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U S COAST GUARD AUXILIARY

DIVISION SIX NEWSLETTER



DISTRICT THIRTEEN

DIVISION SIX

U S COAST GUARD AUXILIARY

VOLUME XVI, ISSUE 12

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To: ALAUX

From: CHDIRAUX

COAST GUARD AUXILIARY NATIONAL REALIGNMENT -061/09

1. The following ALCOAST message (673/09) concerning Coast Guard Auxiliary national realignment has been released by Rear Admiral Sally Brice-O'Hara, Deputy Commandant for Operations. It will also be posted on the Coast Guard's General Message site, <http://www.uscg.mil/announcements/>.

24 NOV 09

COMDT COGARD WASHINGTON DC//CG-DCO//
TO ALCOAST
ALCOAST 673/09
COMDTNOTE 16790
SUBJ: Auxiliary National Realignment
A. Auxiliary Manual, COMDTINST M16790.1 (Series)

1. Purpose. To summarize Auxiliary national realignment as an integral part of Coast Guard modernization.

2. Background. Over the past two years, Auxiliary national, regional, and local leaders have planned and implemented the most sweeping Auxiliary reorganizational effort in its 70 year history. In August 2008, the Auxiliary launched the first portion of its reorganization - the Sea-level Realignment of Auxiliary units with the sector construct. Now, as the Coast Guard closes in upon its modernized structure, the Auxiliary has moved forward with the final portion of its parallel structure - reorganization of its national components. These organizational enhancements will transform the Auxiliary's leadership and control framework, support systems, and

Realignment continued on page 4

Visit our Division 6 web site at <http://www.d13cgaux.org>

FROM THE DIVISION COMMANDER*M. Chaput*

I hope everyone had a Happy Thanksgiving with all your favorite things. This season let's be especially thankful for all that have put their families on hold and are on the front lines so that we can be safe at home. Please give a special prayer for them and their families.



As we wrap up this year we should take a few minutes to look at all we have accomplished. Operations, Education, VE's, PA booths and Member training events. Think about how many lives have been effected, how many boaters are a little bit safer than before and how many avoided harm because of what you have been committed too and what you have done.

Think too of all the fun you had doing it and the good times of sharing the fun at meetings and dinners. Think of how many friends you made along the way and how they effectively enlightened your life. I know I have many fond memories of working with all of you at various times and locations as well as events. If you haven't had the chance of working with other Flotilla's you should try it it is a joy beyond words.

As I prepare the files and other items of the Division to turn over to the leadership of Gary Kobes, DCDR, and Emily Chaput, VCDR, I think of all the good times and

look back at all the fun I have had. I don't think they will ever be matched and will cherish each and every moment. From Grays Harbor to Buoy 10, from Hagg Lake to Central Oregon; this Division is one of the best.

I want to thank each and every one of you for allowing me to be your Division Commander for the last two years as it has been great. I have been extremely proud of what the Division has accomplished and considered it a privilege to represent all of you. I wish all of you a very Merry Christmas and a happy and prosperous New Year.

Thank you again.
Your Friend, Mel.



With a little help from her mother Meredith folks, six-month-old Hannah sits on Santa's lap for the first time at the holiday hosted by the Coast Guard Chief Petty Officers Association. USCG photo/Seaman Sabrina Elgammal

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DEPARTMENT OF HOME LAND SECURITY
COAST GUARD AUXILIARY SO-PB-06 D13
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Corvallis, Oregon 97333-9576
(541) 753-1052



IMMEDIATE PAST DIVISION COMMANDER REFLECTIONS

D. Wimer



“normal” ways of doing our job are we completely successful!

Last January I wrote about the District 13 USCG Goals for 2009. I stated:

“First, we need a new approach to our long established RBS (Recreational Boating Safety) mission. A targeted approach! Looking at the loss of life statistics and inventing new ways to lower the loss statistics by moving personnel, resourcing the target areas and recruiting new flotillas, especially in the areas where we have higher losses of life. We will have to create new ways of doing business if we are to be successful! After all, we can not say our current mode of operations is completely successful!”

Have we been successful in this, NO, but we have tried. We still have a long way to go to accomplish the mission assigned to us!

Remember, Recreational Boating Safety involves Vessel Examination, Program Visitation, Public Education and Operations. These have to work together in the Flotilla, the Division and the District! Only when we begin to think outside our

“Second, we need to schedule all our members, not just Vessel Examiners, to be on the boat ramps talking one-on-one to boaters as they prepare to launch their crafts. Wearing Life Jackets, and reminding the boaters to wear their Life Jackets, and be safe. Remind them of local classes that are being offered and providing them with safety literature. Yes, every auxiliary member can do this! There is no qualification needed! This method has proven to be effective in reducing loss of life. Vessel Examination is important, but has not been proven to be as effective as talking to each person going out on a boat.”

Again, some success, but with much more left to do!

We have to set the example! We need to be where the boaters have never seen an Auxiliarist or have never had a vessel examination. Going back to the same ramps as we have in past years can not be as successful as going to a new locations, meeting and educating the boaters in these areas. We need to get the message of safety to these uneducated boaters! Let’s split our forces and cover more areas than we have in the past. Maybe, just maybe we

will not get as many Exams for that day, but we just might save a life in that area!

“Third, we need to be creative and supportive of the Sector Changes that start this coming year. It is going to affect the Auxiliary! We have new opportunities for direct support, added missions and new ways of completing our mission. We need to be thinking ahead and planning for these changes.”

