dunbar of Enterprise, Oregon. He attended the University of Oregon during the school year and returned to Wallowa County to work for the U.S. Forest Service during the summers. He was a member and captain of his college gymnastics team. Upon graduation with a Bachelor of Science in Health and Physical Education, he began teaching at the High School in Oakland, Oregon. When a new middle school was built, he transferred there to teach the eighth grade, physical education and health, and to coach basketball, football, track and field. He completed his Master of Science Degree and remained with the Oakland School District until his retirement 35 years later. During that time, he also participated in the Oakland Volunteer Fire Department, the Coast Guard Auxiliary, and he taught 55-Alive. After 31 years of marriage, his wife Dorothy preceded him in death. He subsequently married Genevieve Brown and, after his retirement from teaching, continued his involvement with the Coast Guard Auxiliary attaining the rank of Commodore of the 13th district which then included Alaska, Hawaii, Washington, Oregon, Northern California, and Western Montana. Upon completion of his service as Commodore, he focused his retirement years on his favorite hobbies: boating, gardening, woodworking, and beekeeping. After 25 years of marriage to Genevieve, she preceded him in death. Ted passed away November 19, 2004, at the age of 80. He is survived by his brother, Merritt LeGore of Portland, Oregon; his sister Teresa Person of Spokane, Washington; his son Tim LeGore of West Richland, Washington; his daughter Elaine Harger of Daytona Beach, Florida; and his grandchildren: Jason LeGore of Stuttgart, Germany; Andrea Donahoe of Spokane, Washington; Echo Harger of Novi, Michigan; and Erika Harger of Marina, California. He also has one great-grandchild Kaia Anne Quigg of Marina, California.

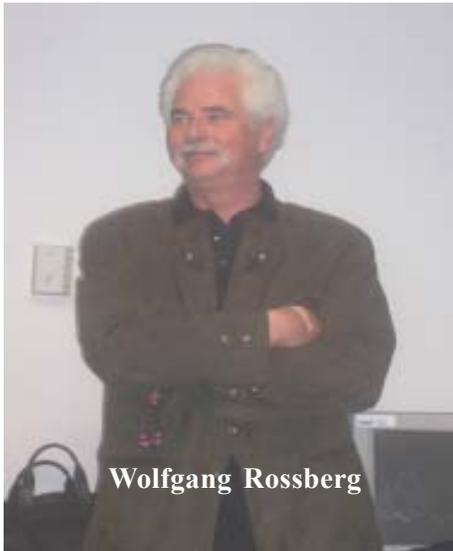
Private memorial services will be held with internment at Roseburg Memorial Gardens. In lieu of flowers, donations may be made to Senior Services (621 W. Madrone, Roseburg, OR 97470, 1-(800) 234-0985, <http://www.co.douglas.or.us/dch/>) or to the Kidney Foundation of Oregon and SW Washington. (4370 NE Halsey Suite 240, Portland, OR 97213, (503) 282-0990, <http://www.kidney.org/>)



Sea Survival due to BS&S class, Alert Observer, and Skilled Coast Guard Crew

By FSO-PB-11, Patti Salotti

It was a good thing when Wolfgang Rossberg and Sussann Ledford decided to take Flotilla 11's Public Education Course, Boating Safety and Seamanship last year. Headed up by Flotilla 11 Staff Officer for Public Education, Rod Sherman, the course began on 02 Feb 2004 and continued for eleven evenings with two-hour classes each Monday and Wednesday night.



Wolfgang Rossberg

"It was a good thing Wolfie and I took that class," his wife, Sussann, reiterated, "It saved his life!"

Monday, 28 Feb 2005, Rossberg went sailing in his new 17' Hunter. He was out about two miles in Bellingham Bay when he suddenly heard a ripping sound. He looked up to check the sails. They were fine, but something else was terribly wrong! The dagger board had delaminated, opening up and allowing the lead ballast to drop out. The boat rolled belly-up and Rossberg found himself floating in the water activated inflatable device that he had promised his wife he would wear.

Rossberg had his survival gear on and he remembered that he should try and get up on the boat, but the boat was too slippery to hang on. Then he found a spot on the motor mount, aft, where he could get some of his body out of the water until three to four foot waves prevented him from holding on any longer.

It was an overcast day with a few sun rays coming through the clouds, when a frequent Bay observer saw a man hanging on to an overturned sailboat in a glint of sunlight through a spotting scope from his Alabama Hill home. The observer was Dan Lehfeltdt who immediately called the Coast Guard.

