

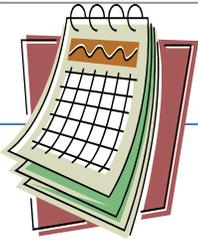


4-Every-1, the Flotilla 41 Newsletter

United States Coast Guard Auxiliary, District 13, Division 4, Port Ludlow, WA

March, 2009

Volume III, Issue 3



UPCOMING EVENTS

- Sat., March 21
**Sector Seattle
 Auxiliary Operations
 Training Day**
 0930
 Pier 36, Seattle
- Tues., April 7
Staff Meeting
 1000
 Pleasant Harbor
 Marina, Brinnon
- Wed., April 8
Flotilla Meeting
 1900
 Port Ludlow
 Fire Hall
- Sat., April 18
**Hard Hat Tour of the
 Northwest Maritime
 Center**
 1230
 Contact Kevin Ryan
- Sat.-Sun., May 23-24
Brinnon Shrimpfest
 Fl. 41 booth



Notes from Flotilla Commander Langjahr

The recent tragic incident off Clearwater, Florida that took the lives of three people – two of them NFL players – reminds us of the importance of wearing life jackets. The Associated Press reported that one of the victims dove under the capsized boat to retrieve the life jackets on board. We know that it is very nearly impossible to don a life jacket while you are in the water. If these men had been wearing life jackets before their vessel capsized, it is possible that

they would all be alive today.

At our March flotilla meeting, we heard two of our most experienced members tell how they recently fell overboard during calm, routine operations. One was still at the dock when it happened. A fall overboard can happen to any of us and in our cold waters hypothermia can set in quickly. We all have seen the Coast Guard statistics: it is estimated that 80% of boating fatalities could have been avoided if the person had been wearing a life jacket. Sure, we all wear our PPE during patrols, including dry suits or exposure suits, but most of us don't always wear life jackets when we are not on patrol.

To expect boaters to always wear life jackets whenever on the water is probably unrealistic. However, there are situations where we should don our life jackets:

- Whenever the weather starts to get rough. If you wait for the weather to worsen, it may be too late. What constitutes "rough" is relative to the boat's ability to handle waves and disperse water that comes on deck. A rule of thumb: if the boat is rocking uncomfortably, it is time to get out the life jackets.
- Whenever you are on an open boat of less than 25' in unprotected waters. A large wave or wake can hit without warning and could capsize the boat or send a passenger over the side.
- Whenever you are on deck with low railings or lifelines. If you lose your balance, you want to have something to keep you from falling over. Generally, any rail that goes up to your waist is safe. Between your upper thighs and your waist is marginal and below your thighs is a definite place to wear your life jacket. Also, look under the railings. If there is enough room for your body to slip through, wear your life jacket.
- Washington law requires that all children 12 years old and younger on boats less than 19' must wear a life jacket when underway in an open cockpit. But, it should be a practice for them to wear a life jacket on any boat when on deck.

National Football League players Victor "Marquis" Cooper and Cory Smith along with former University of South Florida football players Will Bleakley and Nick Schuyler were typical boaters, except for their fame. They set off confident in their knowledge and boating skills, but were overpowered by the weather. Don't let this happen to you or your friends.

LIFE JACKETS SAVE LIVES



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Flotilla 41 Announcements

Flotilla 41 Meeting

0700, Wed., April 8th
Port Ludlow Fire Hall

Speaker Auxiliarist Sonya Quitslund will discuss AUX-AIR missions and requirements for becoming an air observer.



Hard Hat Tour of N.W. Maritime Center

Saturday, April 18, 2009
12:30 pm

The Northwest Maritime Center is under construction on the waterfront in Port Townsend. We have scheduled a "Hard Hat" tour for Auxiliary members and families.

The location of the construction site on Water Street near Hudson Point will be obvious. If you have not signed-up at a Flotilla meeting, please call Kevin Ryan 437-7996 or email KSRyan@ecryan.com so we will have an accurate count before we show up.



In Memorial John Van Zonneveld

I am sorry to report that John Van Zonneveld passed away March 11th. When we learn of the memorial service, I will pass that information on.

John made a big impression on all of us in the short time he was with our flotilla and he will be missed.

FC Joe Langjahr

New Members

Say hello to our new members Bill and Barbara Schaeffer. They are interested in paddle craft (kayak) activities. Simeon Baldwin introduced them to Flotilla 41.