We can do this and we must do this if we are to be successful! Just as the Auxiliary you know today is different than the Auxiliary you knew ten years ago, so the Auxiliary of 2010 must be different than that of 2009!

Division 6 is to be congratulated on their efforts this past year working on the Recreational Boating Safety Mission. I observed better acceptance of the mission adjustments from most members. I understand how change occurs, and believe the program will be better accepted and conducted during 2010!

I have been asked to become the RBS Initiative Manager for Division 6 for the year 2010. I will accept this role and look forward to working with the Division Staff to accomplish our mission!

Lastly, I want to thank all of Division 6 for the support you have shown over the past four years. I appreciate each of you and your support for the Auxiliary’s missions. With your support I was able to serve at the District level for two years and hope that I helped the Commodores accomplish their duties. Thank you for a great four years!

KNOW YOUR COAST GUARD EQUIPMENT!

What kind of equipment are we referring to with the letters “SCBA” in the name.

Answer on page 5

Realignment continued from page 1

business practices to best position Auxiliary programs, resources, and capabilities for sustainable augmentation of the Coast Guard. At the conclusion of this effort, the Auxiliary will have restructured its national architecture in complete lockstep with the tenets of Coast Guard modernization.

Action. The following Auxiliary national organizational changes have been implemented:

A. The National Commodore (NACO, 3-star), upon completion of Coast Guard modernization, shall report to the Vice Commandant (VCG) and shall remain responsible for the strategic direction and overall operations of the Auxiliary.

B. The National Vice Commodore (NAVCO, 2-star) has been retitled the Vice National Commodore (VNACO, 2-star). VNACO reports to the NACO, and functions as the Chief Operating Officer (COO) of the Auxiliary.

C. The three area commodores (ARCO Atlantic Area-East, Atlantic Area-West, and Pacific-Area, 2-stars) have been retitled Deputy National Commodore (DNACO, 2-star) for operations (DNACO-O), Operations Policy (DNACO-P), and Force Readiness (DNACO-R), respectively. Until completion of Coast Guard modernization, their titles shall also include their ARCO LANT-East, LANT-West, and PAC designators. These leaders report to the VNACO with guidance from the NACO, they operate under the direction of the Atlantic Area Commander, the Deputy Commandant for Operations (DCO), and the Force Readiness (ForceCom) commander, respectively.

D. The National Chief of Staff (NACOS, 2-star) has been retitled Deputy National Commodore for Mission Support (DNACO-S, 2-star). DNACO-S reports to the VNACO with guidance from the NACO.

4. Next steps.

A. These changes are the culmination of a characteristically bold Auxiliary initiative to fortify its ability to meet challenges today and into the fu-

ture. Its national structure will be organized to facilitate greater synergies and effectiveness as the Coast Guard moves toward fully implemented modernization. By fully leveraging this new Auxiliary national construct, we will undoubtedly deliver more efficient, responsive, and capable service to our nation.

B. These changes, along with a detailed organization chart, are reflected in the news release posted on the Auxiliary what's new web site: <http://sites.google.com/site/uscgauxnacon2009/coast-guard-auxiliary-restructures-national-organization>. They will be included in the next change to ref a.

5. I congratulate National Commodore Nick Kerigan and his leadership team for once again answering the needs of the Coast Guard.

6. Released by RADM Sally Brice-O'Hara, Deputy Commandant for Operations.

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



*RADM Sally Brice O'Hara
USCG Photo by PA2 Daniel Bender*

United States Coast Guard Auxiliary Division 6, District 13

Dec 2009 (Pacific Time)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
29 November	30	1	2 <i>Flotilla 62 Meeting @ 7 PM - 9 PM @ Cape Disappointment</i>	3	4	5
6	7	8 <i>Flotilla 68 Meeting @ 7 PM - 9 PM @ Chemeketa Fire Station</i>	9	10	11 <i>Flotilla 65 Christmas Party @ 6 PM - 9 PM @ Allied Waste, 1214 SE Montgomery, Albany</i>	12
13 <i>Detachment 62 Meeting @ 7 PM - 9 PM @ USCG Station Grays Harbor</i>	14	15 <i>Flotilla 63 Meeting @ 7 PM - 9 PM @ USCG Station Tillamook Bay</i>	16 <i>Flotilla 64 Meeting @ 7 PM - 9 PM @ USCG Base - Tongue Point</i>	17 <i>Flotilla 66 Meeting @ 7 PM - 9 PM @ McMinnville, OR - National Guard Armory</i>	18	19
20	21	22	23	24	25 <i>Merry Christmas</i>	26
27	28	29	30	31	1 <i>New Year Day 2010</i>	2 January

COMDT COGARD
TO ALCOAST
ALCOAST 657/09
COMDTNOTE 16798

AUXILIARY VESSEL SALVAGE FUNDING PROCEDURES

- A. Auxiliary Manual, COMDTINST M16790.1 (Series)
- B. Auxiliary Operations Policy Manual, COMDTINST M16798.3 (Series)
- C. Coast Guard Claims And Litigation Manual, COMDTINST M5890.9 (Series)

1. The purpose of this ALCOAST is to set policy and guidelines for the salvage of Auxiliary vessels operating on orders during emergent situations to minimize:

- A. The possibility for loss of life or severe injury to members,
 - B. The possibility for total vessel loss,
 - C. The possibility for a marine pollution incident,
 - D. The possibility for hazards to navigation,
 - E. The possibility for endangerment of marine life or wildlife.
2. Auxiliary vessels operating on orders are, by law, Coast Guard vessels and shall be treated as Coast Guard vessels.
3. The use of Coast Guard funds is authorized for Auxiliary vessel salvage operations. This process shall be executed exactly like a response to a government vessel. Depending

Salvage continued on page 7

Salvage continued from page 6

on the circumstances, an operational commander may direct local funds to be expended or seek support through the naval engineering program.