Rossberg had been in the water for over two hours and his boat had drifted to within a half-mile of shore. "Had he not taken the BS&S class," Rossberg's wife said, "he may have

tried to swim to shore." Having been in 50-degree water he was very cold and very weak.

Worried, when her husband did not return on time, Sussann, too, had called the Coast Guard but Boatswain's Mate 1st Class, Heidi Funkhouser and her crew, in a 25' Safe Boat, had already been deployed to rescue Rossberg. Dan Lehfeltdt's call had come in at 1610 hours and Funkhouser and her crew had him back at Bellingham Station by 1621. It took only eleven minutes.

On the rescue scene Rossberg exhibited some definite signs of hypothermia, but was able to tell the rescue crew that he was cold and wet. Once at Station Bellingham a Bellingham Fire Dept. Medic Unit took him to St. Joseph's Hospital. "He had a body temperature of 88 degrees and his entire body was dark blue," his wife said.

Two days later, 02 Mar 05, in a Press Conference and Recognition Ceremony at Station Bellingham, Rossberg said, "It was the greatest feeling in the world (when taken aboard that CG Safe Boat) when the crew said, 'You are going to be okay, you are alright'."

Sussann Ledford says she is satisfied that her husband survived in the cold water for such a long period because he took the BS&S class and knew what to do, and she excitedly displayed each of their BS&S Certificates for everyone to see.

In the presence of Sr. Chief, Clifford Hohl, Commanding Officer, Station Bellingham; Commodore, Fred Bell; Captain Parker; BMCM George Schwarz, Sea Lion Captain; Stuart Smith, Whatcom County Sheriff's Dept.; BM1, Heidi Funkhouser, her crew, & Station regulars; USCG Auxiliary Flotilla 11 FSO-PE, Rod Sherman and wife Shirley; Mr. & Mrs. Rossberg; and Mrs. Lehfeltdt, the Rear Admiral, RADM Jeffrey M. Garrett awarded a bound, Certificate of Appreciation to Dan Lehfeltdt for his quick action in



alerting Station Bellingham to Rossberg and his over-turned sailboat in Bellingham Bay. Lehfeldt's action made possible the Coast Guard's subsequent life-saving rescue of Wolfgang Rossberg on 28 Feb 2005.

Although Rossberg was congratulated for having taken the BS&S Class, his reward was his life. BMI Heidi Funkhouser was also congratulated by the Admiral, but she said her reward was the fact that Rossberg was alive, and he gave her a huge, grateful, hug. CG Auxiliarist FSO-PE 11, Rod Sherman said, "We teach our Public Education classes in order to save lives and yet we rarely know if we do. In this instance my reward is actually knowing that BS&S classes do save lives."

Members of the press and/or Public Affairs officials present were Kevin Berg from the LA Times; LCDR, Andre Billeaudeau; FSO-PA-19, John Choulochas; Ms. Serena from the Bellingham Herald; and FSO-PB-11, Patti Salotti.



COAST GUARD AUXILIARY OFFERING BOATING SAFETY COURSES

Barbara Korsmo

PORTLAND - Coast Guard Auxiliary Flotilla 76 is offering two Boating Safely classes beginning April 23rd at the GI Joes store 15000 SE McLoughlin Blvd in Oak Grove (Portland Metro Area) and another to be held on two consecutive Saturdays, May 21st and 28th at the Portland Pollution Control Lab at 6543 N. Burlington Ave, Portland, Ore. The May classes include complimentary Vessel Safety Checks immediately following the class each day.

Each of the above US Coast Guard Auxiliary courses is offered to the public. The cost is \$25 for the courses to cover the cost of books, materials and other class handouts. It is not necessary for students to own a boat to register for these classes. However, under Oregon Boating law, Boaters 45 and younger must now carry a boater education card when operating powerboats (including personal watercraft or any motorized watercraft) greater than 10 hp. Law enforcement officers are issuing citations for non-compliance with the Mandatory Education Law. The citation fines have increased to \$94.

The Boating Safely course is designed for those over the age of 18 who are either interested in brushing up on their existing skills, or those who have not previously taken a boating course. Among the areas to

be covered include seamanship techniques, personal safety for crew and passengers, boat handling, rules of the road, federal boating regulations and general legal requirements, radio/telephone use and other subjects.