Patrol Data*

2009	Total No.	Total Hrs.	Large Facility Patrol Hrs.	No.	PC Patrol Hrs.	No.
January	4	12.5	5.0	1	7.5	3
February	9	41.8	30.0	4	11.8	5
March ¹	3	8.1	0.0	0	8.1	3
	===	===	====	==	=====	==
YTD	16	62.4	35	5	27.4	11

* Not all hours are currently shown in AuxData

¹ March data through Mar08



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United States Coast Guard Auxiliary, District 13, Sector Seattle, Port Ludlow, WA



Operations? What is that?

“Operations” is one of our main cornerstones in the auxiliary, but what does it include?

Over the years since 1941 when we started as a civilian arm of the Coast Guard the operation mission has changed from the main mission of the AUX to one of many missions.

Operations include the boats we make available to the Coast Guard and the radio station we man in case of an emergency or Coast Guard radio failures, (which seems to happen several times a year).

Fourteen years ago when I joined the AUX Flotilla 41 would be called out seven or eight times every year to go the aid of a boat in our vicinity and tow it in. With the advent of Vessel Assist, and a lawsuit against the Coast Guard for the “Right to Work,” we can no longer assist another vessel unless there is immediate danger to the vessel or the people on it. Because of this change in the law our mission also changed. We very seldom ever tow anyone (except in practice).

Our on the water missions now seem to be to look at old boats that have or may sink and cause a pollution problem (Operation Track Compactor). Checking the Aids to Navigation, look for pollution in sensitive areas, and to visually check from the water a list of possible targets for a terrorist attack. I personally miss the ability to help my fellow boater when they are in trouble. Sometimes progress goes beyond my understanding, but then it is a government operation, I shouldn't be surprised.

The radio station we man generally stands in for the Coast Guard several times a year for a few hours, which they repair a problem with their communication station. Don Millbauer has set up a station in conjunction with the Port Ludlow Fire Station that can cover our entire area on several channels at the same time due to multiple radios.

We also have a mobile radio that can be moved very quickly to any location where it might be needed.

Flotilla 41 has a very active operations program. We average between 90 and 120 “on the water” patrols a year for the Coast Guard including acting as boats that are disabled, terrorists, or carrying drugs for the “Guardians” to train with. Hopefully their training with us will help to save their lives when they encounter real life situations, which put them in harms way.

As I look back on the last 14 years I really miss the nights when either I or Peter Becker would get a call at 0200 from the Coast Guard and tell us there was a boat off Foul Weather Bluff in trouble, “could we go get him?” We would use his boat or mine and go bring them into Port Ludlow at 0300 or 0400 and feel like we really did something important; (there is nothing as pathetic as a hero out of work).

Now when I go out I feel a little like an insurance policy. I really need to be there but the best thing that can happen is that I'm not needed.

FSO-OP John Reseck



On Reporting Training Time

Many of you have asked about the correct way to report time spent as an attendee at or as an instructor for an Auxiliary class. Also, some may be confused about the difference between an official “Workshop” and a regular Auxiliary training class.

In the Auxiliary, the title *Workshop* is reserved for required National Workshops such as the 8 Hour Team Coordination Training and the Sexual Harassment Awareness Workshops. When one of these required National Workshops is held, it is the responsibility of the lead instructor to complete a form 7039 (Workshop Mission and Attendance Report). The 7039 is in lieu of a 7030 (Mission Activity Report). The instructor, any aides and attendees are listed on the 7039. Any related prep and travel time is reported on a 7029 (Member Activity Log).

In all other cases of member training such as local Operational Member Training, reporting is as follows:

Instructor, instructor aide, and trainee instructor time is reported on form 7030 (Mission Activity Report)

All student time in the class room and in studying for a course is to be reported on the 7029 (Member Activity Log) .

Instructor prep and travel time is reported on the 7029 (Member Activity Log)

FSO-IS Ed Taylor



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Meet FSO-SR Bill Davis



I am a native Washingtonian, a triplet (okay, I was first and my brothers are Ed and Dick) born and raised in Seattle in a little suburban development call Windermere; our father was an early American Literature scholar at the University of Washington. Playing on the

beaches of Vashon Island and Shaw Island in the San Juan's, fly fishing with dad, and small boat sailing at Hidden Valley Camp (somewhere east of Everett), and water skiing at Priest Lake and on Lake Washington were my early experiences with water. Of course, being local it is a cultural requirement to learn to swim at an early age.