4. Office of Boat Forces (cg-731) will reimburse the funding unit for funds expended in Auxiliary salvage operations.

5. References a and b are being updated to reflect this policy clarification.

6. The existing Auxiliary damage claims process outlined in ref c remains unchanged. Auxiliarists are to submit damage claims for the repair of Auxiliary vessels damaged during operation on orders. The damage claim process shall be used for all non emergent cases as determined by the Coast Guard operational commander. This is merely intended to validate that the operational commander may commit CG funds in emergent situations.

7. Office of Auxiliary and Boating Safety (CG-542) POC is LT Lori Bard, (202) 372-1265.

8. Released by RADM Sally Brice-O'Hara, Deputy Commandant for Operations.



*Composit photo to illustrate story, **NOT a real salvage case** of the USCG Auxiliary*

**HUMAN RESOURCES****HEALTH, SAFETY
& WORK-LIFE****CG-11**

To: ALAUX
From: CHDIRAUX

1. The following ALCOAST message has been issued by Vice Admiral John Currier, U.S. Coast Guard Chief of Staff. Please give it a read... and travel safely during the holiday season.

24 NOV 09
FM COMDT COGARD
TO ALCOAST
ALCOAST 674/09
COMDTNOTE 5100

**HOLIDAY TRAFFIC
SAFETY**

1. Guardians, because of your commitment to protect your shipmates, families, and yourselves, we shared with other military services one of the most successful years in our traffic safety program. Leadership engagement, new training opportunities and partnership amongst the services also contributed to these reductions, but they could not have happened without your support. With you this trend is continuing as we move into FY 2010.

2. As Guardians we adhere to our Guardian Ethos and take great risks everyday in protecting our country's borders and the citizens we serve. The Coast Guard provides us the training and skills needed to do our jobs, and we take great pride in knowing that we are the best in the world at what we do.

3. The holiday season affords us the

opportunity to refresh ourselves by allowing us to spend time with our friends and family. Traditional gatherings as well as coveted time away from our hectic lives are something to which we all look forward.

4. The holiday season also marks the busiest travel season of the year. As you prepare to travel to your home away from home, plan your trip. Create a written trip plan that includes a map outlining your route, time of departure and expected arrival, passengers that will be traveling with you and any planned stops for breaks. Include telephone numbers where you can be reached. Don't just include your cell phone number, but include numbers for your destination and any places you plan to visit along the way. Once your plan is complete, make copies and give it to a friend or supervisor. The detailed information will better prepare emergency responders should an incident occur.

5. Another great resource for Guardians is the travel risk planning system or trips. Trips is an on-line risk planning tool designed to allow members to conduct private motor vehicle (PMV) trip planning. You can access trips through the USCG Shore Safety Webpage: <http://www.Uscg.Mil/hq/cg1/cg113/cg1132/default.Asp>.

6. Remain vigilant. Off-duty motor vehicle mishaps don't just occur

Traffic continued on page 9

DIVISION STAFF GUIDANCE

SO-NS: J Bradbury—

SO-CM: L. White—

SO-CS: E. Olson—

SO-FN: J. Otte—

SO-IS: K. Neubig— I wish to thank all the hard working people that submitted their various forms to be entered into AUXDATA. In reviewing many of these I found very few mistakes. Some of the safety patrols went 75 hours but other than that everything went well.

I want to wish everyone a Very Merry Christmas and Happy New Year!

SO-MA: G. Pritchard— Nothing to report for MA. As for PS I am processing 7 new people for enrollment into Flotilla 65. We swore in Dennis Schlitzcas at the Parade. He was sworn in by CDR Dave Mclellan.

SO-MS: D. Jacobs—

SO-MT: D. Berger— To All,

Remember to get all your Hours in for the end of the year. Don't loose your certifications just because you forgot to send in your time. It takes longer to get out of REYR, that it does to get into REYR.

SO-OP: R. Neubig— Not much going on in operations due to the weather and definite slow down in recreational boating. In the event of a call out Division 06 has the following facilities:

Flotilla 63; 2 AUXFAC in BRAVO – 2 status.

Flotilla 64: 1 AUXFAC in BRAVO – 2 status.

Flotilla 68: 1 AUXFAC in BRAVO – 2 status.

Thanks,

SO-PA: M. Carter—

SO-PE: D Philips—

SO-PB: P. Wills— When a person gets hooked on a hobby like genealogy you quickly learn there are two kinds of people doing research. One is the person who wants to know every single detail about their ancestors lives. They look for what they did for a living,

who they fell in love with and how, where the family lived, their involvement in the community, the ancestors words to family, friends, and businesses. In short they are building a biography on the person. The Second type of genealogist is the one only concerned with the skeleton of the family; born, married, died, buried. They race back through time and build an impressive collection of thousands of names and their relationship to the individuals. Yet they know precious little about the person.