The April 23rd class is a one-day intensive instructional course to be held from 8 a.m. to 5 p.m. and will allow you to operate a personal watercraft or PWC in the waters of the State of Oregon. Upon successful completion of the course, students will be given a certificate of completion as well as a wallet-sized card, which must be in your possession while operating a PWC. Most insurance companies recognize this course and will provide a 10 percent discount on boat insurance upon successful completion.

The May 21st and 28th Classes at the Portland Water Pollution Lab cover the same materials but will run from 10:00am to 2:00pm both days.

For over 60 years, tens of thousands of men and women of the Coast Guard Auxiliary have spent millions of volunteer hours helping the US Coast Guard carry out its missions. For additional information on these courses contact Flotilla Commander Barbara Korsmo at 503-669-4190 or email at korsmobj@hevanet.com,



Brandi (Gagnon) Olsen

Chuck Gagnon traveled to Cape May, New Jersey, to attend his granddaughter's graduation from U.S. Coast Guard boot camp on 10 December 2004. Chuck was given the honor of presenting Brandi with her diploma. There were 164 members in two classes.

Brandi received an award for being "The Most Improved." In addition, Chuck visited the base drill halls and mess decks and met the Commanding Officer and his staff. After the ceremony, Brandi got to go off base for her first time, and she and her family enjoyed a good lunch at the Lobster House. She received 14 days leave before reporting to her first duty assignment in Coos Bay, Oregon. Congratulations, Brandi!

**Three-Star Award of Excellence for
Diversity
by Becky Gillmouth**

I would like to introduce myself. My name is Becky Gillmouth. I am ADSO-PS Diversity for District 13 Auxiliary. The NACO Three-Star Award of Excellence for Diversity is very important to our leadership. It is strongly supported by our District Auxiliary leadership. It is our hope that the Flotilla Commanders will become equally excited. The Auxiliary must embrace all who are able to, and interested in contributing to our programs.

I hope to provide ongoing information regarding diversity to assist our membership.

Most Flotillas are already doing many of the action items. Please strongly consider adding the few more that would be required to achieve three from each of the three goals.

Please see the following regarding the basics of the award.

**NACO'S 3 STAR AWARD OF EXCELLENCE
FOR MANAGING DIVERSITY**

In accordance with The Coast Guard Auxiliary's Strategic Diversity Management Plan: "Goal #2 - Value all Members"

Objective #2 - Recognize and reward individual and group contributions to managing diversity.

Units recommended to receive the 3 Star Award of Excellence for Diversity Management must accomplish a minimum of three (3) action items in each goal category listed below:

Goal #1 - Create a Positive Environment

1. Appoint a flotilla diversity advisor.
2. Publish at least one article on diversity awareness in flotilla newsletter per year.
3. Conduct one in-flotilla diversity member training session per year. (Training materials available on Diversity page of the AUX Web and from district Diversity Advisors.)
4. Target all local neighborhoods and cultures in the flotilla's community in the flotilla recruiting action plan.
5. Document a minimum of 6 meetings per year attended by 50% of the flotilla membership.
6. FC and/or VFC have attended leadership training at the district or national level.

Goal #2 - Value all Members

1. Document informal awards and recognition program - specify actions taken for positive reinforcement of member's actions and behaviors.

2. List a minimum of 2 routine communication with all members, i.e.: regularly scheduled newsletters, "calling crew" or telephone tree for phone messages, flotilla meeting notes, staff meetings with notes distributed.

3. Conduct exit interviews for all members leaving the Auxiliary and forward to DSO-PS via the SO-PS.

4. Maintain 90% of members each year -Less than 10% of members disenroll or retire each year.

5. Show 65% of members are involved in Auxiliary activities according to AUXMIS

6. List a minimum of 4 fellowship activities sponsored by the flotilla throughout the year for all members and their families and friends.

Goal #3 - Promote Individual Success

1. Assign a formal mentor to each new member for the first year of membership.

2. Utilize the Member Involvement Plan to help new members plan their involvement and training.

3. Provide written goals and expectations for all flotilla staff and committee positions to all members at the beginning of the year.

4. Provide all staff officers with specific written job descriptions upon appointment.

5. Establish a flotilla-mentoring program for potential staff officers.

6. Provide adequate access to meetings for members and potential members with disabilities.



**National Safe Boating Week
by Debbie Engel**

National Safe Boating Week is May 21st through the 27th, 2005

All units (Flotillas / Divisions) in D13 are expected to conduct at least one specific NSBW event in their local area. If you are not sure what your event is, call your FC or DCP now and get that information. If your FC or DCP does not know, then it's your job to create such an event. NSBW events vary widely.