Following a four year high school sojourn in Victoria, BC, at University School (now called St. Michaels' University School) I attended Central Washington State College (now called a University); graduating in 1971 with a degree in Geography. From 1970-76, I also served in the US Air Force Reserves (McChord Air Force Base) as Air Transportation Supervisor responsible for vehicle training and certification of squadron personnel.

Following post-graduate studies at Western Washington State University in regional and environmental planning, in 1976 I finally started my professional career as the Town Planner for Coupeville on Whidbey Island. While the locale was and is superb, the salary left a little (a lot) to be desired, so, I departed for eastern Washington where I spent twenty years in Richland doing what I call 'making democracy work at the local level.' I held various positions from Environmental Planner (administering the Shoreline Management and State Environmental Policy Acts (SEPA for you acronymites) to Assistant and Associate Planner, to Deputy Director and Economic Development Manager.

Projects of interest included Yakima River Floodplain Management Program, relocating off-road vehicle (ORV) activities off the floodplain (especially during nesting season), re-design of the Columbia Point Boat Basin and Sham-Na-Pum Golf Course, development at Horn Rapids (including a links

course, business park, small business incubator), and collaborating on the development of the W.S.U.-Richland Campus

During my eastern WA time I pursued several hobbies, including snow-skiing, stage work (light-opera and drama), running and scuba-diving. I bareboat chartered for several years from Anacortes Yacht Charters, including coordinating and leading a five fleet charter into the San Juan Islands (my nickname then was Capt. Corona).

In 1995, following some consulting work, including teaching a class at City University on Environmental Economics, I returned to the Puget Sound area to be closer to my immediate family. I worked for the Mayor of Enumclaw for four years as the Planning Manager and Economic Development Manager, including developing the first off-site wetland mitigation program in the state. With the achievement of my professional certification in economic development (okay, its CEcD for your acronymites) from the International Economic Development Council in 2000, I spent my remaining professional years as a consultant to Kirkland, North Bend, Anacortes as well as collaborating on tourism and convention center feasibility studies in the state.

In 2005 I moved to Port Hadlock to be closer to the water and friends and to leave the congestion of Seattle behind. As both of my brothers still live in the Seattle area I do venture across the pond to remind me of why I am here and not there. Occasionally I work, including crushing, bottling, shipping and, of course, pouring at some wineries. Currently, I am assisting the Ajax Café with improvement to their wine list, and development of winemaker dinners for the future. My hobbies still include running (did my first full marathon in Athens, Greece in 2004), folk music, wine and culinary exploring with family and friends, scuba-diving, back-packing, snow-skiing, and theatre with some acting, and crewing on the Elmore.

As your new FSO-SR I bring my staff liaison experience to the table (including the acronym hat) and hope to gain more knowledge and fellowship from all. Additionally, I am serving as your Division PAO, which will require more learning and opportunity. In closing, my values are embodied in the acronym ARFF: Achievement-Respect-Freedom-Fun! Livestrong & ARFF-Bill



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Heard at the Flotilla Staff Meeting



FSO-MT Phil Keys solicited suggestions for the next AuxOp class. As FSO-PB he announced that the FSO-MA will help with the flotilla newsletter.

FSO-MS David Aho announced the Assistant Oil Spill Observer position.

FSO-OP (PC) Simeon Baldwin stated that patrols are down 70% from the same period last year. An aquatic preserve will be established around Protection Island.

FSO-PS Kevin Ryan announced news members Bill and Barb Schaeffer. He also announced that there will be a hard hat tour of the Northwest Maritime Center at 1230 on Saturday, April 8th. We now have to return the Port Ludlow Fire Hall meeting room back to a standard arrangement after we use it. Also we can no longer use the closet to store our stuff.

Dues have been paid to National and District 13 for fifty-five members.

The FSO-MA is placing an order with the Auxiliary National Supply Center for material for the booth at the Brinnon Shrimpfest.

FSO-VE Dick Moore stated that Vessel Examiners will hand CO decals and a booklet of state regulations. They plan is to cover yacht club rendezvous at local marinas.