The most interesting of books I've read over my life tend to be written by story tellers from the first type of genealogist. The biography or autobiography of famous people sells well in bookstores, is highly acclaimed frequently by critics and is thrilling reading by children and adults alike. Stories of Abe Lincoln, Teddy Roosevelt, Bull Halsey, Audie Murphy and other noteworthy citizens inspire and encourage others to try harder to achieve. If all we had to read of these heroes was Abe Lincoln son of Thomas Lincoln, Teddy Roosevelt son of Theodore Roosevelt, Sr, etc. then history would be boring and we would have no heroes to guide our children. To get a great biography takes only two things, one person to live the tale and one person to tell the story.

We each are living the tale of the modern USCG Auxiliary. If you wear the uniform, you are part of the adventure. The latter-day epic occurs at every activity a member attends. But will our once-told-tale be a skeleton or a tome of renown? That depends also upon those who wear the blue and take pen in hand or point the camera lens for the record. The story we are all asked to tell, and pass to your Publication Officer for broadcasting, is the saga of your area of responsibility. I hear wonderful yarns at Flotilla and Division meetings, yet they never seem to make it to press. Why do you suppose is that? It can't be because our members are lazy, lord knows you each bust tail for the Auxiliary. It has to be either you fear no one is interested in your written story, or you get distracted by activities and fail to "do the paper work."

The Division needs each member to put the flesh face on our skeleton numbers supplied as monthly and quarterly reports. Even if you are not filling any office

Staff Reports continued on page 9

Staff Reports continued from page 8

in the Auxiliary, you have your experiences that are worth recording and sharing. Without you, we have no great literature telling of the adventures of Division Six.

In closing, I thank you for the opportunity to have been your SO-PB for the last several years. I hope my humble efforts have kept you informed and prepared. I surrender my post in the division with this newsletter. I pray you give our next SO-PB your full support as you "Tell the Story" of the division.

SO-PS: R. Bielenberg—

SO-PV: R Barkholtz—

SO-UN: D. Dail—

SO-LL: F. Gillock— First, May I say Happy Thanksgiving to everyone. I trust you are doing well and you do not have to take too much Alka-Seltzer following your Thanksgiving dinner. I pray you had time with family and friends as Beverly and I have. We had one of our children and her family and a widow neighbor lady for Thanksgiving dinner. What a blessing to be the one giving back rather than the one receiving.

We have much to be thankful for living in America where we are free to worship as we see fit, freedom of speech, and equal rights for all.

We are also blessed to have the privilege to enjoy Christmas and what this time of year really stands for.

May we all remember, it is not about gifts, or how much they cost, or who gave the most; it is about the Man who made Christmas possible. Let us remember a baby in a manger. Let us remember who that baby represents and honor His day.

I have not been very busy at the Cape during the month of November and probably will not be there too much of December since I am three weeks from completing my MA degree and I am pretty consumed with getting the work done.

May all of you enjoy your Christmas holidays and may God bless our new Division and Flotilla leaders who will take their place of responsibility following the changes of watch that are coming up. Blessings, Frank

Traffic continued from page 7

on the way to and from our destinations - they are more likely to occur after we arrive home and begin the weekend festivities. When we are out with friends and family we must not forget the things that keep us safe such as using seatbelts, securing children in proper safety seats and not driving after drinking. We continue to stress seatbelts and driving under the influence because many of our guardians would be alive today if they had worn their seatbelt or planned properly by having a designated driver. Take five minutes before each activity to implement the proper safety measures in an effort to reduce or eliminate the possibility of a severe mishap. There is nothing more comforting than to have the ability to spend time with the ones we love. Have a safe and happy holiday season, you have earned it.



7. Commanding officers and officers-in-charge should emphasize to unit personnel the importance of applying the same risk management principles to driving as they do to their work activities. By applying the safety principles listed above, our personnel can enjoy the holidays while adding an extra level of caution to their travels. All Coast Guard members must take responsibility for their own safety and the safety of others. We are Guardians.

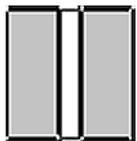
8. For additional information on motor vehicle safety visit the COMDT (CG-1132) website: <http://www.Uscg.Mil/safety/cg1132/motorvehiclesafety.Asp>.

9. COMDT (CG-1132) POC is Mr. Dale A. Wisnieski, 202-475-5206.

10. VADM J.P. Currier, Chief of Staff, sends.

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



**FLOTILLA COMMANDERS
NOTES:**

*When doing anything for the Auxiliary--Call your
Flotilla Commander and advise them!*

DETACHMENT 62: — D. Siefert—

FLOTILLA 62: J. Reynolds—

FLOTILLA 63: E. Herder—

FLOTILLA 64: D. Cameron—

FLOTILLA 65: G. Pritchard— October was a slow month. Attended Division 6 meeting in Long Beach, Wa. We elected Gary Kobes at Division 6 Commander and Emily Chaput as Vice Commander. We are also finishing up on the collection of 2101dues. in November we attended a Veterans Day Banquet in Lebanon, OR. It is the kick-off for the Veterans Day Parade in Albany. It is the largest Veterans Parade west of the Mississippi. Everyone should try and attend one. We had 4 Facilities plus 1 Radio Facility in the parade. Later we all went to Abby's Pizza for fun and Fellowship. Our Guest was CDR Dave McLellan, of Sector Portland as a honored guest. We held Flotilla elections on Nov. 19th. Elected Mark Turley at Flotilla Commander and Eric Olson as Vice Commander. Looking forward to Change of Watch at Spirit Mountain on the 5th of December.