Consider teaming up with your local Safety Partner (County, Sheriff, City) to put on a joint event. It's a great way to develop relationships with these

important partners and a great way to leverage their resources.

Consider teaming up with your local Power Squadron. Consider holding your own big "ramp day" at your local boat ramp with banners, balloons, demonstrations, games for the kids, VSCs.

Consider teaming up with your local USCG unit. Sometimes they can provide a Safe boat or other display. Sometimes they can provide additional resources.

Some flotillas hold a unit barbecue after the event. Get all of your FC members involved. (Hopefully you folks in the eastern area won't have to shovel the snow off the ramp.)

Most important, team up with your PS officer NOW to coordinate and co-plan the system of leverage this activity into a recruiting opportunity for your flotilla.

Please, let me know your specific plans as soon as possible. We will be tracking this carefully at District and we have to report our efforts to National.

I will also be looking for a post-event report from every PA officer. This summary will go to the District Commodore.

As usual, if I can help with ideas, suggestions or if you need me to talk to your FC about the importance of these events, please just ask.

Go to the website below to find all of the materials and information you will need to create a great NSBW event.

www.safeboatingcampaign.com

Go to this website.

Click on Campaign Resources

Click on Free Resources

Click on PDF File Order Form

Print out the Order Form

Click on PDF File Product Descriptions

Print out the Product Descriptions.

Decide what you will need for your Flotilla for handouts.

FAX your completed form to 717-657-3837.

Make sure to fill out your mailing address.

Wait 7 to 14 days and a box of FREE materials will show up on your doorstep.

While you are on the website you can also register your events, print certificates of appreciation and even print press releases and media contact information.

This is available to all Flotillas in the Coast Guard Auxiliary.



Discover Boating Tour

Stuart D. Soffer, MB-N

U. S. Coast Guard Auxiliary

The Discover Boating Tour is a National Marine Manufacturers Association (NMMA) sponsored 23-city national tour designed to promote recreational boating. The auxiliary, through the CG Office of Boating Safety, was afforded exhibit space at each stop. National Marketing Group designed an exhibit designed to promote wearing PFDs by displaying the new types.

You're In Command literature is drop shipped to a designated POC for each stop and auxiliary inflatable PFDs for those staffing the exhibit are also provided with the exhibit along with stools to sit on. That's because not all auxiliary districts provided inflatable PFDs for their vessel examiners (and others in the public eye) to wear (as did 8WR). Recruiting, get a VSC, take ABC and Waterway Watch are also part of the exhibit package.

Karen Francisco, a D13 FC, who along with her husband Al, did a fantastic job September 11th at the Puyallup Fair outside of Tacoma, WA. Over 2,000 interested people a day first viewed the NMMA four-minute I-Max Theater boat ride video then passed our exhibit to exit. Many stopped to ask about the new type inflatable PFDs, a boating question, learn how to tie a knot or obtain literature. There were an additional 200-300 boaters walk in the tent's front entrance. Commander Kim Pickens, OBS Project Officer and Atlantic Area (LANTAREA) CG OBS POC, sent me along to lend a hand and evaluate the program's effectiveness. In the four days I worked the exhibit, we had several people sign up for boating classes, request a VSC or express an interest in joining the auxiliary. Perhaps most important, because of the number of questions about how the inflatable PFDs work, we found we were repeating the same thing over and over so we blew up one of the Auxiliary PFDs to make it easier to respond. The visitor response to the inflated PFD was significant. So that type of visual presentation will be the catalyst for what we (National Marketing Group) hope will be the recipient of an Office of Boating Safety grant to have one mounted display board produced for every division in the auxiliary.

The Discover Boating Tour is being followed by a Test Drive Tour to about seven cities. We have an exhibit traveling with that tour as well. When both tours end in December, we are going to recommend those auxiliaries who supported them be awarded a Coast Guard Meritorious Team Commendation Award. This was certainly a significant team effort by auxiliaries to promote recreational boating safety for the Coast Guard across the country. So far, over 100,000 visitors viewed the exhibit in 18 or 19 cities.

As a brief aside, this tour also afforded us an opportunity to develop a more effective exhibit (used to be called booth) format that works. So we're developing a power point presentation Is your booth missing the boat at boat shows? We hope to deliver it to all districts at their training

conferences so we can train the auxiliary to have more effective boat show exhibits that always deliver our two key messages (recruiting and the Four Principals of boating safety) along with other special emphasis messages (Waterway Watch) and local messages, while wearing an inflatable PFD. 8ER has been the first to request the presentation next month and since national funding for this has not yet been firmed up, I hope that DIRAUX can spare \$600 for the TDY.

