

# BUOY 13

VOLUME XXXII NUMBER 3

WINTER 2009

NEWSLETTER OF THE THIRTEENTH U. S. COAST GUARD DISTRICT AUXILIARY

## THE DISTRICT 13 AUXILIARY AWARDS PROGRAM

*Leo Leonard and Sandy Pinckert*

*AUX-C/FSO-IS/AWARDS TEAM*

Many of you have inquired about the Awards Program in the Auxiliary. Sandy and I will explain in publications or by directly contacting us how the awards program is organized, how it works and how each of us can ensure that Auxiliarists are properly recognized for their efforts.

Most importantly, what do you need to do to get someone recognized? Typically recognition comes from doing something out of the ordinary, something above and beyond doing the normal work of a job. Lower level awards are for people who have done a job such as a Flotilla Staff Officer in a competent manner completing all assignments. Lastly, there is recognition for long and faithful service.

Ribbon awards are given for performance beyond normal expectation or successful involvement in a special assignment. The greater the responsibility or impact, the higher the award. Some awards specify functions such as life saving; others require length of time or multiple efforts, still beyond "just doing the job."

Recognition for competent work or faithful service alone usually does not qualify for a ribbon award. A letter of appreciation from the Commodore, the Flotilla Commander, or possible recognition as Auxiliarist of the Week are additional ways to recognize individuals for work they have done.

Fortunately, you don't have to make that decision. Your assignment in the awards process and it is the most important one is to get ALL THE FACTS answering the questions of 'who', 'what', 'when' 'where' and 'why'. Fact is the important word we can not use generalities. We will call you

if we need more information. Time lines are important to give the Awards Committee when you are giving us "the facts".

Here is how to get your recommendation to us.

Access to the Pier System is: [www.piersystem.com/go/site/1655/](http://www.piersystem.com/go/site/1655/)

We suggest that you put this in your favorites so you can easily access it.

You cannot go any further into the system than the home page.

When you are in the system click on AWARD CANDIDATE ORDRAFTS, there you will also see STATUS REPORTING and AFTER ACTION REPORTS. The page that comes up is the same for all three options. Therefore we request that when you go to option # 2, you state - "This is for an award" or "This is an after action report."

There are 8 boxes you can fill in:



*Adm. Thad Allen, Commandant of the U.S. Coast Guard, presents the Auxiliarist of the Year Award to Marilyn Leonard (Flotilla 42) at the Auxiliary National Conference 2009 Saturday, Aug. 30, 2009. (U.S. Coast Guard photo/by Petty Officer 2nd Class Bill Colclough)*

1. Please be sure you fill in your name and email so we can let you know that the write up has been received.
2. Include all members involved and clearly state if any are Active Duty.
3. Describe the actions in as much detail as possible - no generalities. We can do nothing without exact detail.
4. Be specific on the location and indicate if it is within your AOR or another area of responsibility.
5. Dates are needed

**AWARDS CONTINUED ON PAGE 4**

Visit the 13<sup>th</sup> USCG District Auxiliary Website at: <http://www.D13cgaux.org/>

# USCG AUXILIARY BUOY 13

## HOMELAND SECURITY

### United States Coast Guard Officers

Commandant	ADM Thad W. Allen
D-13 District Commander	RADM Gary Blore
CHIRAUX	CAPT Mark Rizzo
D-13 Chief of Staff	CAPT Anne Ewalt
D-13 Prevention Division Chief	CAPT Scott Bornemann

#### DISTRICT THIRTEEN DIRAUX OFFICE

DIRAUX 13 <sup>th</sup> District	CDR Andre Billeaudeau, USCG
Ops Training Officer (OTO)	CWO2 Stephen Jones, USCG
DIRAUX Staff	SK1 Kenneth Hailey USCG
DIRAUX Staff	YN3 Issac Bronner
DIRAUX Staff	Shirley Blanchett
DIRAUX Staff	Charles K. Claytor
PPE Specialist	Paul Bellona

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AUXOP Facility Inspections	Gary Proudlock
AUXOP Testing Coordinator	Jack Feather

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District Captain-East	Kathy Goodwin, DCAPT-E
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Division 1 Commander	Maggie Albert
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Division 3 Commander	Skip Mason
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#### EASTERN AREA

Division 8 Commander	Shirley Swingley
Division 10 Commander	Jim Armstrong
Division 11 Commander	Penny Wonenberg

#### SOUTHERN AREA

Division 5 Commander	Ellen Karan
Division 6 Commander	Gary Kobes
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District Administrative Aide	Bonnie Kesson	D-AA
District Administrative Aide	Sharon Reseck	D-AA
District State Liaison	Larry Graves	DSO-SL
State Liaison - WA	Bonita Harding	SLO-WA
State Liaison - OR	Leora Johnson	SLO-OR
State Liaison - ID	Larry Graves	SLO-ID
State Liaison - MT	Tommy Cockerham	SLO-MT
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DSO Personnel Services	Emily M. Chaput	DSO-PS
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DSO Vessel Examination	Joseph LeCointe	DSO-VE
D-13 Historian	Robert J. Lyden	
ASC Seattle	Mary Ann Chapman	
ASC Portland	Todd Mains	

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Logistics	Theodore Schiesswohl	DD-CL
Planning and Readiness	John Thoma	DD-PL
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## The NEXT Buoy 13 DEADLINE

*is **20 February 2010***

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*Flag ceremony on 22 July 2009 at Blake Island with cooperation of D13 Auxiliary and the Northwest Boating Council.  
USCG Auxiliary Photo*



*Flotilla 65 facility owned by Kristy Kates at North Bend Air Show in July 2009*

## AWARDS CONTINUED FROM PAGE 1

- please be specific. Time is also needed, as much as possible.

6. Again, give details as to why the actions took place. Who benefited from the actions: Auxiliary, public, Active Duty, etc. and what the final results were of the actions taken.

7. Any other comments that you feel are pertinent to the actions can be listed here if not given above.

8. If you have photos/audio/video of the incident please let us know - Do not try to attach it into the Pier System recommendation.

You do not need to repeat yourself if you have already included information on previous questions.

*Important: indicate if this is a write up for an award or an after action report ----- do not suggest an award level*

Once the recommendation is in you will get a call if there are questions. If the recognition does not appear to rise to the level of a ribbon award you may not get a call. So be sure you get all the things you want to say in your initial submission. Last year, the processing team and voting board had to review over 200 submissions going back several years. This year we are not working with nearly as many submissions. We will help you all we can and we will make a variety of materials available to you so you can understand the process. One good place to begin is at the District Conferences, the regional conferences and workshops that are held from time to time. Contacting Sandy directly at [meow@olympus.net](mailto:meow@olympus.net) is another good place to get help.

Finally let's talk about some do's and don'ts:

### DO'S

1. Give us all the facts. If life saving may be involved, you will need signed statements from first responders or medical personnel and possibly the victims. You can be sure you will be getting an early call from us.
2. Give us your Flotilla number, the location of your flotilla, and state whether the event took place in your area of responsibility (AOR).
3. If the event involved the Active Coast Guard, do let us know and to what degree they were involved.
4. Get the information to us quickly. The award process takes several months at best.

### DON'TS

1. Do not specify the level of the award. Several of the old Auxiliary pamphlets and parts of the manual have been superseded by new names and criteria for personal decorations.
2. Do not write up a citation. That is what we do. If you are good at writing and would like to become one of the awards writers, let us know.
3. Remember that it is inappropriate to submit "Mary Smith", for example, for an award through both the D-13 Auxiliary Awards Committee AND through the D-13 Active Duty side. We will guide you to the correct approach to ensure the best results.

Good luck and good writing.

The Awards Committee



*Coast Guard and Coast Guard Auxiliary members boarding the Restless III during a nuclear radiation exercise 23 September 2009 at the Skagit Bay, Washington. See more of this story on page 20.*

*Photo by Andy Rothman USCG Auxiliary Flotilla 17*

## LOOKING AHEAD

*CDR Michael A. (Andre) Billeaudeau, DIRAUX D13*

Hello from DIRAUX,

I've been discussing the Auxiliary's modernization efforts and strategic placement within the Coast Guard quite often through this summer and fall. It leads me and others to ask the question; what is the future of the CG and CG Aux?

That said, I've dedicated this article to exploring our future and ways some of you are shaping it now. First, however, I want to share a few words about our current status.

As most American's know, Federal budgets are under pressure and I expect we'll see a commensurate decline in funding sooner or later. However, the Coast Guard has been able to offset some of its reoccurring costs via their Modernization efforts. While you may not have seen these changes across D13 several of you have.

The recent loss of the *Sea Ark* for instance, a Coast Guard owned non-standard vessel, is a direct outcome of small boat inventory standardization. (for more on the *Sea Ark* see discussions and facts posted in MII).

Modernization in many forms has also affected our Auxiliary. The Commandant recently joked that the Auxiliary was able to modernize ahead of the regular Coast Guard and it's true. While most members won't notice, the Auxiliary's National Staff has already aligned their most senior level roles and duties to correlate with the future Coast Guard "modernized" structure — you did it ahead of them! (Nice work!)

So, where are we in D13 as we approach the end of the year? Here are a few notable items worthy of your consideration.

We've been very safe in 2009, with no major injuries to our Auxiliary members.

We're continuing to grow at a good pace. While we'll probably not make number one in the Nation again this year, I'll expect us to be in the top half of the charts.

We've logged nearly 5,500 marine dealer visits and conducted almost 1,200 operational missions. We've given almost 500 public education classes!

You've saved 30 lives and \$4.5 million in property.

The whole district has engaged in some element of Operation Safe Summer — 363 Auxiliary members have taken part. In this operation, you conducted 795 vessel exams — expending 3,961 hours. Hats off to our D13 Auxiliary Operation Safe Summer standouts:

Division Five had 164 Vessel Exams, 884 Public Education Hours and 470 operational hours at 23 unique events.

Division Seven weighed in with 307 vessel exams 644 public education hours and 118 operational hours.

And the results...As of 1 Sept, D13 experienced 45 boating fatalities — a rate down by 8.2% since '08. Of these, 33 fatalities occurred when lifejackets were NOT worn...I like the downward trend in deaths but we still have work on increasing Lifejacket use.

### The Way Ahead -- 2009 and Beyond

In late 2008 your Commodore, Chief of Staff and I joined a national team in producing 35 draft "future" scenarios — and recommended steps for meeting future challenges — these were called the Evergreen Strategies.

These strategies are the planning cornerstones for your Auxiliary — designed as roadmaps to deliver the USCG Auxiliary into the forthcoming years & decades as a viable and healthy organization.

Does the CG need a viable and healthy organization? Well, a Coast Guard internal study done in 1987 predicted that the Auxiliary needed to grow to 48,000 members by the year 2000 — a number large enough to allow the USCG to be more effective effectively. With



*CDR Andre Billeaudeau,  
DIRAUX D13*

**LOOKING AHEAD CONTINUED ON PAGE 6**

**LOOKING AHEAD CONTINUED FROM PAGE 5**

today's membership hovering at 30,000 in a post-9/11 environment, there's certainly much on the line today in our growing and maintaining healthy Auxiliary –

more today than ever before.

Each Auxiliary Evergreen strategy was evaluated by a team of U.S. Coast Guard, Coast Guard Auxiliary and strategic analysis contractors. Out of the myriad future scenarios, nine flexible strategies were proposed by your leadership to improve Auxiliary relevance & mission performance across the widest range of potential futures.

At the August 2009 National Conference, District Commodores and District Chiefs of Staff prioritized these nine strategies. Now it becomes paramount that we align and act on our combined D13 Goals and Objectives to develop optimum synergies – especially in a fiscally challenging environment.

**Here is a look at your National 2009 Auxiliary Evergreen Strategies, in rank order, and how we are already moving ahead vigorously in achieving them...**

**1. Recruit & Retain — Develop innovative recruiting & incentive programs that will attract and retain a diverse pool of volunteers with the skills, dedication & resources required to meet our mission needs.**

You, yes you! are the best in the nation in recruiting and retention in 2008 – you set the national standard. This year, to date, we've already grown nearly 8 percent. A great example of innovative recruiting is Division Four's leveraging of the Citizen's Action Network as a "clearing house" to garner new Auxiliary talent. BZ to Dick Halsaver and Flotilla 42 for really tapping into this pool! Likewise, Auxiliarist Lee Warnaca of Flotilla 35 has recruited 10 new members so far this year.

**2. One Coast Guard — Integrate Auxiliary competencies, capabilities and capacity into a broader range of missions & seek opportunities to expand into other complimentary maritime activities.**

You have broadened your use multi-agency Memorandum of Understandings (MOU). Auxiliarist John Warner's effort with the Army Corps of Engineers has produced an agreement to share flight hours in critical regions of concern to both agencies. Also, BZ to our southern area Auxiliary leaders working with Dean Wimer — together they have created an MOU to utilize a Yamhill County vessel — producing capability where none previously existed. Finally, our great folks in the Eastern regions continue to impress with their engagement in multi-agency operations on Lake Coeur D'Alene, Lake Wanapum, Flathead Lake and in the Tri-Cities on the Columbia River.

**3. Strategic Communications — Create and execute a comprehensive communications and "branding plan" to attract volunteers with desired skills from varied demographic backgrounds.**

I note that Flotilla 76's Blog, rich in Coast Guard branding and interactive functions, really hits the nail on the head in forwarding this goal at a local level. Flotilla Commander Daren Lewis has successfully doubled and then tripled his membership while keeping both his members and many other maritime partners informed and excited about the Coast Guard and the Auxiliary mission and a collaborative online environment... BZ Daren.

**4. Competency database & tracking system — Develop a nationally standardized, locally managed database that allows decision makers to match Auxiliary capabilities, competencies & experience with mission requirements.**

Beth Timmons — and others — are pushing the Coast Guard's technology envelope in improving our Common Operating Picture. They are adding a tracking-and-overlay system which will integrate Auxiliary and other volunteer resources into the Coast Guard's standard SAR Ops software package. This groundbreaking effort will make callouts, resource tracking and

**LOOKING AHEAD CONTINUED ON PAGE 7**

“operational package” management much more fluid to our mission planners. BZ to you and your team Beth.

**5. Funding — Attain new sources of public & private funding and restructure internal financial processes to meet organizational and member needs.**

As you might know, many members of my DIRAUX staff have been exploring better ways to match our PPE funding to more specifically match the field's mission needs. PPE funds are scarce. As such, we'll be restructuring our internal financial process to best match our mission needs with our assets. Also, we've started a centralized order and tracking system for PPE on MII. BZ to Division One for modernizing your approach here and being first to centralize your efforts in tracking and ordering in a transparent tool.