FC Joe Langjahr stated that District 13 is increasing their dues by \$15. We will need to evaluate increasing flotilla dues for 2010. The rationale for the district dues increase isn't known.

There will be a callout exercise on March 15th. Upon notification, coxswains will call their crews to assemble at their facility. An observer from the flotilla will determine when the crews get there.

There is a Sector Seattle Surface Operations meeting at

Pier 36 on March 21st. All operations personnel are urged to attend.

All patrols (including kayak patrols) have to report the risk assessment GAR number when the patrol is started.

FSO-IS Ed Taylor explained class attendance reporting. See *On Reporting Training Time* on page 3.

IPFC Dee Meek told us that the *Elmore* is in the poster for the 2009 Wooden Boat Festival.

The number of patrol orders being issued has been reduced. Sector Seattle will start issuing orders for all surface operations in the sector.

FSO-PE Dan Johnston reported that ten students attended the PE course last night.

FSO-PA Ian McFall will present the 2009 budget at the flotilla meeting.

The Brinnon Shrimpfest is May 23-24. The flotilla will have a booth there at the Dosewallips State Park. Shrimp season starts May 2nd. The *Elmore* may go to Pleasant harbor on May 9th.

The April 7th staff meeting will be at the Pleasant Harbor Marina.

In honor of the *Elmore's* participation in a night training mission, IPFC Dee Meek was presented with a "necklace" of miniature liquor bottles.





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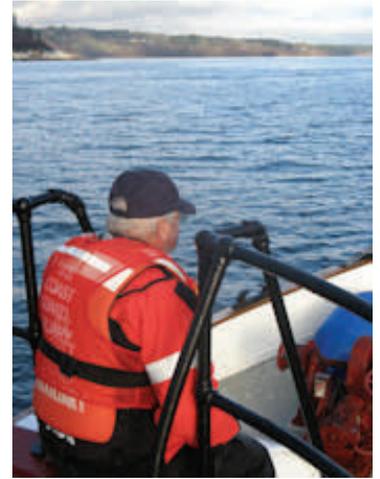
United States Coast Guard Auxiliary, District 13, Sector Seattle, Port Ludlow, WA



Dee Meek before patrol



Dan Johnson at the helm



Jim Zard as forward lookout



Don Millbauer overseeing pilotage



Removal of davit sling when kayak is in the water (photo by Jim Zard)



Jim Zard, leading a tour on the *Elmore*



Skipper Dee Meek applying updated decal



Jim Zard and Dan Johnson discuss mission



Dee Meek and Dan Johnson discussing the mission

Flotilla 41 Patrol on the *Elmore* at the Historic Tug Boat Display and tours at adjacent South Lake Union Historic Ships Warf on Sunday February 8, 2009. Photos by Simeon Baldwin except where noted



District 13 Announcements

Sector Seattle Operations Training Day

Date: **March 21, 2009**

Time: 0930

Place: Pier 36, Bldg 4(New Command Bldg), Rainier Room.

To: All Coxswains, Facility Owners, leaders and those interested in Auxiliary Operations

Please join us for a great day of preparation for the new patrolling year. The day will include a review of the Operations Instruction from Sector Seattle for 2009 and an Operations Workshop. The Operations Workshop is a local requirement of Sector Seattle this year. This is best time to have this completed. (The training will also be offered in other venues such as GNATS).

Capt Englebert, Commanding Officer of Sector Seattle, will be there to talk to us.

We will get brief from Intelligence officer Clint Coven on how to Venue View.

We will do the required Operations Workshop and The TCT Workshop will be given for those that need it.

Schedule:

0930 to 1130	Operations Instructions for 2009
1130 to 1230	Lunch at the Galley
1230 to 1400	Operations Workshop
1400 to 1500	TCT Workshop

We request that all Coxswains and Facility owners, for which Sector Seattle is the Order Issuing Authority, attend this meeting.