FLOTILLA 65 DETACHMENT: Phil Piazza—

FLOTILLA 66: L. Williams—

FLOTILLA 68: R. Moles—

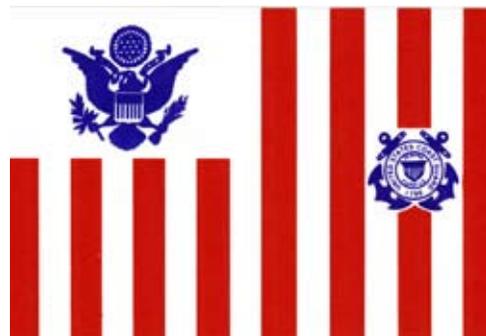


USCGC Polar Star and Polar Sea at Pier 36 Seattle. Two of the three Polar Ice Breakers in the US fleet, both are now about 40 years old. USCG Aux Photo from District meeting by Daren Lewis, Ralph Javins and Dean Wimer

**D13 AUXILIARIST OF THE WEEK
NOVEMBER 22 / DIV 6 /
FLOTILLA 63 / ROLAND
BARKHOLTZ**



Roland Barkholtz is the Flotilla Vice Commander for Flotilla 63 in Tillamook, OR. Roland is also the Division 6 Staff Officer for Vessel Exams. Roland helped to install two new life jacket loaner stations at the Garibaldi and Wheeler boat ramps through direct engagement with the waterway's local community. Roland even took the time to travel to Astoria to assist Flotilla 64 (with a life jacket safety event in June 2009) as shown above. He also has completed 109 Vessel Safety Checks this year – one of the highest in his Division. Roland recently completed the Course for Public Affairs - Aux 20. His commitment continues to strengthen the relationship between the Auxiliary and the Coast Guard coastal units.



The Coast Guard Ensign (flag) was first flown by the Revenue Cutter Service in 1799 to distinguish revenue cutters from merchant ships. This flag is flown only as a symbol of law enforcement authority and is never carried as a parade standard.

AUX 12 CLASS DETAILS**Public Affairs Training****AUX-12 Clearwater**

Location: CGAS Clearwater, Bldg 4545, Red Tail Room, 15100 Rescue Way, Clearwater, FL 33762

Class Dates: 5-7 February 2010

Hotel: Homewood Suites, Clearwater
2233 Ulmerton Road
Clearwater, FL 33762
TEL (727) 573-1500

Make your hotel reservations no later than 15 January 2010 for the nights of 4, 5 and 6 February. Once you receive orders and if you determine that you cannot arrive home before 2359 on 7 February, please e-mail a request for an orders extension to manny.romero@nau.edu

Cite: USCG AUXILIARY when making reservations.

Hotel Rate: Government Rate: \$89.00 per night.

Hotel Payment: Each student must pay for his own room using a major credit card. Failure to cancel per hotel rules will result in charge for first night's room plus tax.

Download a Florida tax exemption certificate from the U.S. General Services Administration (GSA) website: www.gsa.gov/statetaxforms Print the form, fill it out and turn in at front desk when you arrive.

Hotel Link: www.homewoodsuites1.hilton.com

Enter "Clearwater, Florida" select "Find It," then click on the Ulmerton Road location.

CGAS Clearwater Link: www.usc.mil/d7/airsta-Clearwater

Airport: Tampa International

Submit a Short Term Training Request (STTR) to your DIRAUX to be considered for government orders and reimbursement for hotel, travel, and per diem. Student selection will be made by Coast Guard Headquarters.

AUX-12 Mobile

Location: Aviation Training Center (ATC) Mobile, Bottoms Hall Auditorium, 8501 Tanner Williams Road, Mobile, AL 36608

Class Dates: 5-7 March 2010

Hotel: Homewood Suites, Mobile
530 Providence Park Dr. East
Mobile, AL 36695
TEL (251) 634-8664

Make your hotel reservations no later than 12 February 2010 for the nights of 4, 5 and 6 March. Once you receive orders and if you determine that you cannot arrive home before 2359 on 7 March, please e-mail a request for an orders extension to manny.romero@nau.edu

Cite: AUX-12 when making reservations.

Hotel Rate: Government Rate: \$100.00 per night.

Hotel Payment: Each student must pay for his own room using a major credit card. Failure to cancel per hotel rules will result in charge for first night's room plus tax.

Hotel Link: www.homewoodsuites1.hilton.com

Enter "Mobile, Alabama" select "Find It," then click on the Providence Park East location.

ATC Mobile Link: www.uscg.mil/hq/atcmobile

Airport: Mobile Regional

Submit a Short Term Training Request (STTR) to your DIRAUX to be considered for government orders and reimbursement for hotel, travel, and per diem. Student selection will be made by Coast Guard Headquarters.

AUX-12 Alameda

Location: Mission Support Community (MSU) Alameda, Bldg 3, Aviation Room, Coast Guard Island, Alameda, CA 94501

Class Dates: 16-18 April 2010

AUX 12 continued on page 12

AUX 12 continued from page 11**Hotel:** Homewood Suites, Oakland-Waterfront

1103 Embarcadero
Oakland, CA 94606
TEL (510) 663-2700

Make your hotel reservations no later than 26 March 2010 for the nights of 15, 16 and 17 April. Once you receive orders and if you determine that you cannot arrive home before 2359 on 18 April, please e-mail a request for an orders extension to manny.romero@nau.edu

Cite: AUX-12 when making reservations.**Hotel Rate:** Government Rate: \$100.00 per night.

Hotel Payment: Each student must pay for his own room using a major credit card. Failure to cancel per hotel rules will result in charge for first night's room plus tax.