For the benefit of the Cc addressees. The A Department Chief, Fred Gates, asked PAs to directly send the Chief DIRAUX photos of the Auxiliary in action and significant things we are doing. However, I thought it would be a good idea to keep you in the loop.

V/R,

National Marketing Group
Special Events Coordinator
soffers@sbcglobal.net
(870)247-1177




A Portable Emergency Communications Station displayed at District Meeting in Silverdale

Mandatory Workshops

Submitted by Debbie Engel

To: ALAUX

Frm: CHDIRAUX (G-OCX-1)

Subj: MANDATORY WORKSHOPS - 2005 -002/05

1. The following Auxiliary program workshops have direct AUXDATA entry deadlines for 2005 and must be attended to maintain certification:
 - a. Operations (OP) workshop
 - b. Vessel Examiner (VE)/RBS Program Visitor (RBS-VP) workshop
 - c. Instructor (IT) workshop

 2. If attendance at these workshops is not entered in AUXDATA by May 31, then AUXDATA will place the certified person in REWK status. If the workshop has not been attended and entered in AUXDATA by September 30, then that person will be placed in REYR status.

 3. Please ensure that participants in operations, vessel examination/RBS-program visitor, and instructor programs attend these workshops well in advance and follow with appropriate AUXDATA entries.

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



Fred F. Burdick
 Robert E. Carroll
 Betty Ann Hall
 John G. Hewlett
 Ted LeGore COMO
 Marlys L. Pearson
 Barbara J. Rauch

Crossing The Bar

Alfred Lord Tennyson

Sunset and evening star,
 And one clear call for me!
 And may there be no moaning of the bar,
 When I put out to sea.

But such a tide as moving seems asleep,
 Too full for sound and foam,
 When that which drew from out the boundless deep
 Turns again home.

Twilight and evening bell,
 And after that the dark!
 And may there be no sadness of farewell,
 When I embark.

For though from out our bourne* of Time and Place
 The flood may bear me far,
 I hope to see my Pilot face to face
 When I have crossed the bar.

*Another name for "boundary"

District 13 Conference in Silverdale an Historical Event

By Joe Engel, DSO – Awards Team

District conferences come and go and they are always worth attending. But if you missed the Feb. 25 – Feb. 27 conference in Silverdale, WA this year, you missed a truly historical occasion. Here's just a sample of the amazing events that occurred before a packed house of almost two hundred Auxiliary members.

The conference was special right from the start. The traditional color guard ceremony was supplemented by the playing of the National Anthem and the Navy Hymn sung by a beautiful female voice. Imagine our surprise when we discovered this voice belonged to DCO Fred Bell's daughter, Sharon Armstrong. She had made the recordings especially for us. It was so beautifully done that it was a very moving experience.

Fred Bell was sworn in as our newly elected DCO (District Commodore). Fred is the first black District Commodore in the Auxiliary's history. Fred presented us with his comprehensive D13 business plan and provided a copy of his plan to every Auxiliary attendee. Fred laid out a clear vision for our road ahead and challenged the Auxiliary members to step up and shoulder the new Auxiliary missions. First number one.

Bruce Miller was sworn in as our newly elected VCO (District Vice Commodore). Bruce has been wheelchair bound since childhood polio, is the first permanently wheelchair bound VCO in the Auxiliary's history. As well as presiding over many parts of the main meeting, Bruce worked tirelessly and late into the night in many backroom meetings with district staff. Bruce's determination to get his staff off on the right foot and focused on their missions ahead was evident. And he can sure get around quickly in that high-tech wheelchair. Lookout staff, here he comes! First number two.

Three newly elected RCO (Rear Commodore) were sworn in; John Thoma representing the northern area, Bob Mell representing the southern area and Dennis Hoppman representing the eastern area. These new RCOs were brimming over with ideas and their enthusiasm was catching. We're looking for good things from the RCO trio.

Our past District Commodore Dan Neiderhiser has become our IPDCO (Immediate Past District Commodore) but there's more. Dan has already been promoted to and sworn in as our new NARCO (National Area Rear Commodore). Dan has worked for many years in D13 and now he is responsible for the Auxiliary across the whole of the US West Coast. Dan accepted a beautiful

gift of an inscribed ship's wheel with clock as heartfelt thanks for all of his service to us, from all of the members of D13.