Semper Peratus

Noel Paterson
Response POC

NOAA Presents 2009 Pacific Northwest Weather Workshop

Friday, March 20 -- Saturday, March 21, 2009
NOAA Western Regional Center, Seattle WA

THEME: Weather of the Pacific Northwest

DATES: March 20 and March 21, 2009 (Friday and Saturday)

LOCATION: NOAA Western Regional Center, Building 9 Auditorium

TIMES: 1 pm Friday through 4 pm Saturday (tentative times)

The Pacific Northwest Weather Workshop will be held Friday and Saturday, March 20 and March 21, 2009, at the NOAA Western Regional Center, Building 9 Auditorium, at Sand Point in Seattle, Washington. This annual conference, sponsored by NOAA's National Weather Service, the University of Washington, and the Puget Sound Chapter of the American Meteorological Society, covers recent developments in weather forecasting and observational technologies, major weather events of the past year, and topics dealing with Western U.S. meteorology.

The 2009 meeting will be open to all topics dealing with Northwest weather and climate. It will start Friday, March 20, at 1pm and will continue through the day on Saturday. These are tentative times and will be updated and finalized dependent upon the final number of submissions.

Registration will be \$30 for regular attendees (\$15 for students) and will include lunches, afternoon and morning refreshments, and a pre-print volume. We will also have a Friday evening banquet (for an additional charge of \$35) and a special presentation.

For details, see <http://www.atmos.washington.edu/pnww/>.

For more information contact: Brad Colman/Kirby Cook, NWS Forecast Office, 7600 Sand Point Way NE, Seattle, WA 98115 (206.526.6095 x222/224, brad.colman@noaa.gov, Kirby.Cook@noaa.gov), or Clifford Mass, Dept of Atmospheric Sciences, Box 351640, University of Washington, Seattle WA 98195 (206.685.0190, cliff@atmos.washington.edu).



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National



Patrol Report Forms Updated.

This is an Announcement from the CGD Thirteen AUX Tasking community. Patrol Report Forms for Northern

and Central-South Puget Sound have been updated. New forms are available on the Homeport SECSEA Surface Operations Documents page. Please shred your old forms and use the new ones for all future reports.

To access the announcement, please log on using the community URL

<https://homeport.uscg.mil/community/CGD13AUXTasking>.

Noel Paterson
Response POC

District 13 coxswains should have Homeport access—ed.



Auxiliary Telecommunications

During the District Conference, I attended the Auxiliary Telecommunications Presentation.

Below is an introduction which explains this new program and to it's relationship to AUXCOM.

This is an excerpt from the Auxiliary Telecommunications Operator Specialty Manual.

Radio communications in the USCGA have undergone extensive changes in recent years, and continues to evolve. The advent and use of new technologies and implementation of Rescue 21, the implementation of GMDSS (Global Maritime Distress and Safety System), and new roles for Auxiliary post-911, have driven many of these changes. In many areas of the country Auxiliary communicators are functioning as watch standers from their fixed or mobile Auxiliary stations, either as a regular shift activity or as ad hoc communicators. When functioning in this manner, these Auxiliarists are the voice of the Coast Guard to the boating public.

In addition, many stations and operators fulfill key mission requirements when holding guard for Auxiliary and Coast Guard vessels and aircraft. Some specially authorized Auxiliary Radio facilities are also providing direct operational support to CG Communications Area Master Stations (CAMS) and Communications Stations with operations being controlled solely by Auxiliarists are currently performing tasks and fulfilling duties for which this program no longer provides adequate training or guidance.

The qualification of Auxiliary communicators must be better linked to actual telecommunication operation with minimum standard for such operations. Certification must be based on successful accomplishment of given tasks, as in other Auxiliary programs. Operators may then be qualified and certified with assurance that they have been trained to standard.

This standardized level of qualification will allow increased interoperability with Coast Guard units and other agencies and will allow improved response capability during contingency operations.

The qualification detailed in this Standard is not related to the AUXCOM specialty as a part of AUXOP program, but rather is an entirely new qualification program within the (Operations Response) Department of the Auxiliary.

Current "comms" eligibility based upon completion of the AUXCOM class accomplished prior to the effective date of this Standard will remain in effect indefinitely.

Individuals currently "comms" eligible are encouraged, but not required to meet the qualification detailed in this Standard.

After the effective date of this Standard, completion of the qualification detailed in this Standard is required of all new communications qualifications.

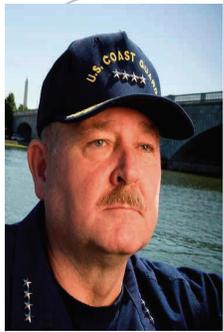
The qualification detailed in this Standard does not apply to and is not required for operation of those radios which are a part of surface or air facilities when those facilities are in operation under orders.