**6. Competencies — Anticipate emerging mission opportunities and engage the Coast Guard to assist in developing duty specific standards and competencies that will meet the needs of the Service and the maritime community.**

Scores of you, lead by our past D13 Commodore Mr. Fred Bell, were involved in a very important national experiment headed by the Domestic Nuclear Detection Office — the DNDO. Your knowledge, expertise and capabilities showcased very well here. You helped define the details of a national plan to detect, deter and build defenses against a maritime terror attack. You helped define and set a new national standard for Maritime Domain Awareness, safety and intervention.

**7. Agile Organizational Identity — Improve organizational agility by regularly reviewing & aligning Auxiliary authorities, capabilities & competencies with the needs of the Coast Guard & the maritime community.**

As the Coast Guard's missions grow & evolve, so do those of the Auxiliary. Auxiliary Sector Coordinators work closely with our Sector Commands to identify & fill opportunities to train and serve alongside our active and reserve members. In Sector Seattle, for instance, Auxiliarist John Thoma is a seasoned Port State Control Boarding Officer Assistant & CG Reserve member trainer — certainly expanding his capabilities to meet the needs of a modern Coast Guard.

**8. Value Proposition/M Measurement — Develop metrics that illustrate the Auxiliary's current and projected value to the nation.**

Your Auxiliary senior staff and my office have been an integral part of a small team of researchers working over the past 18-months to better measure & report the value of the Auxiliary to the Coast Guard and the Nation. In 2008, for instance, we determined that your \$18 million Auxiliary program produced a workforce value of \$216 million — that's an incredible 11- to-1 Return on Investment.

**9. Capabilities — Work with the Coast Guard to identify and fill required equipment, resources and training gaps for Auxiliary assigned missions.**

Auxiliarist Lou Herrick frequently responds to pollution incidents eliminating the need for active duty to make long distance responses near the Canadian border. Further, more than 20 Auxiliarists fill billets & ICS positions on Sector Seattle's Watch, Quarter & Station Bill & stand ready to serve in critical positions during incidents & exercises. Congratulations to Lou and those augmenting at Sector Seattle.

Well, those are your nine national Auxiliary strategies. I believe that it's important that you are familiar with these and understand how they are driving your future — a *tomorrow* not by happenstance but by your choice!

I thank you for your continued dedicated service. Stay Safe!

CDR M. Andre Billeaudeau, DIRAUX

**WE WANT TO MAKE A DIFFERENCE**

*Peter Raiswell, DCOS*

We want to make a difference.....

Isn't that the underlying reason we join a volunteer organization? Whatever our background - white collar, blue collar, civilian, military, male, female, old, young - we all seek to make a difference in the piece of the world we inhabit.

It is said that one of the main differences between a job and retirement is that you get to choose what you do. How you spend your time. Often people don't wait until retirement to do volunteer work because they want to be involved in something they enjoy and where they feel their efforts can make a difference.

We are volunteers, and we do make a difference. A big difference. All of us, in one way or another. From the National Commodore to the newest recruit, we make a difference. The boating public is safer and better educated because of what we do. The active duty Coast Guard is able to perform better because of the millions of hours of volunteer time the Auxiliary provides. All over the country, in big cities, in villages, on salt water or fresh water, soft water and hard water, you'll find the Auxiliary volunteering and performing our missions. Many of us join because we want something - training etc. Most of us stay because we want to make a difference and the Auxiliary programs and opportunities allow us to do just that. We absorb the core values of being a guardian - honor, respect, devotion to duty. I am truly humbled travelling around our 400,000 square mile district and elsewhere in the nation at the magnificent things accomplished by our Auxiliary.



*13th District Auxiliary Chief of Staff  
Peter Raiswell*

So, thank you for everything you do. Thank you for being a part of the whole. Big or little. You make a difference.

We need committed, focused and competent leaders to allow things to happen in an organized way. Ours is an organization where we often don't get to set our own rules. being part of Team Coast Guard means we follow many rules and procedures set for us by the Coast Guard. Our leaders know that and run their part of the organization accordingly.

The division leadership elections have just been completed. I want to let you know who these folks are who have accepted the challenge of helping to manage our organization. Here is the lineup for 2010:

<b>Division</b>	<b>Division Commander</b>	<b>Division Vice Commander</b>
1	Maggie Albert	Harry Ota
2	MaryAnn Chapman	Craig Smith
3	Skip Mason	Larry Smith
4	David Aho	Joe Langjahr
5	Ellen Karan	Larry Karan
6	Gary Kobes	Emily Chaput
7	Daren Lewis	Carol Bobo
8	Shirley Swingley	Tom Osborn
10	Jim Armstrong	Tommy Cockerham
11	Penny Wonenberg	Larry Corning

These people, along with our area District Captains Richard Coons, Kathy Goodwin and Mel Chaput are the people you have elected to help manage this district in 2010. They have accepted a big challenge and have big responsibilities to help make every Auxiliarist's experience a positive one; and an experience that allows each member to make a difference. All within the "governing policies established by the Commandant of the United States Coast Guard"


**DCOS CONTINUED ON PAGE 9**



as it says in the new member oath and the elected and appointed leader oath.

Keep up the good work. Have a great 2010.

Semper Paratus.

Peter Raiswell  
District Chief of Staff.

## YOUR DIRAUX STAFF

*CWO2 Stephen Jones, USCG*

After finishing up my first year in the DIRAUX office, I recognized there are a group of individuals who make everything happen but are seldom recognized. While the DIRAUX and I get the pleasure to travel throughout the District and attend your great meetings, the DIRAUX staff; Mr. Charles Claytor (*Charles' Corner*)\*, Mrs. Shirley Blanchett (*Shirley's Corner*)\*, Mr. Paul Bellona (*PPE Inventory, Issues & Ideas*)\*, Auxiliarist Gary Proudlock and SK1 Kenneth Hailey (*SK1 Ken Hailey & YN3 Issac Bronner's Corner*)\* are hard at work, behind the scenes, ensuring AUXDATA, awards, POMS and travel claims get inputted/done on time and out the door for recognition of your members. Also, we have a new member of the staff, YN3 Issac Bronner, who will be working in the DIRAUX office until next summer. YN3 Bronner comes to us from the Admin staff next door here in the federal building. His primary duty will be working with Auxiliary members on travel claims and ensuring members submit their travel claims in a timely manner and get paid in the same. Without the dedication and hard work of these members of "Team Auxiliary", the 13<sup>th</sup> District Auxiliary would come to a grinding halt. Therefore, the next time you call the office or see one of them at a meeting, take the time to thank them for everything they do for the Auxiliary. WELL DONE staff!

\* = *MII component site where you can engage or leave notes for staff.*



To: ALAUX  
From: CHDIRAUX

## EVOLVING MISSION SUPPORT TOWARDS MODERNIZATION 2.0

To the men and women of the United States Coast Guard:

Coast Guard Mission Support has undergone substantial change in the past year, but our work is not yet complete. I refer to our current mission support structure, which was just implemented in the field on 27 September 2009 <http://www.uscg.mil/comdt/blog/2009/09/evolution-of-mlcs-iscs-no-changes-in.asp#links>, as "Modernization Version 1.0" for mission support. Effort focused primarily on establishing five Service and Logistics Centers and the Asset Project Office (APO) to support the Coast Guard Logistics Business Model <http://www.uscg.mil/announcements/alcoast/ALCOAST42508.txt>. The recent changes were a realignment of our support organization intended to prepare the field to receive support through product lines. The command and control design for local delivery of that support has not been adequately developed, so I have commissioned an analysis, which when complete, will lead to a defined construct for service delivery to the field level.

Now fully established, the new Service and Logistics Centers are squarely focused on establishing product support under a standardized business model with assistance of the APO. Each center will initialize at least one product line in the next year. Currently the APO and the Surface Forces Logistics Center are introducing the Patrol Boat Product Line (PBPL), which includes the 87' Coastal Patrol Boat (WPB), the 110' Patrol Boat (WPB), and Fast Response Cutter (FRC). The 87' WPB re-base lining effort is well underway, with a pilot being successfully implemented at Group Port Angeles this week. The FRC, one of the first new acquisitions expected to be delivered since modernizing will be provided in accordance with our new Coast Guard Logistics Business Model. 35% of small boats and 35% of Sectors are now operating under the business model. We anticipate reaching 100% of small boats at Sectors and subordinate units by the end of calendar year 2010.

Mission Support Modernization 2.0 is now working to

**MODERNIZATION CONTINUED ON PAGE 38**

DISTRICT CAPTAINS REPORTS (DCAPT)

**DCAPT – EAST KATHLEEN GOODWIN**

Communicate. Webster’s definition is “to have a connection or passage from one to another, to give and receive information, signals or messages in any way as by talk, gestures, writing, etc.” Efficient communications are paramount to the success of the Auxiliary and its members.

PE Instructors must teach in such a way that students comprehend the material. Member Trainers share their expertise to expand auxiliariest’s knowledge in numerous areas of our programs. VE’s educate the boating public every time they conduct a VSC. Telling our story during PA missions communicates with the outside world. Whether it is at home, at work, on the phone or online, good communications are critical!

The lack of communication resources on our magnificent waterways was brought to Sector Seattle’s attention in 2008 when an OPFAC from the west side overturned during a SAR mission on Eastern area waters. It became evident that the COTP was very concerned about our safety in areas where radio and cell coverage was almost non-existent. Sharing her concern about our welfare, plans were put into place. SPOT’s (Satellite personal trackers) were tested and proven to be very successful.

Pre-Patrol Emergency Information reports must now be initiated before patrol orders are granted. A 30 minute status report also became mandatory during our missions. A Sector Seattle Surface Patrol Report is required to be sent in with our completed patrol orders. This is a huge change and a lot more paperwork for those of us who for years have patrolled our home waters with pride and without incident. At first, our outstanding operational members felt as though they were no longer being trusted to do their many, many on the water missions. As we maneuvered through our rivers and lakes testing our capabilities, we were occasionally stunned by the remoteness in the area of communications and sometimes very pleased with capabilities provided by modern technology.

However, as we traversed our waters with new restrictions put in place, we now can see, maybe for the first time, how very fortunate we have been in the past and look forward to greater and safer endeavors on Eastern area waters

I would like to congratulate and applaud members from Divisions 8, 10 & 11 for all they do each and every day for the betterment of the Coast Guard and Coast Guard Auxiliary!



**DCAPT – NORTH STEVEN DEMAGGIO**

Ahoy Shipmates,

The Northern Area conducted a very successful Great Northern Area Training Session (GNATS). However, these training sessions do not just happen; it takes many people and hundreds of hours to make these annual training sessions happen successfully. I would like to take this time to thank those who stepped up.



**DCAPT CONTINUED ON PAGE 11**



I would like to thank the Oak Harbor Yacht Club for their beautiful facility. A special thanks to Vel Docken, the Oak Harbor Yacht Club's catering manager, who produced superior meals from Friday night through Sunday morning and to Sheri Walker, Skagit Valley College Administrative Assistant who let us use four classrooms. Thank you!!!!

Thank you JoAnn Grubb and Maggie Albert for handling all the finances.

Thank you to DCDR-4 Grant Winther for selecting the Oak Harbor Yacht Club as the location for the 2009 GNATS.

Another huge thanks to all of the auxiliarists who stepped up and gave of their time and resources to conduct the various classes that made up the 2009 GNATS. I'd like to give some space to those who attended or took part in the 2009 GNATS. Below are some photos of your fellow members:



*Captain Englebert, Captain of the Port of Seattle, thank you for speaking to the group at lunch.*



*Commander Andre Billeaudeaux thank you for conducting several sessions. One session on Maritime Information Initiative (MII). Two sessions on using SKIPE with CWO Stephen Jones assisting.*



*Bonnie and Keith Harding thank you for conducting the Instructor Development & the Effective Instructor session.*





*IPDCO Bruce Miller thank you for conducting the Geo-Spatial Representation session, Commander Billeaudeau assisting.*

*Garrison Bromwell thank you for conducting the Best Practices Hosting a QE Session.*



*Leo Leonard thank you for conducting the Awards: What, How, Who and the PIER System session.*

*Marilynn Leonard thank you for conducting the Coast Guard Help to Auxiliary Public Affairs and PIERs System session.*



*Jim Zard thank you for conducting the 1 hour TCT session, Garrison Bromwell assisting.*





*Lou Herrick thank you for conducting the Marine Safety Environmental Protection session.*

*Craig Brown thank you for conducting the Issues in Conducting Vessel Safety Checks session.*



*John Reseck thank you for conducting the Auxiliary Paddlecraft session.*

*Niles Seifert and Robin Kendall thank you for bringing and conducting training using the Damage Control Training trailer.*





*Mike Heryla thank you for conducting the Flare Shoot.*

Craig Anderson of the Oak Harbor Fire Department thank you for conducting the Fire Extinguisher Training. (No picture available)

Pam Chelgren-Koterba thank you for conducting the Charting Updating Techniques. (No picture available)

Mike Brough thank you for conducting the Sharpening IT Skills session. (No picture available)

CWO Stephen Jones thank you for conducting the Damage Claims session. (No picture available)

As we all have a tendency to do, we save the best for last, and that is what I have done here. A special thanks to Richard Coons, DCDR-1 and DCAPT-N elect, without whose help GNATS would have been a mediocre training session at best. His tireless effort in finding highly qualified instructors singularly made the 2009 GNATS a success. Richard, I can't thank you enough.

## **DCAPT – SOUTH DEAN WIMER**



To my brothers and Sisters in the USCG Auxiliary in District 13.

Thank you for your prayers, cards and phone calls during my recent hospitalization. You will never know how much they meant! Thank you!

This all came as a big surprise. I have been going to my cardiologist for over eight years. Five years ago he detected a spot where there was a partial blockage and installed a stint to open the passage. I have been seeing him at least yearly and some time twice a year, taking blood tests to check the cholesterol levels. During this time he had me on cholesterol control medications and all lab reports showed everything in the middle of the desired zone. Stress tests showed everything was well.

As some of you know, I usually go almost all out on any project including renovating my lawn, tilling my garden and building a 24 X 20 ft second floor in my shop. During all this work I never experienced a single “angina” pain. My only symptoms were when fully rested and not exercising I could get a random tingling and very mild pressure in my right arm that would spread across my chest and left arm, Most of these symptoms would last from 30 sec to two minutes, no pain only the tingling sensation.