Hotel Link: www.homewoodsuites1.hilton.com

Enter "Alameda, California" select "Find It," click on "Alameda County US," then click on the Embarcadero location.

Download a California tax exemption certificate from the U.S. General Services Administration (GSA) website : www.gsa.gov/statetaxforms Print the form, fill it out and turn in at front desk when you arrive.

MSU Alameda Link: www.uscg.mil/mlcpac/iscAlameda**Airport:** Oakland International

Submit a Short Term Training Request (STTR) to your DIRAUX to be considered for government orders and reimbursement for hotel, travel, and per diem. Student selection will be made by Coast Guard Headquarters.

AUX-12 Baltimore**Location:** USCG Yard, Baltimore, Bldg 28-A, Berry Hall, 2401 Hawkins Point Road, Baltimore, MD 21226**Class Dates:** 18-20 June 2010**Hotel:** Homewood Suites, Baltimore-BWI Airport

1181 Winterson Road
Linthicum, MD 21090
TEL (410) 684-6100

Make your hotel reservations no later than 28 May 2010 for the nights of 17, 18 and 19 June. Once you receive orders and if you determine that you cannot arrive home before 2359 on 20 June, please e-mail a request for an orders extension to manny.romero@nau.edu

Cite: USCG AUXILIARY when making reservations.**Hotel Rate:** Government Rate: \$120.00 per night.

Hotel Payment: Each student must pay for his own room using a major credit card. Failure to cancel per hotel rules will result in charge for first night's room plus tax.

Hotel Link: www.homewoodsuites1.hilton.com

Enter "Baltimore, Maryland" select "Find It," then click on the Linthicum location.

USCG Yard, Baltimore Link: www.uscg.mil/d5/secBaltimore**Airport:** BWI Airport, Baltimore

Submit a Short Term Training Request (STTR) to your DIRAUX to be considered for government orders and reimbursement for hotel, travel, and per diem. Student selection will be made by Coast Guard Headquarters.

Thomas Nunes
Deputy Director - Public
Affairs
U.S. Coast Guard Auxiliary

*Tom Nunes*

COAST GUARD LAUNCHES NEW TRAINING PROGRAM

By: Petty Officer 3rd Class Jonathan Lindberg



Petty Officer 1st Class Aaron Levitt, assistant company commander of the first Direct Enlisted Petty Officer Training Company, congratulates Petty Officer 2nd Class Wesley Mundy at the DEPOT graduation held at Coast Guard Training Center Cape May, Oct. 23

CAPE MAY-- Fast paced steps echo down the halls. The noise of recruits sounding off as they file through the doors to Munro Hall is drowned out by company commanders barking orders at them. The nervous recruits march in step up to the second deck and swiftly make their way to the squad bay.

The sights, sounds and experiences of boot camp at Coast Guard Training Center Cape May, are something nearly everyone in the Coast Guard can relate to. Whether you are active duty or reserve nearly everyone's story starts here. For some reservists a new story is being started by the start of a new program.

The Direct Enlisted Petty Officer Training program is a 20-day accelerated recruit training program designed to replace the 12-day Reserve Enlisted Basic Indoctrination, which trained

civilians and prior service members for reserve duty, and the Prior Service Training Program, which trained prior service members for active duty. This decision came after review and feedback regarding the preparedness of graduates from the two programs.

"We found through evaluations, interviews, talking to senior staff members and to recent graduates of the REBI program that it wasn't quite meeting the needs of the Coast Guard," said Lt. Cmdr. Jennifer Sinclair, instruction design chief of the DEPOT program at Coast Guard Training Center Cape May.

To meet the needs a new curriculum had to be constructed that would contain the necessary Enlisted Professional Military Education qualifications that could fit in the 20-day training schedule.

"Essentially we have trimmed all the fat off the schedule," said Sinclair. "If it is not required for EPME or by Commandant Instruction it is not in the curriculum."

DEPOT recruits are still required to attend seamanship classes, pass the physical fitness assessment and the swim assessment. They work from 5:30 a.m. to 10 p.m. every day with the exception of divine hours on Sunday to get all the needed requirements completed. On top of the training the recruits must also complete the Apprentice Leadership Program, which is an entry level leadership program that is going to be taught at all the schools Coast Guard members attend for initial career training.

"This was an additional 24 hours of instruction that we had to add into the already jam packed schedule," said Sinclair.

The combining of two training programs into one will benefit the Coast Guard not just by creating more effective training but also by cutting back on resources.

This program will allow the Coast Guard to save money on resources such as company commanders, drill halls and classrooms. Recruits are going to be exposed to more military discipline and instruction than they have in the past programs, said Steve Whitehead, a retired Coast Guard master chief and former company commander now a member of the instructional design staff at Training Center Cape May.

The first DEPOT Company graduated on Oct. 23, 2009, and like each program in its early stages it is going to see some changes along the way.

"There is going to be some vast differences in what this class saw and what the next class is going to see," said Chief Petty Officer Judd Reno, lead company commander of the first DEPOT Company and the next one scheduled for Jan. 2010. "For all the company commanders and the staff here, we are going to have to stay flexible and see how this program develops."

The seven members of the first DEPOT Company may be one of the smallest companies ever to graduate at Cape May, but they are proof how the Coast Guard's adapting and evolving its training.

WAESCHE READY FOR EARLY NOVEMBER DELIVERY



I just returned from Acceptance Trials onboard NSC #2 in Pascagoula, Mississippi and I'd like to share my observations of WAESCHE as well as the trials process.