FSO-CM Don Millbauer



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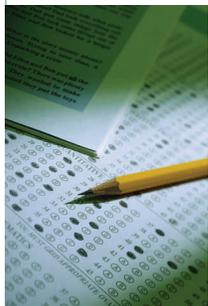
A Conversation With The Commandant

Commandant of the Coast Guard, Admiral Thad Allen, enjoyed breakfast and some conversation with members of Arizona's Division 10. Admiral Allen, himself a native of the State, was in town on official business. Read his comments about the present and future Coast Guard and Auxiliary, now on SITREP, the Auxiliary's National e-magazine.

<http://www.teamcoastguard.org/2009/Feb/A090214/index.htm>

State of the Coast Guard Address

The video of the Commandant's State of the Coast Guard Address will be posted on the Coast Guard Visual Imagery gallery (<http://cgvi.uscg.mil/media/mail.php>) and on YouTube (<http://youtube.com/uscgimagery>). A full transcript will be posted on the Commandant's Corner (www.uscg.mil/comdt).



2009 Member Survey

by Dante J. Laurino, DC-P

It's time to voice your opinion! The 2009 Member Survey is here! Every few years we like to take the "pulse" of our membership and determine our demographic make-up and gain some insight into how our organization can be more effective for our members. Your participation in this survey is critical.

To take the survey, go to <http://nws.cgaux.org/2009survey.html>

Thanks to all for doing your part in the continuous improvement of the Coast Guard Auxiliary!



U.S. Department of Homeland Security
United States Coast Guard

LOCAL NOTICE TO MARINERS

Sea Kayaker magazine Newsletter:
March 10, 2009
By Michael Collins, Publisher

On a summer weekend last year, I received a cell phone call from the leader of a group of kayakers who had suddenly found themselves in the middle of what appeared to be an organized cigarette boat race (cigarette boats are designed as high power offshore race boats). After a couple of near misses the leader was able to get his group back on shore and had called to see if I had any way of finding out what was going on and whether it was now safe to resume their paddle.

My first impulse was to check the Local Notice to Mariners for our waters, in this case the 13th Coast Guard District. Knowing that all marine events must apply for and receive a permit I'd assumed this information would be available to the public through the Coast Guard's weekly update to all mariners. To my surprise this information was not available. The district's office was closed for the weekend and I was not able to provide an answer to the group stranded on the beach. The group waited on shore till it was obvious that the coast was clear before continuing their paddle. All made it across safe and no one was hurt.

Monday morning, both the group leader and I contacted the Coast Guard about the incident. In this case, the event was not given a permit because the Coast Guard had safety concerns. The promoter was unwilling to cancel the event after people had traveled some distance to participate, so they ran it without the required permit. During one of my conversations with the Coast Guard, I suggested that publishing marine events in our Local Notice to Mariners (LNM) would give boaters a place to check on activities that might interfere with their plans on the water. With that one phone call the policy of our local District was changed and our weekly LNM now includes a listing of permitted marine events. While checking the LNM would not have changed

(Continued on page 10)



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(Continued from page 9)

the outcome of this incident it can help keep you out of similar circumstances. I relate this story for three reasons.

When planning an outing on navigable waterways, take a few minutes to check your LNM. There is a wealth of current information about activities and dangers that you might encounter while on the water. You can adjust your itinerary to avoid them. In addition this is where all chart updates are first published for those wanting to keep their charts current.

Never underestimate the influence of an individual communicating with a governmental agency. I know that our local Coast Guard District works hard to communicate and work with all boaters and they are willing to make changes that will increase safety on the water. If your local district does not currently include permitted water activities in your LNM, you should encourage them to do so.

If you're planning an organized activity on the water check with your local Coast Guard office to see if a permit is required. (Click here to view a map that will link you to your local district.) If it is, take the time to obtain the permit and request that your event be listed in the LNM. The LNM is widely read by commercial mariners and it will inform them of your presence. As a part of the permitting process your application will be reviewed by all concerned agencies before being approved. At times the Coast Guard may suggest shifting a start time or moving a course to help keep your event from interfering with commercial traffic. Cooperating with the Coast Guard in this way can help keep all of us safer on the water.