Well, Thursday evening September 24<sup>th</sup> at bed time I had another event only this time it lasted 4 to 5 minutes and toward the end, I broke out in a cold sweat. That is when we headed to the ER and everything went from there.

For those of you who are a member of the “zipper club”, you know how painful the surgery is. The best way to describe it is; “it feels like a truck ht you straight on.

Please take good care of your selves! My wife and I have





**DCAPT CONTINUED FROM PAGE 14**

been trying to follow a “Heart Healthy” diet for over 10 years, but it still got me. Don’t let it get you!

I love you all for your part in the Auxiliary and support these past years. I believe I am now ready to limit my activities and spend more time working in my Flotilla and Division.

Thanks again for your prayers, cards and phone calls. The sure meant a lot!

## AUXILIARIST OF THE WEEK 23 AUG 2009

### **BETH TIMMONS, & GEOGRAPHIC INFORMATION SCIENCE (GIS)**

*Donna Cox, Division 5 SO-PA*

What is GIS? This term is thrown around a lot these days. GIS stands for Geographic Information Systems or Geographic Information Science. It is the ability to tie information to a spatial location on the earth. It is often viewed in the form of a map or a globe with data overlaid on top.

GIS is a powerful tool that can be utilized in many ways. Beth’s unique skills as a GIS Analyst & Program Coordinator are assets that are being utilized by the Coast Guard and Auxiliary to enhance their programs.

Beth Timmons joined the USCG Auxiliary Flotilla 54

in Newport, Oregon in May 2009. She was looking for a long-term volunteer project. Having grown up sailing with her family on Lake Washington the Auxiliary seemed like a natural fit. After further investigation about the Auxiliary through co-worker Bill Powell, the Auxiliary seemed like the right course to pursue.

After 10 years in the work force, Beth had decided to pursue a new career in Agriculture. She went back to school at Oregon State University in 2001. Near the end of her degree in Soil Resource Management she started taking courses in GIS and enjoyed the work. March 2005 she graduated with a BS in Soil Science and an additional BS in Speech Communication. Beth has a small farm in Corvallis and raises sheep & emu and has a horse, a llama and an assortment of dogs and cats. She wanted to stay in the Corvallis area after graduation.

She took a job with the US Department of Agriculture at the Clonal Germplasm Repository (a library for plants) and she took care of the blueberries, raspberries and other fruit species. After a year, a job opening in GIS located in Albany became available and Beth started her journey in professional GIS work. She created GIS layers for Enhanced 911 (E-911) communications. In E-911 when an emergency call is made from a cell phone your location will appear on a map for the dispatchers. The work was in preparation for when this feature will be activated in the state of Oregon. After spending a year with E-911, Beth decided to pursue GIS in the Natural Resources field.

She started as a contractor to the US Environmental Protection Agency in Corvallis. In this position she analyzes natural resource areas and creates maps. While the work is engaging she hasn’t found the same satisfaction as working on E-911.

The Auxiliary has now filled a niche for Beth. She enjoys her work in Natural Resources and now gets a sense of satisfaction by providing GIS services to the Coast Guard. Her current work has been with the Command Centers in District 13. The work consists of providing Citizen Action Network (CAN) members and Auxiliary Facility assets on maps. It also creates resource layers that the Command Centers can use, such as links to web cameras and river forecast stations located on the Columbia River. This work supports the people who are working with the SAR-OPs Planning Tool.

**TIMMONS CONTINUED ON PAGE 16**



*Beth Timmons working at Sector Seattle. USCG Aux Photo*

**TIMMONS CONTINUED FROM PAGE 15**



*Pictured above on Saturday, 24 Oct 2008, from left: Donna Cox, Depoe Bay Detachment Leader, Beth Timmons, new Auxiliary member GIS Analyst, Wil Lampa FC 5-10, Ron Willard, VFC 5-10, and Auxiliary Liaison BMI Adam Johnson, Station Yaquina Bay. USCG Auxiliary Photo*

For instance, if they get a Mayday call, they now have the ability to see the resources available in that area on the computer monitor.

They can also do this with Auxiliary facilities. If there is an Operational Facility (OPFAC) with a particular hull that isn't advisable to be sent to a chemical spill this can be seen right away by clicking on a link. A photo of that OPFAC will pop up on the screen. Currently, most of Auxiliary Facility pictures are available and others will be added as they are collected.

The Auxiliary members have now been Geo-Coded by Zip Code. Geo-Coding puts a point on the map for each Auxiliarist. If an emergency were to arise the Coast Guard would know which Auxiliarists are in the area, and can respond accordingly. The OPFACs and Geo Coding of members is based on existing data in AUXDATA.

Beth has been working with Bruce Miller of District 13, to focus on making repeatable processes that are well defined so that the GIS data will be updated when needed. Additionally, the data can be loaded on to a portable system and used remotely if required.

In the future, discussions will be held to discover the best processes to get the information in the hands of the people who need it, the Coast Guard and Auxiliarist alike.

The week before Thanksgiving Beth will have a unique opportunity to demonstrate the advances that District 13 has made, by utilizing Geographic Information Science, to the entire Coast Guard at INNOVATE EXPO Coast Guard Science Fair in Virginia Beach.

## SECTOR SEATTLE ASC LOOKS BACK ON SEVEN YEARS OF AUGMENTATION

*Mary Ann Chapman*

In the fall of 2002, Division Captain Bruce Miller asked me to contact the Coast Guard's Marine Safety Office Puget Sound (MSO) and "see what you can do to help them out." The help they needed was assistance in



writing the first Puget Sound Port Security Plan. That was the start of a dynamic MSO "direct support" program..

In 2005, three Puget Sound Coast Guard units – MSO, Group Seattle, and the Vessel Traffic Service – combined to become Sector Seattle. The role of AUXULO to MSO became Auxiliary Sector Coordinator (ASC), when that role was instituted by the national Coast Guard and Auxiliary bridges to facilitate implementation of the Commandant's Auxiliary Policy Statement ([http://www.uscg.mil/auxiliary/cginfo/CGA\\_Policy.pdf](http://www.uscg.mil/auxiliary/cginfo/CGA_Policy.pdf)). The statement defines three prioritized functions for the Auxiliary:

- 1) Promote and improve recreational boating safety;
- 2) Support Coast Guard maritime homeland security efforts; and
- 3) Support the Coast Guard's operational, administrative, and logistical requirements.

In the Puget Sound region, this has meant increasing integration of Auxiliary with Coast Guard forces, as "direct support" transitioned to "augmentation." Our current Commanding Officer (CO) and Captain of the Port, CAPT Suzanne Englebert, views the Auxiliary as equal to

**ASC CONTINUED ON PAGE 17**

## ASC CONTINUED FROM PAGE 16

the Reserves as an essential element of the Sector's part-time workforce. Under her leadership, integration of the Auxiliary with Active Duty and Reserves has reached a new level.

In my role as ASC, I am part of the Sector senior leadership, participating in day-to-day Sector matters as well as strategic planning. Auxiliarists are now included on Sector Seattle's Work Quarter Station Bill (WQSB) – the roster for roles in exercises and incidents. Auxiliarists serve on the CO's external affairs staff for normal and surge operations, and several are training to be qualified as in various unit leader positions.

Dozens of Auxiliarists regularly augment the Sector's full-time forces. John Thoma (FL 32), a qualified Port State Control boarding officer assistant, trains new reserves as boarding officers and members even travel from Spokane (FLs 82 and 84) to inspect ships. Lou Herrick (FL 19) saves the Incident Management Division untold time and expense by handling most pollution incidents that occur in the Bellingham and Blaine areas. Ted Schiesswohl (FL 22) heads the Sector's liferaft inspection team, which consists almost exclusively of Auxiliarists. Noel Paterson (FL 24) heads the collaboration with Sector to keep boat orders and fuel reimbursements running smoothly. Harry Ota (FL 17) is the heart and soul of the Sea Partners program, while Lyn McClelland (FL 24) heads the Sector Marine Outreach program. I (FL 24) serve on the Sector planning staff, developing plans and exercises, and coordinating Sector's H1N1 response and its Continuity of Operations (COOP) program. Dozens of other members work in these and other augmentation programs. Auxiliarists with secret clearances are training to become fully qualified situation watchstanders in the Joint Harbor Operations Center.

Soon Sector Seattle will transition again to Sector Puget Sound, encompassing Group Port Angeles and all its small boats stations, and opening new opportunities for Auxiliary members of Divisions 1 and 4. Auxiliarists will be an integral part of the transition itself, helping to write new manuals and Standard Operating Procedures. At the same time, new opportunities are opening throughout the Sector AOR to conduct voluntary inspections of "Uninspected Passenger Vessels" and maritime operators' Drug and Alcohol Programs (DAPI).

On January 1, I will pass the ASC baton to AUX Bob Hays. The bridge could not have selected a better qualified leader to take this position. Bob has great experience in

boat operations, augmentation, elected office as Division 3 Commander, and recently, as Deputy ASC. We will continue to work together in the preparations for transition to Sector Puget Sound. Meanwhile, I will retain my role on the Sector planning staff, increase my activity on the National Auxiliary planning staff, and move forward into a new private sector career in maritime security.

The past seven years have been an exciting time to be involved in development of the Auxiliary's increasing integration with the Coast Guard, while it retains its traditional recreational boating missions. Even those are increasingly integrated with Sector. We can continue to look forward to and embrace even greater opportunities and challenges.

## COAST GUARD AUXILIARY HELPS SQUELCH WILDFIRE

*By Chris Mongillo*

The U.S. Coast Guard Auxiliary provided support during a wildfire near Helena this September. They attributed successful fire suppression and fluid cooperation with Fish, Wildlife and Parks to their recent spring training.

Jim Armstrong, a U.S. Coast Guard Auxiliary division commander, said the fire, which has been referred to as the Indian Trails Fire, burned approximately seven square miles and was considered small by Montana standards.

Gary Bertellotti, Montana Fish, Wildlife and Parks regional supervisor, said that Holter reservoir's location played a big part in why the fire was extinguished so quickly. He said Holter Reservoir is situated perfectly for helicopters to use their dipping buckets to pick up water and dump it on fires.

## WILDFIRE CONTINUED ON PAGE 20



*Typical Helo hoist of water from a reservoir. Photo from Wildlandfire.com.*



## DISTRICT STAFF OFFICER REPORTS (DSO)



**DSO-Navigation Systems:** By  
Joe Baney

**Hello to all Auxiliarists!!!**  
**Please, listen up!!! It**  
**might be for you!!!**

Chart Updating is a year round Auxiliary activity and you don't need a boat to participate. There are no restrictions and any member can make Chart Update reports to NOAA on any chart. All members are encouraged to join. All we want is your skill, knowledge, and your desire to make a contribution. "The Auxiliary may also help the National Oceanic and Atmospheric Administration (NOAA) and the United States Army Corps of Engineers (USACE) in updating nautical charts and publications." (Excerpts from the Auxiliary Manual, Chapter 2, Section B3).

We have launched a Navigation Systems website that you can access to get more information. Pam Chelgren-Coterba, ADSO-NS, has done an extensive review of the national material and adapted and modified it to our 13<sup>th</sup> District AOR. I am extremely grateful for her support and expertise in this matter. She worked 23 years for NOAA and has been working in the Charting Department for the last 15 years. She is an accomplished officer with rank of Commander with NOAA. Therefore we have a great resource in the Auxiliary for any questions you may have. Pam and I presented a comprehensive Chart-Updating Workshop at the recent District Meeting; you will find the ppt (power point presentation) at our D13 NS-Division website.

If this Chart Updating Program interests you, talk to your FSO-NS or your SO-NS. Each Division is urged to form a Chart Updating team whose goal it is to identify Chart Updating opportunities throughout their AOR and to establish a plan to perform the necessary observations and prepare the appropriate reports for submission to NOAA in order to correct the local charts.

Charts are legal documents in a court of law and are extremely important for the commercial mariner. Charts

need to be updated continuously as there are constant changes in and around a navigable waterway. Paperless charts can be displayed on ECDIS (Electronic Chart Display System), which is updated almost in real time by NOAA, although regular paper charts will remain with us for an indefinite time. The vessel's navigator will always be required to plot his or her course on a chart, should the electronic source fail in an emergency.

I like to see Chart Updating Workshops being set up in your local area and to encourage members to attend. Included are also Coast Pilot updates as well as Small Craft Facility (SCF) updates. These all can be a great team project with lots of fun during the process! In past issues I have addressed some of the issues involving accuracy, credibility and professionalism when contributing information to NOAA. References to all of this is on the web-site or is being added shortly.

"Now go do the right thing!!!"

**DSO-Materials:** By Matt Epstein

District Materials Article

The District 13 Store inventory has grown and will continue to expand. The newest items are the sew-on insignia for the ODU uniform, including the ball cap and tabs for the blue parka. These sew-on's have a black



A instead of the red or blue A. At this time, the Store has a full selection of these items. The deadline to be in compliance is December 12, 2009. You may order them from me by using the order form on the D13 Materials web site at [http://a130.uscgaux.info/dso-ma/ordering\\_info.htm](http://a130.uscgaux.info/dso-ma/ordering_info.htm). There is also an inventory list of all other items available to order. The D13 Store is your store so let me know what your needs are.

Several members have talked to me about selling their used uniforms and various other Auxiliary items in the D13 Store. To do this, send me an e-mail at [dsoma@d13cgaux.org](mailto:dsoma@d13cgaux.org) with a list of the items you wish to sell and I will make the necessary arrangements. They must still be useable and clean.

At the end of the September District Conference, as I



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**DSO REPORTS CONTINUED FROM PAGE 18**

was leaving on Sunday morning, a person from the Front Desk at the hotel brought to me an Auxiliary jacket with Flotilla Commander insignia. If the person who left it would contact me, I would be happy to return it.

Hope to see many of you at the February District Conference in Clackamas, OR.

**DSO-Public Education: By Keith Harding**

New Member for D13 Education Team

I want to take this opportunity to introduce the newest member of Flotilla 25 and the D13 Education team, "Coastie the Safety Boat". This Coastie is has a National registration number of 048.