First, my general observations: The National Security Cutter (NSC) is a sleeker, more nimble, capable, well-designed ship. The ride is outstanding - sometimes it was hard to feel any motion whatsoever. Unless one has clear visual cues, it is difficult to tell how fast the ship is going. From a vibration and noise perspective, 30 knots feels the same as 10 knots. The main propulsion plant is impressive and flexible, with five different modes using two diesels and a gas turbine engine. There are at least two modes that can be used for any given speed up to 26 knots.

I rode the Short Range Prosecutor during small boat testing. The stern launch and recovery system proved safe, quick and easy for each of six launch and recovery evolutions. The NSC has several other "firsts" including a rescue door and visual tracking capability for both the 57 mm gun and the Close-in Weapons System (CIWS).

The purpose of Acceptance Trials is to provide the opportunity for the shipbuilder to demonstrate the proper design and operations of all systems and demonstrate the ship's readiness for delivery. Acceptance is a major milestone in the long process of bringing a

new ship to life. Acceptance trials is an intense, structured process comprising two days of in-port inspections followed by two days underway and concludes with a final day disassembling specific equipment for more detailed examinations.

To fully inspect all aspects of a ship the size and complexity of a National Security Cutter, WAESHE sailed with 288 persons including contractors, Coast Guard personnel and the Navy Board of Inspection and Survey (INSURV). In order to fit that many people aboard a ship designed for a 108 member crew, temporary racks were installed in all available locations. Evolutions were conducted around the clock with folks grabbing a few hours of sleep whenever and wherever they could - underway camping if you like. In spite of the large number of people aboard, the ship's hotel services including water production and food service were able to keep up with the increased demand. Surprisingly, I never got the impression that the ship was crowded.

While the Coast Guard's Project Resident Office Gulf Coast conducted Builder's Trials in August, in order to provide a second set of eyes and provide an independent third party assessment of WAESCHE, CG-9 partnered with INSURV to conduct the final set of trials, as they did for BERTHOLF in May 2008. In addition to INSURV, a Trials Observation Team consisting of experienced Coast Guard officers representing all Coast Guard Technical Authorities (CG-1, CG-4, and CG-6) as well as Pacific Area Command, the Project Sponsor (CG-7) and the Prospective Commanding Officer were aboard to evaluate WAESCHE's readiness for acceptance.

Following initial dockside inspections, WAESCHE was cleared to sail and got underway on schedule at 0600 on day three. All shipboard evolutions were demonstrated including full power, high speed turns, crash stop, full speed astern, demonstration of the water washdown system, boat launch and recovery and C4ISR capabilities.

Overall, the trials were highly successful. The engineering plant performed flawlessly, turning in a top

Waesche continued on page 15

Waesche continued from page 14

recommend this particular maneuver to our Cutter Commanding Officers, but it is important to fully stress all systems prior to accepting the cutter from the shipbuilder.

In nearly all aspects, WAESCHE is far ahead of where BERTHOLF was at the same point in time. Paradoxically, the number of trial cards may not tell the story. This is due to a number of factors. First, since more systems were ready to be tested, the tests were done in greater detail. Instead of one trial card saying a given system was inoperable, there were several cards related to the finer details of system operation. Additionally, subject matter experts from the Coast Guard and the Navy are more knowledgeable and were able to test systems in more detail. Because we are able to test systems in greater detail, WAESCHE will be even further ahead at delivery.

The Navy's INSURV professional inspectors were visibly impressed with the ship in general and the propulsion and control system, the communications package, the size, capability and layout of the Operations Center, radar integration, and weapons systems in particular. The lead inspector also commented on the overall finish of the ship, stating that several compartments were what he considered "pristine", unprecedented in over 100 other inspections he conducted this year.

Following Acceptance trials, Captain Lance Bardo, prospective Commanding Officer said: "This ship is a quantum leap over the class of ship that it replaces. The handling characteristics, the sophistication of the engineering plant, the command and control suite performance, and the boat and aircraft launch and recovery systems are superb and will enable the next generation of cuttermen to do every sea going mission better. Over the last six weeks, the amount of work that Northrop Grumman has done to bring this ship to delivery-ready status has exceeded my expectations. We are ready and anxious to take delivery, put WAESCHE through her paces, and get her into the operational fleet."

"I couldnt be more pleased with the conduct and results of trials on WAESCHE," said Gulf Coast Project Resident Office Commanding Officer Captain Jim Knight. "Due to the maturity of the system design and the experience gained from BERTHOLF, we were able to complete a more robust testing program with excellent results. The beneficiaries of this process will be our most important customer which is the WAESCHE crew."

After an intense week, it's my pleasure to announce that WAESCHE performed with flying colors and is well on the way to acceptance and being placed In Commission Special in early November. It was particularly gratifying to actually ride aboard our newest cutter and see the tangible results of all the hard work, and applied learning invested in WAESCHE. Although the final INSURV report has not been released, preliminary indications are excellent and WAESCHE proudly flew two brooms from the yard arm en route Pascagoula.

RDML John Korn

Director of Acquisition Programs & Program Executive Officer (CG-93)



The U.S. Coast Guard's second National Security Cutter, Waesche, makes waves during acceptance trials off the Mississippi Gulf Coast from Sept. 28 to Oct. 1, 2009. The Coast Guard and U.S. Navy Board of Inspection and Survey conducted the trials prior to the government taking ownership of the ship, using trial cards to note discrepancies. Photo courtesy of Northrop Grumman Shipbuilding.