What is a Local Notice to Mariners? The LNM is a weekly publication put out by each Coast Guard District as the primary means for disseminating information concerning aids to navigation, hazards to navigation, and other items of marine information of interest to mariners. LNMs are developed from information received from Coast Guard field units, the general public, the Army Corps of Engineers, U.S. Merchant Fleet, National Oceanic and Atmospheric Administration (NOAA), National Ocean Service (NOS),

and other sources, concerning the establishment of, changes to, and deficiencies in aids to navigation and any other information pertaining to the safety of the waterways within each Coast Guard District. This information includes: reports of channel conditions, obstructions, hazards to navigation, dangers, anchorage's, restricted areas, regattas, information on bridges such as proposed construction or modification, the establishment or removal of drill rigs and vessels, and similar items.

Definition of LNM taken from the US Coast Guard Website <http://www.navcen.uscg.gov/lnm/lnmfaq.htm>

You can download District 13 Local Notice to Mariners from <http://www.navcen.uscg.gov/lnm/d13/default.htm>.

From FSO-OP (PC) Simeon Baldwin



At the staff meeting Dee Meek receives the "bottle necklace" award for the *Elmore's* night training patrol .

Flotilla 41 Website

Check out the Fl. 41 website member's page <http://a1300401.uscgaux.info/members.html>.

There are lots of links, past issues of the *4-Every-1* and other useful information.



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Flotilla Staff Reports

FSO-CM Don Millbauer Communications



As soon as I can get up to speed on mentoring the Auxiliary Telecommunications specialty, I will set times and dates for classes for those interested in up-grading to a TC OPERATOR.

See Don's article on Auxiliary Telecommunications on page 8.

FSO-IS Ed Taylor Information Services



During "February 2009" (1-28-09 to 2-28-09) reports have been received representing approximately 424 hours of member activity. Approximately 502 hours have been reported year-to-date 2009.

Types and quantities of reports received during "February 2009" are as follows

- 7029-Member Log =12
- 7030-Mission = 13
- 7038- Vessel Safety Check =1
- 7039- Workshop= 0
- 7046- M D Visitation =0
- Total reports for period = 26

As indicate in my last report and at the January Flotilla meeting; beginning with 2009 all report types listed above are to be submitted only via email. Members should contact me, if they have any questions about this requirement or any other reporting matter.

FSO-MA Sharon McGouran

Materials

During the month of February I distributed most of the existing PPE in our Flotilla inventory and am now working with Paul Bellona at DIRAUX to update our PPE requisitions and overall PPE inventory. Additional PPE needs are being identified. Paul has requested that we submit any additional PPE orders to him as quickly as possible so as to secure our place in the queue when PPE is again being issued.

9 PEPIRB batteries were requested from DIRAUX; 7 were received and installed. Two are on back-order. We are waiting for an updated directive from DIRAUX to confirm that our PEPIRBs should be registered to facilities rather than coxswains.

There were no other transactions.

FSO-MS David Aho

Marine Safety



FSO-MS surveyed Ludlow Bay and Port Ludlow Marina for debris and plastics and will schedule a beach clean-up during warmer weather at low tide.

FSO-MT Phil Keys

Member Training



Steve Hyman completed the AuxSC&E Train-the-Trainer class. Steve also taught the AuxSea class to eight students during the month. The final exam is March 12th.

Flotilla members were informed of training opportunities at Station Port Angeles and Sector Seattle.



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FSO-OP John Reseck



Operations

We are having very few patrols due to the weather and the lack of proper gear issued to our crew members. In March we may have some Paddle Craft patrols because most of them have the required gear. As Paddle Craft Coordinator I am trying to get clarification on being able to use *normal clothing* i.e. rubber suits in our kayaks. We'll find out in a few weeks.

The meeting on March 21 at Pier 36 should make clear what the Coast Guard wants of us. It seems they want fewer crew members and fewer patrols. They have said there are many other jobs for the CGAUX than on the water. That concerns me because most new members join us to help on the water, not at a desk.

FSO-OP (PC) Simeon Baldwin

Operations (Paddle Craft)

Patrols this year are off to a slower start. YTD the Flotilla OPTEMPO is about 70% of last year. See the table on page 2.

FSO-PB Phil Keys



Publications

The Flotilla 41 February, 2009 newsletter, 4-Every-1, was published to flotilla members, Auxiliary officers of interest and D13 DIRAUX. It was also submitted for posting on the Fl. 41 website.