The 44 inch Low Endurance Coastie Cutter class is the smallest cutter ever built for the US Coast Guard and the US Coast Guard Auxiliary. It is powered by electric motors operated by remote control, and has independent directional control drive wheels. Coastie comes fully equipped with a full duplex two way voice system (with a voice modifier), water squirter, MP3 player, siren, spot light, running lights and twin antennas. This cutter was introduced to the Auxiliary in 1997 and is still in production by the Robotronics Co. in Springville Utah.



*Coastie fresh out of the box. USCG Auxiliary Photo*

Over fifty of these highly versatile and mission capable cutters operate throughout the United States Coast Guard Districts.

**Coastie's Specifications:**

- Length: 44 inches
- Beam: 30 inches
- Displacement: 125 lbs
- Power Plant: Twin Independent Electric Motors
- Maximum Range: 3 miles
- Maximum Speed: 3.5 knots
- Armament: One 12 volt water squirter
- Range: 25 ft.
- Primary Mission: Youth Boating and Water Safety Education, Safety Fairs and Boat Shows
- Motto: "Saving Lives Through Education"
- Operating Crew: 2 personnel (1 Operator and 1 Instructor)

When you see this little safety boat at work, please take the time to say "hi" and welcome Coastie to the 13<sup>th</sup> District.

Coastie is waiting for invitations to participate in Children's Safety Events. If your flotilla is involved in such an event and wishes Coastie to participate. Contact Flotilla 25 – Sue Stiller or Bonnie Harding. Coastie will come with a Flotilla 25 operating team.

**DSO-Publications: By Patrick Wills**

In 2009 we had several flotillas and one division that never had a PB officer. What a tragic loss of opportunity. Let's insure all PB positions are filled in 2010!



As a publication officer (PB), we get to work with one of the most important miracles in the history of mankind the written word! With this medium we can educate and inform not only people of today, but generations to come. I would like to share with you the following excerpt from the Collective writings by Dr. Hugh W Nibley about this wonderful media.

*"The book is the most remarkable invention ever made, as Galileo says. It is the miracle of miracles. "If anything is to be hailed as the greatest of all miracles, it would cer-*



**DSO REPORTS CONTINUED ON PAGE 22**

## WILDFIRE CONTINUED FROM PAGE 17

But Bertellotti said that Holter Reservoir's ideal location was also a problem because it is a recreation destination.

"You've got sportsmen out there on boats, you got skiers, you got all these other people out there that are potentially interference with this fire activity," Bertellotti said.

Due to the potential problems with crowd interference, Bertellotti said that Fish, Wildlife and Park met with members of the Bureau of Land Management and the Forest Service and decided to ask the Auxiliary for assistance.

"In this case, it was a no brainer," Bertellotti said. He said the Auxiliary is very well trained and have resources like boats at their disposal.

Dean Culwell, who was in charge of one of the Auxiliary boats, said that a big part of the Auxiliary's training has come from the incident command system.

Culwell said that the incident command system is used to decide how to deal with different types of incidents.

"It's a structure; an organization that's been set up for responding to all types of disasters," Culwell said.

He said natural disasters like hurricane Katrina, acts of terrorism and in this case, a wildfire, all fit into the incident command system.

Culwell continued to say that the incident command system also allows different agencies like the Forest Service, Fish, Wildlife and Parks, the Fire Department, police and the Coast Guard Auxiliary to work together.

Culwell said that many of the Auxiliary members took the incident command system training course during the spring and were exceptionally prepared.

"It was very helpful," Culwell said of its application during the wildfire.

Other Auxiliary members felt the same way about their incident command system training and how it worked in the field.

Ed Hutchinson, division public affairs officer for the Auxiliary, said the training prepared him surprisingly well.

"I found it extremely interesting because it looked exactly like the book," Hutchinson said. "When I got out to the command post, I knew what I was looking at. I knew how to tell the various players roles"

Armstrong said that the logistics were so good, that the fire didn't stand a chance.

"The A Team was on it and they are fast with their tremendous logistic support," Armstrong said.

Bertellotti said that the Auxiliary was instrumental in providing support to Fish, Wildlife and Parks during the wildfire.

"They ended up providing us the resources that actually resulted in quick response and eventual fire suppression," Bertellotti said. "They performed exemplary."

Bertellotti said the Coast Guard Auxiliary members are extraordinary individuals that play a substantial part in supporting Fish, Wildlife and Parks as well as other organizations in Montana.

"Fish, Wildlife and Parks are always appreciative of their efforts and the cooperation that they give us," Bertellotti said.

To become a member of the U.S. Coast Guard Auxiliary team in Montana, please visit the following link:

<http://www.mtcgau.com/>

## NUCLEAR RADIATION DETECTION EXERCISE IN PUGET SOUND

*By Andy Rothman, FSO-PB Flotilla 17, District 13NR*

Nearly 100 Auxiliarists joined some 300 law enforcement and first-responder personnel in an on-the-water exercise in Puget Sound to test how well security forces can prevent portable nuclear weapons, or their components, from being smuggled into major population areas aboard small vessels.

"Our objective is to safely identify and interdict radiological or nuclear weapons or materials as far away as possible from populated areas and critical facilities," said Coast Guard CAPT Dave Crowley.

The scenario for the 23 September exercise was this: Intelligence reports indicated an attempt would be made to smuggle nuclear material into central and southern Puget Sound aboard a small vessel. The Sound provides a water-highway to the population centers of Seattle, Tacoma and Olympia and nearby concentrations of U.S. Navy, Army and Air Force installations. To stop the attempt, law enforcement personnel coordinated by the Coast Guard would establish picket lines at three "choke points" enter-

**NUCLEAR CONTINUED ON PAGE 21**

## NUCLEAR CONTINUED FROM PAGE 20

ing the Sound: Admiralty Inlet at the east entrance to the Strait of Juan de Fuca; Samish Bay on the northeast side of Whidbey Island, and Bellingham Bay.

In an actual threat situation, all in-bound small boats would be stopped and screened. For the exercise, though, only designated boats were stopped. That's where the Auxiliary came in, with some 27 facilities crewed by 96 Auxiliarists playing the role of the bad guys. Forming the picket lines were Coast Guard small boats from Stations Seattle, Port Angeles and Bellingham and boats or personnel from U.S. Customs and Border Protection, the FBI, Washington State Patrol, Washington State National Guard and a dozen local police or sheriff's departments. A Coast Guard cutter was positioned at each check point as control vessel.

Auxiliary facilities were sent at intervals toward the picket lines. At an initial stop information was gathered about the vessel and relayed to a second screening boat. In each case the second boat conducted a more thorough screening with hand-held or boat-mounted radiation detectors and then put a boarding team aboard to do a search. If they found anything suspicious a third team was called in to more thoroughly examine the boat. Several Auxiliary facilities at each location carried devices that simulated radiation emissions, and in each case they were successfully discovered by the law enforcement teams.

"All of our personnel did an outstanding job," said Bill Peterson, Maritime Project Manager at Pacific Northwest National Laboratory, which has spearheaded the three-year project. "The portable radiation detection equipment performed as advertised and performance of the light-weight, boat-mounted equipment was tremendous."



*Steve Stein of Pacific Northwest National Laboratory, coordinator for the Samish Bay site, briefs crews at 0730 at the muster site in LaConner. Photo by Andy Rothman, USCG Auxiliary Flotilla 17*



*Police and Coasties search Bolero. Photo by Andy Rothman, USCG Auxiliary Flotilla 17*



*Law enforcement personnel using hand-held scanning devices discover radiation transmitter aboard Auxiliary facility "Bolero" from Flotilla 17. Photo by Andy Rothman, USCG Auxiliary Flotilla 17*



*Everett Police stop Auxiliary facility "Restless III" from Flotilla 17 for screening. Photo by Andy Rothman, USCG Auxiliary Flotilla 17*

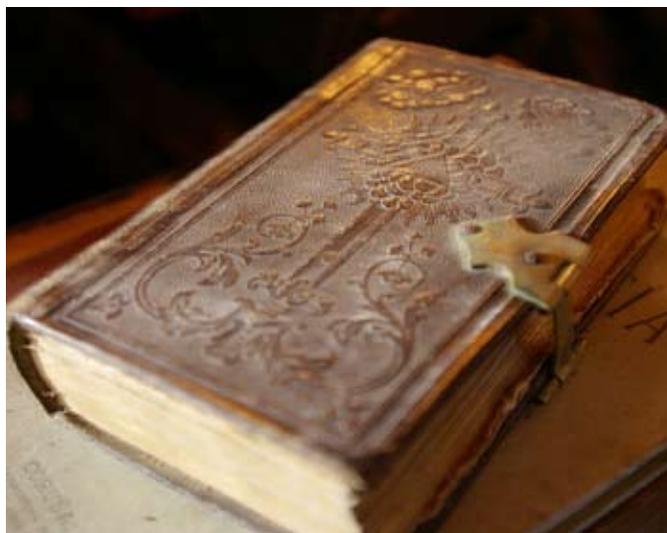


*tainly be writing," he said. In 26 simple symbols you can convey not only what happened and what people's names were, but what they did (you can do that with TV), but their innermost thoughts and most sensitive feelings can be conveyed by these 22, 24, or 26 letters of an alphabet. That's all it takes. Nothing else can do or ever has done that. So writing comes to us as a special message and special emissary. That's where you get this emphasis all the time... They talk about the importance of the record, how it's transmitted, how it's handed down, the characters it's written in, the trouble they have writing it (preserving the pages, etc.), because as they tell us, "This is the only way our knowledge can be preserved." ... The only device that has defeated time and space and it does that, as Galileo says. ...Writing is so minimal, so extremely simple. Any instrument that will make a scratch on any surface will record the most subtle message for any period of time over any amount of space. That's astonishing what you can do. Of course, it has to be a rather permanent surface and things like that, but it's so simple. All you have to do is scratch something on a surface, and you have done it. To read it again you don't need elaborate electronic equipment or anything like that. But the price is this (this is where it comes, of course): How do you unravel it? You don't need an elaborate electronic machine to feed it back into. You have to feed it back into yourself. You have to riddle (to read means to riddle; it's the same word). You have to unriddle what is written there. That's up to you; this is the thing. Reading is an act of faith. When you read, you riddle. You use your wits. That's why to say you've read the Book ...doesn't mean a thing. It's how much you have applied to it here. You have to extract the meaning, and you have to do almost all the work.... But when you are reading, it is just the same thing. What marvels might be there that you are not aware of at all."*

So we have at our finger tips a miracle of the ages with which we can **Tell the Story** of our part of the U S Coast Guard Auxiliary. The conduit to telling the story to your membership is your PB officer. This miracle of writing (and graphic illustration) is their area of responsibility but with a twist. The PB officer is not the author of their products. The creator is the membership of the flotilla, division and district -- each and everyone of you members of the Auxiliary. The PB officer puts your stories to paper (or PDF) and distributes the needed information. Without you there can never be a publication. Your newsletter is the voice of your unit to your membership. This miracle of the ages gives everyone a heads up on what is happen-

ing in the Auxiliary.

Have you written anything today to share with others? Please remember to submit items regularly to your Publications Officer!



*The greatest invention in the history of humankind is the written word, available for generations to read and learn from.*

## SEPTEMBER'S DISTRICT 13 MEETING

*By Chris Mongillo, Intern, DIRAUX*



With September came not only new colors in the trees, but also new leadership, new training sessions and news of a new structure within the Coast Guard and Auxiliary at the biannual Coast Guard Auxiliary District 13 meeting.

Twice a year the Coast Guard Auxiliary conducts an executive committee meeting. Most recently, Coast Guard Auxiliary district 13 had its meeting at the Double Tree Suites in Tukwilla, WA on September 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup>.

**D13 MEETING CONTINUED ON PAGE 23**

**D13 MEETING CONTINUED FROM PAGE 22**

Peter Raiswell, District Chief of Staff for Coast Guard Auxiliary District 13, said they try to bring out as many flotilla staff as they can to the district meetings.

“We bring in as many people as we can under orders,” Raiswell said. “That’ll be the executive committee, which consists of the commodore, the chief of staff, the three district captains, the secretary of records and we also bring in the department chiefs as well.”

Raiswell continued to say the September meeting was a mixture of board meeting, executive committee meeting and training session.

Some of the training sessions that were included on the meeting’s agenda were member mentorship, chart updating and a drop-in computer kiosk.



*CDR Billeaudeaux, DIRAUX*

In addition to training, Raiswell said there were also awards presented for exemplary service.

“There were probably 30 awards handed out in one sort or another,” Raiswell said.

Leo Leonard, the Commander of Coast Guard Auxiliary Flotilla 42, serving the Sequim and Port Angeles areas, provided the following list of award recipients:



*L - R CDR Billeaudeaux, Marilyn Leonard, Steve DeMaggio DCAPT-N, Leo Leonard, Peter Raiswell DCOS, COMO Dennis Hoppman. USCG Auxiliary Photo*

**INDIVIDUAL AWARDS**

- Gretchen Jolie—Commandant’s Letter of Commendation
- Sharon McGouran—Commandant’s Letter of Commendation
- Kevin Ryan—Commandant’s Letter of Commendation
- Guy Thomas—Commandant’s Letter of Commendation
- Peter Kirschner—Commandant’s Letter of Commendation
- Larry Kellis—USCG Auxiliary Achievement Metal



*DCO Hoppmann, DCAPT Coons, DCOS Raiswell*

**DIVISIONAL AWARDS**

- Direct Operations Patrols—Division one
- Member Training—Division four
- Vessel Examinations—Division seven
- Public Education—Division five
- Personal Services—Division two
- Program Visits—Division four
- Navigation Services—Division eight
- Operational Support—Division four
- Vessel Exams—Roland Barkholtz, Flotilla 63
- Program Visits—Vince Debenedette, Flotilla 42
- Operational Support—Charles Lindenberg, Flotilla 11
- Public Education—Karyl Ernsdorff, Flotilla 82
- Operational Program—Ken Babick, Flotilla 73



*CDR Billeaudeaux, John Reseck , DCO Hoppman*

**D13 MEETING CONTINUED ON PAGE 24**

**D13 MEETING CONTINUED FROM PAGE 23**

**FLOTILLA AWARDS**

Flotilla of the Year  
 Fourth place went to Flotilla 73  
 Third place went to Flotilla 11  
 Second place went to Flotilla 19  
 First place went to Flotilla 42 for the second year in a row



*Charles Lindenberg, Flotilla 11, DCO Hoppman*

**PERSONAL AWARDS**

Jeanette Wells—Meritorious Service Metal



*Doug Balkema, DCO Hoppman and CDR Billeaudeau*

**NATION AWARDS**

National Public affairs awards  
 Loretta Randall from Division four, Flotilla 48  
 Division Publications  
 Patricia Salotti from Division one, Flotilla 11  
 Program Visits  
 Vincent Debenedette of Division four, Flotilla 42.  
 This was his second year in a row  
 Program Visits  
 First place in the nation went to Flotilla 42, Division four  
 National Auxiliary Member of the Year—Marilynn Leonard from Division four, Flotilla 42

Raiswell said this was not an election year for the district chief of staff or the commodore. But the three district

captains from the north, east and south were required to run. Raiswell said that Richard Coons from District one won the election for the north, Kathy Goodwin was re-elected as the captain of the east and Melvin Chaput won the election for the south.