DIVISION 6 CHANGE OF WATCH

SATURDAY, DECEMBER 5, 2009

SPIRIT MOUNTAIN CASINO

Grand Ronde, Oregon

Mail this registration form back to: Mark Turley, 1857 Scenic Dr NW, Albany, OR 97321 with your check made payable to **USCGAUX Flotilla 65**. You can pick up your meal tickets at the Reception Desk upon arrival. Hours will be 1100 to 1430 with lunch at 1200 hours. Your Registration must be received by November 16th to meet Spirit Mountain meal count deadline.

	Quantity	X	Cost	=	Amount
Italian Cheese Manicotti (Vegetarian)	_____	X	\$14.00	=	_____
Lemon & Herb Pork Tenderloins	_____	X	\$18.00	=	_____
Pacific Halibut	_____	X	\$20.50	=	_____
Raffle Tickets	_____	X	\$1 each or 6 for \$5	=	_____
TOTAL					= _____

Special dietary requirements or request sugar free deserts _____

Name _____ Office _____ Flotilla _____

Name _____ Office _____ Flotilla _____

Guest Name(s) _____

Manicotti \$14.00 per person

Pasta shells stuffed with cheese topped with vegetarian marinara sauce and served with fresh seasonal vegetables.

Lemon & Herb Pork Tenderloin \$18.00 per person

Herb crusted pork baked with roasted garlic mashed potatoes and fresh seasonal vegetables.

Pacific Halibut \$20.50 per person

Grilled halibut fillet served with fresh lemon, garlic mashed potatoes and fresh seasonal vegetables.

All lunches include tossed greens, fresh bread, freshly brewed regular and decaffeinated coffee, assorted teas, ice tea and dessert (**sugar free deserts available**) Uniform of the day will be Service Dress Blue Bravo or equivalent civilian attire. **You cannot wear your uniform in the gaming area.** Your pants/skirt will be fine but you will need to bring a civilian shirt/blouse to change to. If you would like any other information, please call 541-619-4077 or mauikai27@yahoo.com. For lodging information, call 1-800-760-7977. We do **NOT** have a group rate for this event; however, ask for a Coyote Club Member Card for the best lodging rate. Free parking is available for self-contained RVs (no hook ups).

See You at the Mountain... Spirit Mountain that is

COAST GUARD LAUNCHES QUICKER, SMARTER BOAT

BY R. NORMAN MOODY • FLORIDA
TODAY • November 19, 2009



It steers with a joystick and can turn on a dime.

The Coast Guard's new Response Boat Medium just received at Station Port Canaveral features advanced electronics, runs at higher speeds with greater maneuverability and will improve the efficiency of the unit's search-and-rescue operations, law enforcement and homeland security duties, officials said.

"It's a great platform for search and rescue and law enforcement," Chief Petty Officer Jason Brennan said. "It's a great overall platform for all missions we have."

The 45-foot boat, which is self-righting, cruises at 34 mph and can reach a maximum speed of 49 mph. It's built to survive in 12-foot seas.

"One engine has as much power as that one boat it's replacing," said Petty Officer 1st Class Jason King as he prepared to steer the boat into the ship channel and off Port Canaveral.

The new boat is the 16th of 180 the Coast Guard ordered for delivery by 2015. It will eventually replace the 41-foot utility boats the Coast Guard has used for decades. The

boats cost about \$2 million each.

The boat has two 826 horsepower diesel engines with water jet-drives similar to a personal watercraft. It can maneuver sideways for docking, turn around in a very short radius and come to a stop from high speeds in a short distance.

King piloted the boat on two- to three-foot seas Wednesday off Port Canaveral at about 45 mph and turned it around almost into the path it had left. With two sticks, one on each armrest -- one for the throttle and the other for the steering -- King turned left and right then came to a stop in seconds in a short distance.

"This is a completely different way of driving a boat," King said. "Here you have joysticks. Everybody thinks it would be difficult. I've been driving with a throttle and wheel for years. It was very easy to switch."

The Coast Guard says the boat effi-

ciency lies in its technology: including electronic charts that integrate with radar, infrared-detection gear and electronic engine monitoring that otherwise might occupy another crew member.

That could be critical when searching for a lost boater.

"You have more sets of eyes looking for that person," and not on the engine, Petty Officer Charlie Gutierrez said.

The boat has four seats in the crew compartment and five seats with seatbelts below deck for passengers or rescued victims.

Petty Officer 3rd Class Garrett Oetken said the crew can communicate among themselves and over the radio with ease because of the lower noise in the crew compartment from the engine.

"Trying to talk, even at idle, you had to raise your voice," he said.



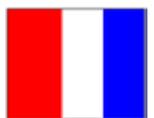
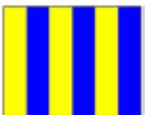
BM1 Ryan Widdows, Station Depoe Bay, OR, left, and Larry Cox, FC 54, give an hour-long Water Safety talk to 90 campers at Beverly Beach State Park, Oregon, on 1 Aug 2009.

The two have taken their talk to three parks this summer, reaching approximately 180 campers. USCG AUX Photo by Donna Cox, SO-PA, Flotilla 54

TODAY'S COAST GUARD AUXILIARY



D13 Coast Guard Auxiliary personnel inspecting the date of a flare gun on a small sailboat. USCG photo by PA2 Telfair H. Brown



THE

FLAG HOIST