FSO-PE Daniel Johnston



Public Education

A Basic Skills class on the subject of electronic charts was held on February 23. Five of the seven people signed up attended. All the students turned out to be new to boating and scarcely new about paper charts let alone electronic ones. So, two sessions are presently being scheduled for them to come back and learn about how to navigate with paper charts.

Three classes are being advertised for March, two in the Boating Skills Series and the ABS class. Three people are signed up for the ABS class. All are new Auxiliaries. Since the adds are just coming out, it is too early to judge the response.

I have also just notified instructors that the Instructor's Work Shop is not mandatory for 2009 as I originally thought. So, it will not be necessary to conduct one.

FSO-PV Steve Hyman



No reported Program Visits this month I have been teaching AUXSEA course to nine students on Thursday nights that will complete March 12, 2009.

FSO-VE Dick Moore



Vessel Examination

Activity is already picking up in the VSC arena with two safety checks completed this period. I made a short presentation at flotilla meeting to get everyone thinking about the upcoming VE season.



4-Every-1, the Flotilla 41 Newsletter

United States Coast Guard Auxiliary, District 13, Sector Seattle, Port Ludlow, WA



Flotilla Officers

	Title	Name
FC	Flotilla Commander	Joe Langjahr
VFC	Flotilla Vice Commander	Dick Moore
IPFC	Immediate Past Flotilla Commander	Dee Meek
FSO-CM	Communications	Don Millbauer
FSO-CS	Communication Services	James Gunter
FSO-FN	Finance	Sara Meek
FSO-IS	Information Services	Ed Taylor
FSO-MA	Materials	Sharon McGouran
FSO-MS	Marine Safety/Environmental Protection	David Aho
FSO-MT	Member Training	Phil Keys
FSO-NS	Navigation Systems	Herman Voss
FSO-PA	Marketing and Public Affairs	Ian McFall
FSO-OP	Operations	John Reseck
FSO-PB	Publications	Phil Keys
FSO-PE	Public Education	Dan Johnston
FSO-PS	Personnel Services	Kevin Ryan
FSO-PV	Recreational Boating Safety Visitation Program	Steve Hyman
FSO-SR	Secretary/Records	Bill Davis
FSO-VE	Vessel Examination	Dick Moore

The 4-Every-1 – A Coast Guard Auxiliary District 13, Division 04, Flotilla 01

Publication authorized IAW COMDTINST 1800.5D & COMDTINST M5728.2C. Published twelve times yearly and circulated to Auxiliary members of Flotilla 41 via mail, electronically and on the Flotilla 41 web site at

<http://a1300401.uscgaux.info/members/index.html>,

The 4-Every-1 contains news of general interest, suggestions, and information for Coast Guard Auxiliary members. The views and opinions expressed are not necessarily those of the Department of Homeland Security or the U. S. Coast Guard. Material is informational only and not authority for action. Internet release is authorized.

Editor – Phil Keys (360) 379-8650 philm@keysfamily.org
Department of Homeland Security
Coast Guard Auxiliary FSO-PB-41 D13
80 Laurel Street
Port Hadlock, WA 98339-9720



4-Every-1, the Flotilla 41 Newsletter

United States Coast Guard Auxiliary, District 13, Sector Seattle, Port Ludlow, WA

March 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
15	16	17 Fellowship Breakfast 0900-Snug Harbor Café Flotilla Staff Meeting	18	19	20	21 Sector Seattle Auxiliary Operations Training Day
22	23	24 Fellowship Breakfast 0900-Snug Harbor Café	25	26	27	28
29	30	31 Fellowship Breakfast 0900-Snug Harbor Café				

April 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		4 Fellowship Breakfast 0900-Snug Harbor Café	1	2	3	4
5	6	7 Fellowship Breakfast Flotilla Staff Meeting 0900-Pleasant Harbor Marina, Brinnon	8 Flotilla Meeting 1900- Port Ludlow Fire Station	9	10	11
12	13	14 Fellowship Breakfast 0900-Snug Harbor Café	15	16	17	18 Hard Hat Tour of the Northwest Maritime Center
19	20	21 Fellowship Breakfast 0900-Snug Harbor Café	22	23	24	25
26	27	28 Fellowship Breakfast 0900-Snug Harbor Café	29	30		