“They’re the only elections that took place at the district meeting and next year it will be the three district captains plus the commodore and the chief of staff,” Raiswell said.

Awards and elections weren’t the only action items discussed at the meeting. For the last two years, the Commandant of the Coast Guard, Thad Allen, has been pushing a program called modernization. This program, which would have to be approved by congress, would make changes to the Coast Guard’s structure and help to increase efficiency, Raiswell said.



*COMO Victor J. Connell, ARCO-P and DNACO-R from Pacific Area discusses Auxiliary Restructure*

Raiswell continued to say that the Coast Guard Auxiliary announced at the national convention in Chicago this year that it plans to parallel the Coast Guard’s proposed new structure. “Wherever there’s a Coast Guard admiral, there’s an Auxiliary flag officer of some description”.

Raiswell said that curious Auxiliary members could probably visit the national Coast Guard web site and see a lot of organizational information, but day to day operations won’t change. “The bottom line is within the district, it doesn’t really make any difference. All of these changes are at the national level.”

Raiswell did say that there will be a change in how some sectors are referenced. For example, what is currently referred to as Sector Seattle could become Sector Puget Sound by July. There’s also a plan for Sector’s Columbia River and North Bend, but that won’t happen for more than a year. “Our job is to make sure that we have the right officers augmenting sectors from an operational point of view and a recreational boating safety point of view.”

**D13 MEETING CONTINUED ON PAGE 25**

## D13 MEETING CONTINUED FROM PAGE 24



*Presenting the Colors at District 13 Meeting, Seattle*



*Coastie makes his appearance at the D13 Meeting*

*Photos taken by Daren Lewis, Ralph Javins and Dean Wimer*

## COAST GUARD MEETS WITH CITIZEN'S ACTION NETWORK MEMBERS

*By Chris Mongillo*

Patriotic beachfront homeowners met on Saturday at the Port Angeles Coast Guard station to discuss the details of the Citizen's Action Network and to learn how they can work in conjunction with the Coast Guard to help protect Washington State's coastlines.

The Citizen's Action Network is the brainchild of LCDR M. Andre Billeaudeau, the Director of Auxiliary for the Thirteenth Coast Guard District. Billeaudeau came up with the idea in an attempt to combat the Coast Guard's limited search and rescue resources and the complexity of the state's waterways.

During a Coast Guard exercise, Billeaudeau said that it occurred to him that the million dollar homes that were peppered along the coast could be the last line of defense in helping to spot suspicious activity or boaters in distress.

Billeaudeau asked, "Why haven't they alerted these people who live here about the opportunity to help solve this problem?"

Citizens who are interested in becoming a part of the Citizen's Action Network can expect to be the eyes of the Coast Guard, said Billeaudeau. He added that when there is a long period of time between when an incident happens and when the Coast Guard can arrive on scene, members of the network will be called upon to watch the incident's movement when no other information is available.

Other possible duties of members of the Citizen's Action Network may include aiding navigation or triangulation with other members, responding to the Coast Guard regarding a vessel's location and checking the beach for evidence of false alarms.

Jason Carroll, assistant patrol agent for the Port Angeles border patrol station, who learned of the program more than a year ago, was very impressed by the idea.

"Once you understand the program, it sells itself," Carroll said. "I'm surprised it didn't proliferate on its own."

Carroll was also impressed by the turnout and the dedication of the members of the Citizen's Action Network.

"It's Saturday, it's a nice day here in Port Angeles and these people are devoting their time to come here and talk about what they can do for their country," Carroll said.



*(Photo/Chris Mongillo)*

One of the suggestions that Carroll offered to improve the program was to increase the amount of packaged materials.

"I think having paper materials, things like that, to give out to the members would be a good idea; I think it would be more practical," Carroll said. He feels this way because sometimes the current technological advances don't always fit with that crowd.

Bob Barrett, a member of the Citizen's Action Network, along with his wife, has been members for a little over two years. Barrett feels that the program is very important and should continue to be built upon.

**CAN CONTINUED ON PAGE 26**

## CAN CONTINUED FROM PAGE 25

"It's a vital program; we know that and that's one of the reasons why we signed up for it," Barrett said.

Barrett did suggest that the Coast Guard should offer some additional training to assist in the development of the tools needed for the members to do the tasks that they are called upon to perform.

"The annual training mission is pretty much a redundancy from year to year," Barrett said.

New members of the Citizen's Action Network, Sandra and Anthony Lier, agree that the program is an important one and one that homeowners who live on the beach have a duty to participate in.

"More people who have access to the water should actually participate in this program," Mr. Lier said.

Mrs. Lier feels that it's helpful to the legitimacy of the program that the Coast Guard started the program and is directly responsible for it. Her suggestion for improving the program and getting more people involved centered on the Coast Guard's communication with its members.

Mrs. Lier said that people who call in and report an incident should receive a call-back about what happened so they can have some sort of resolution.

If you're interested in learning more about the Citizen's Action Network or signing up, please visit the following link.

<http://www.uscg.mil/d13/can/default.asp>

## ON WATER TRAINING MANUAL

*Anne R. Lockwood, U. S. Coast Guard Auxiliary  
Director- Education, District Directorate Chief - Prevention - 8CR*

The new On Water Training Manual (OWT) has been updated. The updates include new cross references of tasks to courses now being used: *About Boating Safely*, second edition, *Boating Skills & Seamanship*, 13th edition; *Sailing Skills & Seamanship*, sixth edition. There are minor title changes reflected in the change from DC-E to DIR-E. The new manual can be downloaded from the e-library at <http://cgaxed.org/owt.htm>

To: ALAUX  
From: CHDIRAUX

## CHIEF DIRECTOR FINAL ACTION ON NATIONAL BOARD RECOMMENDATIONS -53/09

1. At the 2009 Auxiliary National Conference, five recommendations were placed before the National Board for vote. The following summarizes the recommendations, the vote of the National Board, and the Chief Director's final action:

a. Recommendation: That new members be required to take a boating safety course as part of their new member recruiting process (this can be extended to the first three months of membership).

National Board vote: **Opposed.**

Chief Director final action: Concur, no further action.

b. Recommendation: That the requirement for the 3-year surface operations requalification conducted by a Qualification Examiner be changed to 5-years. Require an annual sign-off of tasks by an elected leader, coxswain, at any level within the member's chain of leadership.

National Board vote: **Opposed.**

Chief Director final action: Concur, no further action.

c. Recommendation: That the acronym for Division Vice Commander be changed from DVCDR to VCDR.

National Board vote: **For.**

Chief Director final action: Concur, now effective. Associated AUXDATA modification targeted for completion at start of CY 2010.

d. Recommendation: That the Working Blue and Undress Blue-Summer uniforms be discontinued for Auxiliarists as of December 31, 2012.

National Board vote: **For.**

Chief Director final action: Concur, discontinuance of these uniforms for Auxiliarists effective December 31, 2012.

e. Recommendation: That any Personal Water Craft Operator (PWO) who is current in the PWC program, and is also current as an Auxiliary coxswain, would need only 6 hours of PWO underway time to remain current in PWO. This would be subject to the following:

PWO is a secondary qualification to coxswain.

12 hours (or such amount as may be required from time to time) of coxswain underway hours would be required in that year.

The PWO must be current in both qualifications during the calendar year.

The requirement for periodic recertification, as then prescribed, is required for each discipline.

National Board vote: **For.**

Chief Director final action: Concur, effective commencing 2010. Associated AUXDATA modification targeted for completion at start of CY 2010.

2. 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.

3. CG-54211, sends

## JULY 4TH AIR SHOW NORTH BEND

*Jerry Evans*

Basically, here's our story. An air show was scheduled to take place over Coos Bay on July 4th. Group North Bend tasked the Auxiliary to mark and secure an area of the harbor over which the aerobats would fly. This Safety Zone had to be kept clear of all vessel traffic. No small

task because it was an area approximately one mile by half a mile.

Flotilla 51 had only three coxswains available to work the perimeter. One large OpFac was moored at the edge of the safety zone. Two shallow-draft OpFacs were left to roam. I asked neighboring flotillas for any assistance, but they were all committed to their own July 4th events. Kristy & Ken Cates of Flotilla 65 trailered their boat to Coos Bay to help.

The Coos County Sheriff's Dept assigned two shallow-draft vessels to the event. Being federal waters, the USCG had overall control of the event. So, CDR Nancarrow (Surface Ops Group North Bend) stationed a portable comms center at the Mill Casino next to the air show "Air Boss". Surface vessels were stationed at specific points around the Safety Zone.

The show was a great success and the zone was never compromised. After we removed the zone markers and motored clear of the area, we decided that the opportunity existed for a group, interagency photo. We lined up up-river of OpFac Miss Linda, informed that vessel of our intentions, and then motored by in formation.

I especially like the shot because it shows Auxiliary, active duty USCG, and local law enforcement working together. Its not often we get the opportunity to take such a dramatic photo.



*photo was taken July 4th after the air show in Coos Bay. The vessels shown are from left to right,,, OpFac Nordlys, Coos County Sheriff, OpFac Tin Lizzie, OpFac Ramadocka, USCG RBS 25603. The vessels worked under the direction of OpCon, CDR Nicole Nancarrow and provided safety and security for an air show over Coos Bay. A great exhibition with no incidents. USCG Auxiliary Photo from Jerry Evans, FC 130-05-01*

## THE GEM STATE REPORT

Larry Graves, SLO-ID



*Idaho State Capital Building, Boise, ID*

Both Division 8 & 11 were really busy with summer boating and safe boating activities.

I will talk about those activities later in this report.

We also had a drowning in the Boise River from a floater on an inner tube, but that one doesn't count on the boating fatality reports to the Coast Guard. The months of May, June & July have had 3 fatalities each. Boating accidents and fatalities are ahead of last year so far in Idaho. We have 12 fatalities so far in 2009.

August also had 3 fatalities. August 13<sup>th</sup> on Payette Lake in Valley County had a boat crash into rocks (these rocks were well marked) in a marked area even with flashing yellow lights. There were 12 people in the boat and 2 people lost their lives by drowning. The ages were from 2 years old to 64 years old on the boat. NO ONE was wearing PFD's, not even the children. There were PFD's in the boat for everyone, but were still in their new plastic bags under the seats. The 64 year old woman and her 45 year old son drowned. The accident happened at 11:30 pm at night. Alcohol evidently was not a factor.

The second fatality was on August 22<sup>nd</sup> on the Spokane River. The operator of one boat was OUI and hit the second boat. There were 2 people in each boat. Again, no one was wearing a PFD. September has not had any fatalities so far, but the month is only half over.

Our latest boating fatality was on October 14<sup>th</sup>. A boat with fishermen was moving on the swift water and hit a rock and threw two men overboard. One of them was able to swim back to the boat in the swift & turbulent water, but the other one was unable to. His body has not been recovered at this time. It happened on the Snake River in Hells Canyon.

Dave Dahms, BLA; Kim Jackson, Administrator for Public Education IDPR and I met for 2 hours last Monday, August 31<sup>st</sup> to discuss what we can do to help reduce this rampant boating accidents and fatalities. We came up with one joint project idea of direct mail post card mailings. We contacted Dan Shipman, USCG District 13 RBS to see if the CG would help fund the printing and mailing. The mailing would consist of informing them of Boat Safety Education Program and USCG Auxiliary recruiting. These mailings would be to the 90,000 registered boaters in Idaho. Basically this would be a way of recruiting new boat safety

instructors for IDPR as well as new USCG Auxiliary members. Our idea is to get Dan to split the funding with IDPR and the Auxiliary would assist in putting the program together.

The flotillas in both Divisions were really hard to get any report information. They all said they were very busy. Flotilla 87 in Pend d' Oreille, ID provided facilities for the Safety Patrol of the Ironman Competition at Lake Coeur d'Alene. They had Safety Patrol

facilities at both Sandpoint, ID and Priest Lake for the firework displays on the 4<sup>th</sup> of July. One Patrol unit performed a rescue SAR on July 4<sup>th</sup> on Priest Lake. Both the Coxswain and Crew are being recommended for an award.

Flotilla 88 in Lewiston, ID participated in the Buoy Ten Fishing activity and checked 1,064 boats. They did checks for Safety items and boat seaworthiness.

Division 11 had participated in the CAST program put on at the Black Canyon Reservoir in Emmett, ID. The CAST program is for teaching children water safety. They had a booth at the ramp, performed VE's, games for the children and had 3 boats on patrol. This program is in partners with a local Bass Masters Fishing club. All 3 flotillas in Division 11 had patrols every weekend in August at Lucky Peak and Lake Lowell in Nampa.

On a lighter note, I had the pleasure of becoming an Associate Member of WSBA (Western States Boating Administrators Association). I attended their Conference here in Boise on June 22<sup>nd</sup> - 24<sup>th</sup>. There were BLA's and SLO's from 12 Western States including Costa Rica, Samoan Islands and Guam. A few Coast Guard Reps from Washington D.C were present. A separate report was prepared of that meeting and was distributed. District 13 paid the registration fee for me to attend.

Sincerely,



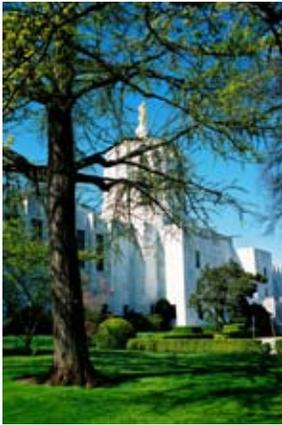
**SLO REPORTS CONTINUED ON PAGE 29**

SLO REPORTS CONTINUED FROM PAGE 28



## HEART OF THE BEAVER STATE

*Leora M Johnson, SLO-OR*



*Oregon State Capital Building, Salem, OR*

It has been thrilling this year to see all the efforts of Auxiliarists promoting the RBS program. All Divisions reported a number of safety booths at fairs, safety days, parades, community events, and VE days.