In an unprecedented occurrence, our own DIRAUX (D13 Director of Auxiliary) USCG LCDR Kelly Boodell was reappointed as our DIRAUX for another two years. Kelly's good-will and enthusiasm for the Auxiliary membership and the Auxiliary mission is evident in everything she does and this conference was no exception.

Having arrived back from vacation that same Friday with a bad sunburn and a worse case of the flu, she hung in there with us for the whole conference and personally visited with all of the two hundred Auxiliarists attending. Kelly spreads sunshine wherever she goes and we're so pleased to have her for another two years. First number three.

But there was more, much more! We had a trio of USCG Captains.

USCG Captain Barry Smith CHIDIRAUX (Chief Director of The Auxiliary) was a featured speaker. To our knowledge this is the first time a CHIDIRAUX has attended a D13 district meeting. Capt Smith delivered an informative and inspiring speech and praised D13 for our achievements. He was most impressed by our obvious affection for each other and our enthusiasm to achieve. To his great credit, Capt Smith remained available to all the members to discuss their ideas. First number four.

USCG Captain Mark Ashley, USCG D13 Chief of Operations also delivered a great speech focused on our concerns regarding sectorization, fuel concerns and Auxiliary operations. Captain Ashley has been a good friend to the Auxiliary in D13, visiting many of our units and attending regional meetings and it's always good to see his smiling face.

USCG Captain Miles Booth, USCG D13, Commander of MSO (Marine Safety Office) Seattle. Captain Booth praised the Auxiliary and in particular the Auxiliary members of the "DALCO oil spill team" for their fabulous performance during the DALCO spill.

And we had a genuine USCG Admiral:

Sadly, we had our last opportunity to see our friend RADM (Rear Admiral) Jeff Garrett, Commander of District 13, give his last formal speech to a D13 conference before he retires. RADM Garrett has been a stalwart supporter of the Auxiliary throughout D13 over the years. We will miss him greatly. RADM Garrett was presented with a large, framed print of a USCG cutter on patrol from all of the grateful members of D13 Auxiliary.

So the gold stripes were dazzling and added a unique emphasis to our partnership with the USCG. We sincerely thank them for their attendance.

And last but not least – We had a visit from our new National Vice Commodore!

Steve Budar, NAVCO (National Vice Commodore) attended our conference after a long flight from his home in Hawaii. To our knowledge this is also the first time a NAVCO has attended a D13 conference. So first number five! Wow, five first's at one conference!

Steve was picked up at the SeaTac airport and given a whirlwind tour of the USCG D13 units. Steve spent an hour in discussions with USCG D13 Captain Ellis and staff, after which he was taken aboard MaryAnn and John Chapman's Auxiliary facility "Red Ryder" for a brief water tour of the local AOR. Steve was then whisked off at 20 knots for a one hour high-speed ride to the conference at Silverdale across Puget Sound. That's what I call deck-plate, immersion indoctrination.

At the conference, Steve gave an inspiring speech outlining the National Commodore's and his own visions of our changing roles and pledging national support to our efforts. Steve also remained available to all Auxiliarists to meet and discuss their concerns. First number five.

We were struck by one common behavior displayed by all of our VIP guests. They listened more than they talked. Many times during the conference, in corners of the big room and in hotel hallways, you could find one of the VIPs surrounded by a circle of Auxiliarists engaged in intense conversation. They came to listen and listen they did.

Aside from our getting a first hand experience with these USCG and Auxiliary leaders there was another big benefit for us all. In a series of multi-hour, senior leadership meetings, all of these important guests were closeted with our own DCO and VCO for intense discussions about D13's needs and challenges. That kind of high-level, first hand, eyeball-to-eyeball discussion is priceless and all of D13 is the beneficiary of those meetings. We are already seeing direct benefits which will become apparent to all as this year plays out.

The workshops and seminars were valuable and it's nice to get those mandatory workshops done with at one time.

Of course Shaheed Ali-Sheikh and his team of storekeepers had the district store running full-bore throughout. Sometimes you couldn't even get in the door for the people buying stuff.

Finally the fellowship with our fellow Auxiliarists was the best ever. We all had great food, great hotel and lots of laughs and hugs. This was an exceptional District 13 Conference. Be sure to mark your calendars and plan to attend the next fall conference in September. We'll see you in Yakima, WA!





U. S. Department of Homeland Security

United States Coast Guard

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Friday Harbor, WA 98250

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