The really exciting aspect was the cooperation between flotillas to support one another for various events as well as coordination with OSMB's marine deputies, other law enforcement agencies, local communities, and the US Corps of Army Engineers. Division personnel assisted where appropriate. Communication between the various entities has increased. I was privileged to be invited to and attend a number of the Division events.

Working as a team, we accomplished a great deal toward reducing fatalities on the waterways throughout the State of Oregon. We must continue our message of boating safety through Public Education on all levels.

## FROM THE THE TREASURE STATE

*Tommy Cockerham, SLO-MT*



Hi All,

Below listed are Montana Boating Accident statistics as of 10-31-09.

Fatal Accidents- 7

Non-fatal accidents 16

Liz Lodman of the Montana Fish, Wildlife and Parks has offered to pay the registration fee for Montana CGAUX Flotillas to set up RBS booths at several major sport shows throughout the state in 2010. A big thanks to Liz and all the CGAUX members that continue to get the RBS message to the boating public.



*Montana State Capital Building, Helena, MT*

## EVERGREEN STATE NEWS

*Bonnie Harding – SLO-WA*



*Washington State Capital Building, Olympia, WA*

The State of Washington's Boating Program is encouraging the Washington Auxiliary Flotillas to participate in a life jacket loaner program. The State will furnish the life jackets – of all sizes- and signage. This program can be custom designed to the needs of the marina, or event the flotilla wants to sponsor. The ideas are limitless. Washington flotillas, this is your opportunity to be creative. Contact me and I will put the flotilla in contact with the State Boating Program.



## FLOTILLA 130-02-04: "THE HEARTBEAT OF SECTOR SEATTLE"

Story and Photos by Scott Dittberner, Publications Staff Officer (FSO-PB), Flotilla 24



*Photo: Captain Suzanne Englebert (left), Commander, Sector Seattle, assisted by Bob Hays, Flotilla 24, rolls out the concept of the "Heartbeat" of the Coast Guard, with its foundation of: Collaboration – People – Readiness (CPR), at the September 2009 District 13 meeting in Seattle, WA.*

### What an incredible year 2009 has been for Flotilla 24, Elliott Bay, Seattle, WA.

The past nine months have just flown by, starting with the Division 2 Change of Watch (COW) in January, and culminating with the District 13 Annual Meeting in September.

Our dynamic Flotilla has been growing in leaps and bounds, taking advantage of every opportunity to recruit, from the Seattle Boat Show, to Vessel Safety Checks, to Life Jacket Sales, to Public Education, and to our sustained presence at the Alki Point Lighthouse.

Every Flotilla meeting has been full of fun activities ranging from training, to mentoring, to meet and greets, to uniform moments, to guest speakers and special guests. Because we have been growing so fast, and because of the excellent leadership provided by our Flotilla Commander and his capable staff, our Flotilla has been presented with many opportunities to interface with the active duty Coast Guard in many different settings.

Our May 2009 meeting was held on the flight deck of the U.S. Coast Guard Cutter Mellon (WHEC-717). The Mellon provided an incredible venue for recognition of our Auxiliarists, as well as swearing in of new members and staff officers. The Ice Breaker Healy (WAGB-20) provided

a dramatic backdrop on a clear Seattle evening (photo).



*Photo: Flotilla 24 Commander Craig Smith addresses the members during the May 2009 meeting onboard the Coast Guard Cutter Mellon (WHEC-717).*

A surprise guest at the meeting on the Mellon was the Commander of District 13, Rear Admiral (soon to be Vice Admiral) John Currier who stopped by to say goodbye, and to thank us for our service and wish us the best, before departing for his new assignment in Washington, D.C. as the new Chief of Staff for the Commandant of the Coast Guard.

In keeping with this new trend of holding meetings on a Coast Guard Facility, our June 2009 meeting was held onboard the Ice Breaker Polar Star (WAGB-10), which, like the Cutter Mellon, also calls Seattle its home port (photo).

The meeting started out in the Crews Mess (photo), where a video was shown by the officer in charge (OIC) chronicling some of the Ice Breaker's missions to the north pole. The meeting then moved to the flight deck, on the stern of the ice breaker, for an awards ceremony and swearing in of new members.



*Photo: Flotilla 24 gathers in the Crews Mess onboard the Ice Breaker Polar Star, Pier 36, Seattle, WA, June 2009.*

## **FLOTILLA 24 CONTINUED FROM PAGE 30**



Photo: The Coast Guard Ice Breaker Polar Star (WAGB-10) moored at Pier 36, Seattle, WA, June 2009.

July 2009 turned out to be a fantastic month to hold our annual Flotilla 24 picnic at Alki Beach in West Seattle. The food was great, the fellowship was incomparable, and the weather was perfect. The theme of the picnic, and subsequent awards ceremony, was “One Step Forward in 2009”. Step by step, we are always looking forward, always planning ahead, and always ready (Semper Paratus) for new challenges. We also had the pleasure of welcoming a senior officer of the Coast Guard, District 13 Chief of Staff, Captain Anne Ewalt, who stopped by on her way home to share in the fellowship and fun. We had a great time and a good turnout by the Flotilla 24 members and their families (photo).



Photo: Flotilla 24 group shot taken at the July 2009 annual picnic at Alki Beach, West Seattle.

August 2009 would find us “back at the ranch” in our normal meeting place in the Bear Room at Pier 36, Sector Seattle. However, the meeting was anything but “normal”. In keeping with our trend of sharing and collaborating

with the active duty Coast Guard, our surprise guests and speakers were Rear Admiral Gary Blore, the new Commander of District 13, and Captain Suzanne Englebert, Commander, Sector Seattle and Captain of the Port.

Admiral Blore presented awards for D13 Auxiliarist of the Week to Amos Leviant and Rachel Ceballos (photo). Then Admiral Blore spoke about the importance of standing watch, and conducting tours at the Alki Point Lighthouse, due to the high visibility and service provided to the public. The Admiral pointed out that this is one of the few opportunities where the public interfaces with uniformed members of the Coast Guard (photo). Captain Englebert then talked about the immediate need for CGAUX Facilities to support the many Coast Guard “readiness” activities which are planned in Elliot Bay, the Puget Sound and the Hood Canal over the remainder of 2009.



Photo: Rear Admiral Gary Blore, Commander District 13, presents Auxiliaryist of the Week Awards (and challenge coins) to Amos Leviant (FSO-VE) and Rachel Ceballos (FSO-SR), Flotilla 24 in August 2009.



Photo: Rear Admiral Gary Blore, Commander District 13, accompanied by Captain Suzanne Englebert, Commander, Sector Seattle (seated at left), addresses Flotilla 24 members.

**FLOTILLA 24 CONTINUED ON PAGE 32**

## FLOTILLA 24 CONTINUED FROM PAGE 31

We are now approaching the end of this exciting journey of 2009 and find Flotilla 24 at the Annual District 13 Meeting held at the Doubletree Suites in Tukwila, WA, just south of Seattle, in September.

At the meeting, guest speaker and motivator, Captain Suzanne Englebert, Commander, Sector Seattle, introduced the concept of the “Heartbeat” of the Coast Guard, with its foundation of Collaboration, People, and Readiness, abbreviated “CPR” (opening photo).

During her keynote talk, which got people going with an energizing “arm stretch” (photo), Capt. Englebert pointed out how the Auxiliary is the “Mortar” which holds all the Coast Guard “Bricks” in place. She also “recognized and highly commended” District13 Auxiliarists for all the “Wacky” things they are willing to do that no one else in the Coast Guard is able to do, or in some cases cannot do.



*Photo: “We Surrender?” No, its lets get energized and get going, according to Captain Suzanne Englebert, Commander, Sector Seattle, during the opening of the District 13 meeting in Seattle, September 2009.*

Here it is October, and the holidays are rapidly approaching. But, we still have a couple more Flotilla meetings left in this year. And, who knows, there may even be a few more surprises left in 2009, thanks to our dedicated and energetic leadership. Bring it on.

Flotilla 130-02-04, almost 100 strong now, is ready for the new challenges and opportunities that 2010 and subsequent years will bring. Flotilla 24 is well positioned to play an integral role as part of the “Heartbeat of Sector Seattle”. Semper Paratus.



*Photo: No explanation needed (Picnic outfit worn by our DCDR-2 at the July 2009 F24 Picnic at Alki).*

### Background information



*Scott Dittberner, FSO-PB for Flotilla 24, is also a CGAUX National Photo Corps Photographer, Vessel Examiner, and is Boat Crew Qualified. Scott has been in the Auxiliary since February 2002 and has previously held appointed offices as an FSO-VE for Flotilla 25 and SO-VE for District 13, Division 2.*

## AUXILIARY PLAYS BAD GUYS IN U.S.-CANADA JOINT SECURITY EXERCISE

*By Chris Mongillo*

Are we prepared? With the torch lighting ceremony scheduled to kick off the 2010 Olympic Games in February, this is the question Canadian police and military forces in Vancouver are asking themselves.

Although the Olympics signify a positive coming together of nations, there is an unfortunate shadow side. There is a constant threat of terrorism buried within the mind of law enforcement. This is why the Canadian Navy and other

**SPARTAN RINGS CONTINUED ON PAGE 33**



*STRAIT OF JUAN DE FUCA, Wash. - Members of the Coast Guard Maritime Security Response Team perform a vertical insertion on the U.S.S. Cape St. George, Oct. 21, 2009, as part of the Spartan Rings maritime security exercise. The exercise is designed to strengthen military-to-military relationships and improve readiness and interoperability between U.S. and Canadian forces. U.S. Navy Photo*

## **SPARTAN RINGS CONTINUED FROM PAGE 32**

Canadian law enforcement agencies have teamed up with the U.S. Coast Guard and Coast Guard Auxiliary to help prepare them for possible security problems.

Dick Winchip, Coast Guard Auxiliary division one operations officer, said Canadian and U.S. forces participated in an exercise called Spartan Rings in October. The Spartan Rings exercise was designed by the Canadians to help prepare for the upcoming Olympic Games.

Winchip, who also headed up the Auxiliary side of the operation, said the Auxiliary was asked to play a scripted game of cat and mouse with the Canadian and U.S. forces.

“The Auxiliary is just playing the role of the opposing force at this time,” Winchip said.

He said the auxiliary provided three boats and utilized Auxiliary members from flotillas located in Bellingham, Edmonds and Port Ludlow.

Winchip said the three Auxiliary boats were asked to participate in two scenarios each. He said his boat was intercepted during only one of the two scenarios. But he did say his boat was not able to hide during the second situation.

“We were stopped along that way; we saw a lot of activity of Coast Guard and Canadian vessels,” Winchip said.

Winchip said everyone really had a good time and were pleased with U.S. and Canadian conduct.

“The people were very courteous in their boarding and very professional in the manner they went about it,” Winchip said.

The Auxiliary boat out of Port Ludlow experienced almost immediate interception, but it this was not planned.

David Aho, Coast Guard Auxiliary flotilla 41 marine safety officer, said that soon after his crew received their orders to begin their scenarios and left port, they were stopped by U.S. Coast Guard Cutter Osprey.

“They weren’t in the exercise; they didn’t know what we were doing,” Aho said. Shortly after being stopped, they were allowed to continue their mission.

Similarly to Winchip’s boat, Aho and his crew weren’t intercepted during their first scenario. But they were intercepted near the U.S.-Canada border. Aho said they were let go and plugged in a course home, but would be stopped repeatedly.

“We were stopped several times, so they really had the place covered. They were very efficient. In fact, we were looking, looking, looking; we didn’t see anybody and then all of the sudden they were right behind us,” Aho said.

Aho said the Coast Guard was extremely professional and he was impressed by how well everything went.

Mike Allert, Coast Guard Auxiliary flotilla 12 operations officer, said their boat’s scenario required the Coast Guard to use a description of their boat to try and find them.

“As a matter of fact, we were stopped by the U.S. Coast Guard and they just had the description of our boat,” Allert said.

Allert said his boat was intercepted a number of times by both the U.S. Coast Guard and the Royal Canadian Mounted Police.

One thing that Allert said has been a problem with past exercises like this was communication. Making sure communications are functioning properly was a big reason for this exercise, Allert said.

“From my observation on this; everything worked,” Allert said.

*Canadian Coast Guard boat Cape Stuil. Canadian Photo*





To: ALAUX  
From: CHDIRAUX

## PLEDGE OF ALLEGIANCE

-049/09

1. There has been considerable concern recently about whether or not Auxiliarists may recite the Pledge of Allegiance when in uniform. The following is provided to re-iterate and confirm associated policy.
2. There is U.S. Code that addresses the Pledge. It is 4 U.S.C. 4 which states, "The Pledge of Allegiance to the Flag: "I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all," should be rendered by standing at attention facing the flag with the right hand over the heart. When not in uniform men should remove any non-religious headdress with their right hand and hold it at the left shoulder, the hand being over the heart. Persons in uniform should remain silent, face the flag, and render the military salute."
3. Specific provisional language exists in Coast Guard Auxiliary policy. Section 1.A.5.b. of the Auxiliary Manual (COMDTINST M16790.1 (series)) states, "When the Pledge of Allegiance is given, Auxiliarists, in uniform or not, should face the National Ensign and stand at attention with their right hand over their heart." This provision is re-stated in Appendix A.6. of the Auxiliary Manual.
4. It is true that some convention exists among active duty and Reserve ranks to remain silent during the Pledge, if in uniform. However, it is also recognized that the recitation of the Pledge of Allegiance by Auxiliarists in uniform, with their right hand over their heart, has been a traditional mainstay of Auxiliary custom, ceremonies, and meetings, and that U.S. Code does not prescribe a

mandate despite its implication of silence. The option for Auxiliarists in uniform to therefore recite the Pledge with right hand over the heart remains firmly in place, and section 1.A.5.b. and Appendix A.6. of the Auxiliary Manual remain firmly in effect.

5. 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.

6. CG-54211, sends



## PLEASE USE THE MARITIME INFORMATION INITIATIVE

Members of the United States Coast Guard Auxiliary,

As an active Auxiliarist in Division 2 and the greater District 13, you would have had to have been living with your head in the sand over the past two years if by now you had not heard of the Maritime Information Initiative or "MII". Auxiliarist in Division 1, 2, 3 and 4 were once again briefed on the amazing aspects of MII at the Great Northern Area [Training Session \(GNATS\)](#) last week in Oak Harbor. MII is an educationally based online collaboration tool (Moodle Software) used by the USN and USCG's higher learning institutions (the USCG Academy & USN Post Graduate School) as well as your AUX national staff [training](#) program. Paramount for us is that it appears that MII going forward will be a pivotal tool in gaining the information that we require to perform our jobs in the Auxiliary effectively and moreover...is here to stay!

A little history, in 2007, our DIRAUX Office initiated use of MII to improve their communication and enhance their ability to provide "lessons learned, and have an accessible repository for long term knowledge. MII functions in a forum open to ALL AUXILIARISTS in an environment that you often hear referred to as "Web 2.0" or an online source that all can have input and collaboration (blogging would be one example). Within the constructs of MII you will find among other things almost everything that our Director's Office thinks is or may be of value to us in our jobs as Auxiliarist including but not limited to: SOP, Manuals, Videos, Libraries, Q & A, [Chat](#), Blogs, Calendars, Awards, and well as interests of the active duty

**MII CONTINUED ON PAGE 35**

## MII CONTINUED FROM PAGE 34

side such as Seafair.

MII is collaborative, it is transparent and it encourages participation by all. There's nothing like it in the Auxiliary.

About a year ago, the gold side Coast Guard began a service-wide effort known as CGPortal. CGPortal is very similar in approach to MII and more importantly it's going to be open to the USCG Auxiliary nationally within two years. Beginning to use MII now will put all of us that much farther ahead before the implementation of CGPortal for all of us.

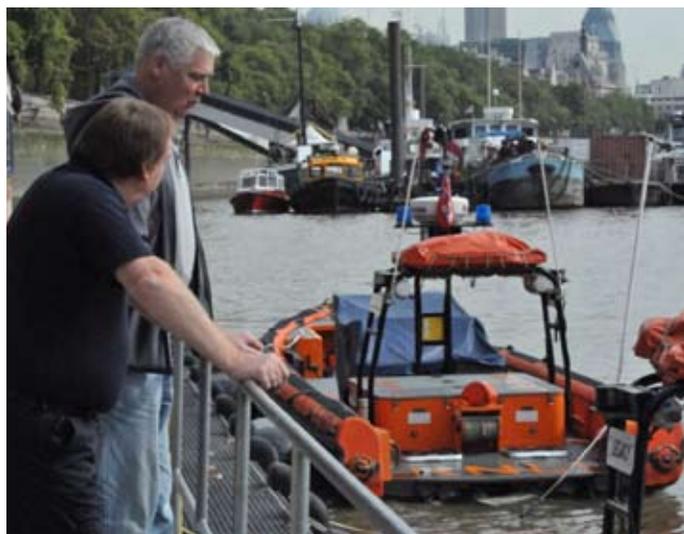
Please become part of the forward leaders in the excellent tool. In order to make the most of a platform like this we need critical mass and active engaged used. Please play a role.

Link to the Portal:

<https://www.chds.us/?special/info&pgm=Maritime>

Attached is a PowerPoint brief with fairly simple methodology to register and use MII as an effective info portal and sharing tool. Please consider using MII to gather and disseminate your data and encourage your fellow members to do the same!

Bravo Zulu,  
John E. Bureson  
Division Commander 130-02  
United States Coast Guard Auxiliary



Royal National Lifeboat Institution boat in London. Photo furnished by Mel and Carolyn Fay of Flotilla 84. See story on page 43

## NEW NRT JOINT INFORMATION CENTER MODEL

*“Collaborative Communications During Emergency Response”*

The National Response Team (NRT), composed of 16 federal Member Agencies led by the U.S. EPA and U.S. Coast Guard, has recently adopted a new “NRT Joint Information Center Model: Collaborative Communications During Emergency Response”.

Adopted in October 2009 as a national role model, this new NRT JIC Model is an all-hazards, NIMS-compatible, voluntary guidance document that replaces a previous JIC model developed in January 2000. The new model was developed by a multi-agency NRT JIC Model Workgroup that included Houston/Galveston Regional PIO Network Co-Chair Chuck Wolf.

The 140-page NRT JIC Model explains what a JIC is, why a JIC is established, and how to set up and staff both a physical and/or virtual JIC. It outlines the structure, processes, functional positions, and roles and responsibilities of JIC personnel.

Intended for both field and EOC use working together under NIMS Incident or Unified Command, the NRT JIC Model lists the qualifications, responsibilities, and position-specific functions of the Public Information Officer (PIO), Assistant PIO/JIC Manager, other Assistant PIOs, and JIC Specialists who may staff a Joint Information Center.

Five Appendices contain position-specific checklists and job aids, information exchange matrices, forms and templates, sample news releases and other useful reference materials.

The NRT JIC Model is available free on the NRT website ([www.nrt.org](http://www.nrt.org)) under the “Guidance, Technical Assistance, and Planning” link in the lefthand menu.

Or you can click on the following direct link to visit the NRT JIC Model page: <http://www.nrt.org/production/NRT/NRTWeb.nsf/PagesByLevelCat/Level2NRTJICModel?Opendocument>

Thomas Nunes  
Deputy Director, Public Affairs



# RECREATIONAL BOATING SAFETY (RBS) AUXILIARY MISSION INCOMPLETE!

*Dean Wimer, DCAPT-N*

Yes, our mission has not been fulfilled! Certainly we have done some good work in specific locations, but have failed to meet the needs of USCG District 13! Please review the following questions:

Have all areas of the District received Boating Safety Education, Vessel Examinations at all boat ramps, Program Visits at all businesses and cooperation with State Boating Enforcement agencies?

Have we surveyed the whole District to determine where all boat ramps are, where all Marinas (large and small) are, what seasons and types of boating activity exists?

Have we worked together across all Divisions and Flotillas, with Sectors, with Coast Guard RBS specialists and Boating Law Enforcement agencies to create a plan of operations that will provide the Coast Guard District with maximum coverage and support?

Have we looked outside of our Flotillas and Divisions to provide assistance to areas where there is no Auxiliary or Power Squadron?

What is our Area of Operations?

Last year the Auxiliary was charged to improve our RBS mission. What did we do? Did we reach out to new areas or did we do more of what we did in the past? I remember one Division leader saying, "If we move personnel out to new areas, our area of operations will suffer more deaths." Have we actually done that poor of a



job that a shift of effort will result in rapid increases in boating accidents?

Are we working with the other boating safety organizations or are we complaining about competition from such groups? What is our objective, making money for our Flotillas or to getting boating safety information out to the boating public? Remember our assignment from the Coast Guard is to get the information out!

How will we be able to achieve success with our RBS mission? First we have to change our mind set! We need to "Taco Bell" our thinking! "Think outside the Box," being creative and motivated! The best way for this to happen is to work together (remember TEAM) across the District. Collaborate between Divisions and Sectors to develop a comprehensive plan of action for the whole District and then commit to implementing the plan.

Our plan needs to provide for evaluation of our efforts. We need measurable goals that can give us good feedback and guide us in adjusting our plan for each following year. Yes this will mean report forms and record keeping. This means weekly activity reports to our Sectors and our Auxiliary Prevention Officer. Reporting weekly is the only way that we can determine what is being accomplished and allow for leaders to adjust focus to meet the areas needing more as-

sistance.

What will be the benefits of our efforts? How about a boost in membership? When we get out to new areas where there has been no Auxiliary program, we will encounter many people who have interests in helping with the mission. Recruiting is always part of our RBS mission. We can build flotillas in these new areas and thus be able to spend more time and effort in our own locale.

When we travel to other areas and work with Auxiliarists, Power Squadron personnel and Marine Enforcement personnel, we learn something new that we can take back to our flotillas. The people we work with will learn something new from us; therefore we all gain and grow in experience.

Last year funds were made available to help move our personnel to the areas where help was needed, but as we experience the current economic downturn, we will find funding will be limited. We all are volunteers and we came to this organization with the give service ethos. Maybe individuals, flotillas and Divisions can help provide funds to help members meet the mission!

Remember, when we work together and share in the costs and effort, we all win, and so does the Recreational Boating Safety Mission!

## SALUTE TO DR. R. A. "DOC" REGIER!

*Joan Otte, FSO-PB, Flotilla 66*

August 16, 2009 was a day to celebrate a birthday of one of our long time members! **Dr. R. A Regier**, a 35 year member of the US Coast Guard Auxiliary, celebrated his 90<sup>th</sup>

**DOC CONTINUED ON PAGE 37**



*Life Ring at entrance to "Doc's" birthday party room. Photo by Dean Wimer*

**DOC CONTINUED FROM PAGE 36**

birthday party with US Coast Guard Auxiliary members, family, members of the community and hospital staff and church. Dan Dail, of Flotilla 66, McMinnville Oregon read an announcement from Lt. Commander Billeaudeau, Director of the USCG auxiliary acknowledging "Doc's" years of service and the achievement. Doc has already completed 150 boating safety inspections this year, as he is still a very active member of the US Coast Guard auxiliary.



*Doc and Or-lue showing off his Vessel Safety Sticker. Photo by Dean Wimer*

R. A. Regier came into the world on July 30, 1919 in a Mennonite community in Mountain Lake, Minnesota. He is currently a long time resident of Dallas, Oregon. During WWII he pinned to join the army but the US Army made him stay on the farm to support the war effort by growing food.

"Doc" Regier stayed land-locked and graduated from the College of Osteopathic Medicine and Surgery in Des Moines, Iowa, in 1955 after attending Creighton University in Omaha, NE and completing his undergraduate studies at Taylor University in Upland, IN.

He served as an intern in Des Moines at the college's hospital for one year before opening a practice in Pocahontas, Iowa in 1956. He remained in Iowa for 8 years before coming to Oregon in 1964. "I originally came here because the climate was a big improvement over the Midwest," he said. After a stint in Forest Grove, he moved to Dallas, where he had a number of friends and relatives.

He retired from his practice in 1989 and dedicated more time to the US Coast Guard Auxiliary. He has patrolled the waters of USCG District 13 as a member of the Coast Guard Auxiliary, Flotilla 68, Salem, Oregon and also enjoyed fishing off the Oregon coast.

Today "Doc" Regier's days are a little more laid back but he still helps out in the community as a member of the Coast Guard Auxiliary, gardening with his lovely wife Or-lue at their home or attending services at the Dallas Evangelical Bible Church.

Dean Regier, his eldest child, and wife Donna Akiyoshi live in Boston, MA. Daughter Winifred Regier, lives near Seattle, WA and grandson Josh and daughter-in-law Jessica live near Doc. Daughter Rosemary Hossenlopp, lives in San Jose, CA. Daughter Jean Falley, husband Scott and children Eric, Evan, Emelyn and Easton live in Helena, MT. Step-son Bruce Boevers and wife Mary live near Denver, CO. Step-son Brian, and wife Sara, live in Minneapolis, MN and Step-daughter Joannell Boevers, lives in Minneapolis.

"Doc" joined the Auxiliary the 19th of November 1974. From 1996 to 2001 "Doc" provided 2806 total hours all missions. From 2001 to current has accumulated a total of 1699 hours all mission. From 1974 to 1996 he was very active but records are not available on AUXINFO.

"Doc" has accumulated the following awards: Auxiliary Examiner Program Ribbon, Auxiliary Instructor Pro-

**DOC CONTINUED ON PAGE 38**

## DOC CONTINUED FROM PAGE 37

gram Ribbon, six Auxiliary Membership Service Awards, Auxiliary Operations Program Ribbon, five Auxiliary Operations Service Awards, Auxiliary Specialty Training Ribbon, eight Auxiliary Vessel/Program Visitor Service Awards, Award of Operational Merit, Coast Guard Bicentennial Unit Commendation, three Coast Guard Unit Commendations, Department of Transportation Outstanding Unit Award, Presidential Unit Citation, Recreational Boating Safety Devise Award, and six Sustained Auxiliary Service Awards.

Congratulations “Doc” on all your years of service to our nation, the US Coast Guard, the USCG Auxiliary and the recreational boating public!

**Be it known to ALL AEA that:**

The vessel R. A. Regier was thoroughly inspected and the following were found:

Navigation Lights: 2, bright, steady &/or twinkling, have covers, located near top of mast.

Horn: soft but audible; can sound all notices.

Anchor: one, of the Orlnu type.

Engine: Needs regular maintenance, fuel efficient.

Global Positioning System: Functioning. Good quality, quick, exact. Good for all boats.

*“Doc” Regier has done many hundreds of VE exams, and continues, furthering the safety of boaters. Therefore, on this day of August 16, 2009, his 90th Birthday Anniversary, this Vessel Safety Check decal is awarded to Doc R.A. Regier by the members of the U. S. Coast Guard Auxiliary, Flotilla 66.*

Happy Birthday, Doc!!!



## GUARDIANS OF OUR OREGON COAST GET A HELPING HAND

*Suzy Nelson, FSO-PA, Flotilla 510*

The Coast Guard protects our coastline, aiding those in trouble. But on Monday, June 29, they needed some help. A call was made to Flotilla Commander, Wil Lampa from Flotilla 5-10 in Pacific City to relieve the regular Coast Guard Yaquina Bay personnel by standing watch while waiting for the air crew from North Bend to fix the problem.

A warning light had appeared on Sunday, June 28 at approximately 11:11 a.m. about three miles south of Pacific City so the crew landed at the Pacific City airport to check it out. The rear rotor gearbox on the tail was malfunctioning, throwing out metal shavings.

Three regular Coast Guard personnel from Yaquina Bay stood guard all night that Sunday at the downed helicopter at the Pacific City airfield. At 7 a.m. on Monday, Wil Lampa, Flotilla Commander of Flotilla 5-10 Pacific City, was contacted to locate two uniformed Auxiliary members to watch the downed helicopter at Pacific City waiting for the air crew personnel from North Bend to arrive.

They continued to stand by after the air crew arrived to fix the problem. The Coast Guard North Bend helicopter flies daily along the coast from its location at the Newport Airport Coast Guard Facility.

Ron Willard, Vice Flotilla Commander of Flotilla 5-10 in Pacific City and Cameron Gogas waited for 8 ½ hours for the air crew to remove and replace the gearbox and test it. Protecting lives and those whose jobs save lives is the function of the Coast Guard Auxiliary.

## MODERNIZATION CONTINUED FROM PAGE 9

build an efficient operating structure of efficient partnerships between sector logistics and other field support units previously attached to the Maintenance and Logistics Commands (MLCs). Additionally, this next phase will establish a peer relationship between the support community and our operational partners that before only existed in the aviation community.

As we transform the way we do business, clear direction and open communication of Coast Guard’s men and women everywhere that will ensure success throughout this evolution. We will continue to ensure our labor-management responsibilities and ongoing dialogue with our unions are a top priority. People at all levels and across the organization are participating in discussions relating to how we can continue to evolve mission support’s operational model. I especially appreciate the open discussions on iCommandant <http://www.uscg.mil/comdt/blog/>, our Mission Support blog <http://www.dcmslog.blogspot.com/>, and elsewhere about these changes. This input is guiding the actions we’re taking now and those that will frame our future strategies. For example, as suggested by an Engineering Chief on a major Cutter, we are preparing the DCMS Users Guide. It will be a desk reference for accessing Coast Guard Mission Support that identifies where to get help for various support-related issues. Approximately one hundred people in the support and operational communities are coming together on seven new integration study teams, what we call iTeams. Chartered by me personally, they are studying ways to better integrate the support community with operations and will provide input that helps define our mission support operating model.

From a field support perspective, the most notable iTeam is the Field Mission Support Delivery Integration Team (iTeam) being led by CAPT Timothy Heitsch of our Logistics Directorate (CG-44). This iTeam will propose the most effective and efficient field support structure con-

## MODERNIZATION CONTINUED ON PAGE 39

## MODERNIZATION CONTINUED FROM PAGE 38

sidering sector logistics and major asset logistics. These areas were not studied extensively during the Version 1.0 review. Half of the team's 20 members represent sector logistics. FORCECOM and the future OPCOM are also represented. The iTeam is reviewing the structure and roles of logistics support elements below the Logistics and Service Center level up to and including the Sector Logistics Department.

The team is charged with:

- \* Delineating Organizational and Depot level support;
- \* Defining the "straight line vs. dotted line" support relationships;
- \* Aligning with the four cornerstones of the Coast Guard Logistics Business Model; and,
- \* Linking to other related studies.

The other six iTeams are studying mission support Headquarters functions, including communications, integration, resources, security, and the role/staffing of the new Asset Project Office (APO).

Multiple options will be evaluated, except for one -- we will not halt our positive momentum. Sector logistics and the aviation community attest that this business model works. It will enhance mission readiness and execution. Through this change, we will forge a better Coast Guard. Our mission support business processes will formalize the effective and consistent delivery of services at all levels of the organization.

All hands must take action to help achieve Modernization's objectives:

1. Take ownership by strengthening relationships between peers in the mission support and operational communities.
2. Take ownership of problems when they arise (vice kicking them over the fence.)
3. Contribute ideas to make the Coast Guard better up your Chain of Command and with your Master Chief.

If the current structure appears immature, it's because we're not done. Change itself is not the goal. We must become a Coast Guard that constantly looks for ways to improve. Those changes are evaluated against our objective, which is to deliver better mission support by increasing accountability, lowering risk, and increasing operational effectiveness. We need All Hands on task everyday to achieve our objective.

Change isn't easy. Improvement is what we're after. Every person at every level may not see immediate changes in

their world of work. The benefits may take time to accumulate. I appreciate the patience of our team, especially their passion for supporting our operational partners as the top priority. I expect that all of you will assume a positive leadership role in implementing Modernization.

The mission support Service and Logistics Centers and their field units are encouraged to foster open conversations with their peers in the operational community. People can submit ideas or questions to [AskMissionSupport@USCG.mil](mailto:AskMissionSupport@USCG.mil). We want the input of our workforce and invite participation by our union partners and other stakeholders to collectively build a better Coast Guard.

Thank you for your continued support of Modernization and for your dedication to help ensure we meet our call to be "Always Ready."

Semper Paratus!

John P. Currier, VADM

Chief of Staff, U.S. Coast Guard

2. 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.

3. CG-54211, sends



*John P. Currier, VADM  
Chief of Staff, U.S. Coast Guard  
USCG Photo*

## “TOGO” Operational facility 191251

By: Edward W. Gould, FSO- Public Affairs and Publications, Flotilla 87

"TOGO" a wooden Bartender 19 foot powered by a 50 HP Honda and the results of a dream and hard work by one man, Guy Thomas, member of Flotilla 87 in Sandpoint, Idaho. The Coast Guard and Auxiliary are about teamwork, but in this rare case the work by one member was the results of his research, persistence and work. Guy was brought up in Maine and New Hampshire and built his first boat at age 13, he always wanted to build another boat and found this kit about three years ago. Guy worked as a design engineer in the aerospace industry for 41 years and that likely accounts for his talents and building ability. Like the star on the N.C.I.S. program Guy worked on the hull kit project in his basement and spent eighteen months bringing "TOGO" to life and ready for her missions on Lake Pend Oreille and surrounding waterways.



The Bartender was first used for U.S. Coast Guard Service over 40 years ago to tend river bars. It is a practical, safe, and economical rough water boat ideal for Search and Rescue and picking up injured parties due to her ability to operate in shallow waters. Additions are planned this winter with a hoist to lift people and animals into the boat. The hoist will work with a life sling and a backboard is being considered. Guy adds wooden boats are never finished and this winter includes a list of additions and improvements as well as fixing a few items he wished he had done differently.

The Bartender's flared sides, canoe stern, and mid-engine are inspired from the dory and contribute to her sea worthiness. The mid-engine handling makes for excellent steering in tight and shallow areas. He wanted a boat that was fuel efficient particularly because of a shortage of fuel docks in his part of the lake and rivers. She uses about 1.8 Gallons per hour at 20 MPH and draws about 15 inches of water with the outboard down. She can operate in 2 feet of water but due to environmental concerns on the river bottom Guy doesn't, if need be, he uses an old fashion paddle. He adds we go to steering at about 3 feet. Her weight is estimated at 1000 lbs including the outboard. The maximum number of people she can carry is 4 thus leaving capacity for equipment. The design makes a fast dry boat that can take most seas and rides without a lot of pounding. "TOGO" is used for patrols, search and rescue particularly in the shallow river areas where larger boats can't gain access. She also has been seen at the Sandpoint 4th of July Parade, The Bonner Mall and The Wooden Boat shows where she is used for Auxiliary recruiting and to give the boating public a point of interest and an opportunity to discuss boating safety.

More about this boat can be seen at: <http://bartenderboats.com:80/index.htm>

TOGO has been on a number of missions but her baptism and proof of her and her

**TOGO CONTINUED ON PAGE 41**

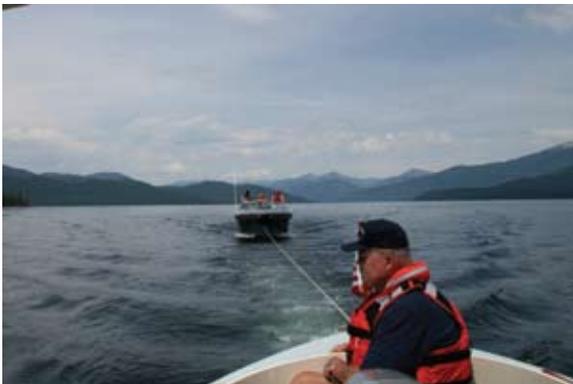
## TOGO CONTINUED FROM PAGE 40

crews ability came over the 4th of July weekend on Priest Lake, a remote area of northern Idaho. Over the last 15 to 20 years the Coast Guard Auxiliary has occasionally gone to Priest Lake to conduct Safety Patrols, teach Boating Classes and inspect Aids to Navigation. With our manpower stretched to the limit it's difficult to take on patrol duties in that remote area of North Idaho. This year Flotilla 87 was determined to help on the lake over the 4th of July weekend and evaluate the need for an Auxiliary Detachment on Priest Lake.

Saturday July 4th, "TOGO," manned by Guy Thomas and Dave Hancock, started their patrol at 1500hrs. Approximately 1600hrs they copied a "May Day" from a vessel on the upper lake. They answered the mayday, however got no response. The vessel in distress kept repeating his "Mayday" but did not respond to Auxiliary radio calls. The crew decided to search for the source of the "Mayday" and continued to the upper lake still answering the "Mayday." En route the crew talked with several members of the boating public, who expressed a belief that the "Mayday" calls were prank calls from kids. The Auxiliary crew decided to continue their search and 15 minutes later the crew located a capsized 17 foot sailboat and took four people out of the water.

After discussing with the owner what to do about the capsized boat they attempted to take the sailboat under tow, this did not work as the sail was extended and dragging under the water. Guy and Dave talked it over with the owner, Dan Smith and Dan re-entered the water and tied a line to the far side of the sailboat. Guy Thomas, Coxswain applied power to "TOGO" small but mighty, pulled the sailboat upright and towed to the nearest shoreline where the boat was then bailed out. Another boater, seeing the activity, picked up the rudder, tiller as well as other floating items from the sailboat, and brought them to the Auxiliary Vessel. Later, they determined the reason Mr. Smith did not copy the Auxiliary response was he had his volume turned down on his VHF radio. (Lesson learned) The sailboat, owner and guest were then towed to Lions Head camp ground, where they originally launched from.

Sunday, July 5th "TOGO" and her crew were back on Priest Lake at 1200hrs and were patrolling the north end of the main lake. At approx 1305hrs they copied a distress call from a boater, Perry Smith, who had lost power. They responded to the boater and found them around 1315hrs. The boat a 23 foot power boat with six persons on board was towed back to their launch site. In two days the Coast Guard Auxiliary potentially saved two boaters around \$40,000 combined; removed four people from the water and returned six people and a disabled boat to shore. Prior to launching Guy and Dave performed ten Vessel Safety Checks and the most revealing issue in the inspections was



five of the boaters didn't know where their fire extinguishers were. And, they blamed their wives for misplacing them!

TOGO CONTINUED ON PAGE 42

## TOGO CONTINUED FROM PAGE 41

August 1st was the annual Long Bridge Swim held in Sandpoint. Members of Flotilla 87 were joined by Flotilla 84. Our assignment was to assist the Bonner County Sheriff's Marine Division in protecting and assisting the participants in the annual water sport. TOGO's design came into use as her designed allowed shallow water operation and TOGO and crew were able to transport swimmer to the First Aid tents location on the beach. The Auxiliary removed and transported seventeen swimmers from the water as they requested assistance. In all TOGO is off to a proud start representing the Auxiliary and her owner.



*Photo above by: Carolyn Fay, FSO-PA  
Other Photo's furnished by: Guy Thomas boat's owner*

*Footnote: This article is about TOGO, but the Auxiliary had five facilities on line that day. The success of the missions was dependant on the teamwork between these two Flotilla's. Thank you Flotilla #84.*



*Coast Guard Albatross, 1951-1983 by William Ellsworth*

*This amphibious plane was able to take-off and land in sheltered waters and stop in less than 900 feet. On at least one occasion it took off in seas as high as seven feet.*

## RNLI STATION TOUR, LONDON ENGLAND

*Carolyn and Mel Fay, Flotilla 84*

The water is dark and murky with the Thames about 8C year round (or about 46 degrees). The Royal National Lifeboat Institute (RNLI) station is located next to the Waterloo Bridge, downtown London between the Westminster Bridge and the Blackfriars Bridge on the Thames. This RNLI station is also known as “The Tower”, or simply “the station”.

When Mel and I, were visiting the station we happened to get there as the tide was going out, and you could see that there was a horrific current. This tidal cycle was called the Neap Tide~which is the lowest tides, which are caused by the earth, moon and the sun all lining up. Today’s tide was the lowest... with a 7.3 Spring tide... It was interesting to see them using the planets to determine the tides.

The RNLI is not the Coast Guard, but they are one of a few lifeboat stations located around England. The RNLI bought the station from the London Police in 2002 for 1 pound (about \$1.50 US), where it was then renovated into the present Tower Lifeboat station. They do work with HMS Coast Guard when they are summoned at the Lifeboat station by a phone call with requests to respond. This station is the only full time manned station with 24/7 shifts. They work 4 days on and 4 days off, 12 hour shifts. They have at the station 10 paid full time staff and 14 volunteers that have been trained to work with the full time employees. And just for your information, there is 1 full time female Helmsman and 8 female volunteers. They have 1 Helmsman and 3 crew per boat. They have a board with the people’s names and all the qualifications as an Auxiliarist they must have. That list is as long as the Coast Guard’s Qualifications for boat crew or Coxswain would be. No wonder it takes them so long to accomplish everything, just to become an Auxiliarist.

There are 2 lifeboats stationed here at the Tower Station and there are only 6 boats total that are within the UK. The Tower Station alone handles between 300 to 400 response cases a year, in their 14 miles of AOR (area of responsibility). The lifeboats are 9 meters long or about 30 feet long. They also have surf boats (like the US Coast Guard 47 foot boats), but the surf boats are not stationed here at the Tower station. In comparison to our crew and coxswain... if there is no cabin on the RNLI boat you are called a HELMSMAN... if there is a cabin on the boat you are called a COXSWAIN.

Two weeks ago they Hand on the Thames, a “Dragon Boat” race. The Tower ended up pulling out of the water 96 people. The racers and the race community had forgotten about the larger tourist boats, the marine traffic and the wake caused by all the larger activity. So they ended up pulling out 96 people in one afternoon. Sometimes they pulled them out more than once. The stress, “Always consider Marine traffic when planning water events”. Another large problem they have is people jumping off the bridges and the larger marine traffic hitting the smaller boats. FYI: Helo’s are not allowed to fly over the city (except for Police Helo’s) so they have to follow along the river. They also do not use flares here as it would be too damaging for the pilots, as they have an approach that follows the Thames.



*Royal National Lifeboat Institution  
Tower Lifeboat  
Victoria Embankment, Westminster  
Photo by Mel and Carolyn Fay, Flotilla 84*



*Shot of the RNLI station from Embankment Street, London  
Photo by Mel and Carolyn Fay, Flotilla 84*



*RNLI equipment.. helmets and dry suits  
Photo by Mel and Carolyn Fay, Flotilla 84*

DEPARTMENT OF HOMELAND SECURITY

## United States Coast Guard Auxiliary

DSO-PB District Thirteen

Ranchito Dorotea

25065 Starr Creek Road

Corvallis, Oregon 97333

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**DISTRICT 13 USCG  
AUXILIARY TODAY**

*USCG Auxiliary facility in North Bend for air show July 4, 2009. USCG Auxiliary photo from Kristy Kates, Flotilla 65*