

NORTHWIND

COVER In October 1981, the Blue Angels Naval Flight Demonstration Team soared over the San Francisco Bay, a region dotted with military facilities. It was the first official Fleet Week since 1935. Many locals pinned high hopes on President Ronald Reagan's aggressive Secretary of the Navy, John Lehman bringing back the glory years of World War II.

Those days of promise are long gone. This October, at the 26th annual San Francisco Fleet Week, the Blues performed over a thoroughly demilitarized Bay Area, to the point that the Blues now fly from San Francisco International, a civilian airport hosting the U.S. Coast Guard Air Station San Francisco.

Division One supplied four vessels and 29 members in support of Fleet Week, including the waterside coordinator, Linda Vetter, and the communications controllers at both Municipal Pier (Bob Peterson) and on PATCOM (Jeff Price). Prior to the event itself, Linda Vetter also spent many hours recruiting vessels from throughout the District, and developing a comprehensive guide to policies and procedures governing the Auxiliary's on-the-water activities.

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Another AirOps Mission??

Randy Parent DSO-DFSO 11NR, Observer Deb Kerr and Pilot Doug Kerr moving a 737 by rope to open the parking ramp at SFO is just one more detail that we as flight crew are able to perform. Well, "perform" might be misleading...can you tell in the photo how fast we are "pulling"? One knot, Two Knots? No Knots? Just nuts!

Send submissions to:

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2008 EDITION DEADLINES

JAN 15 * APR 15 * JUL 15 * OCT 15

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Northwind

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NORTHWIND

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Vic Connell, DCO

As I write this in October, we are in transition performing our District, Division and Flotilla Elections. It is a good time to reflect and consider what District 11NR has accomplished over the past year in support of the USCG, our maritime partners, and the recreational boating public.

We currently are about 1500 members strong and have increased our membership so far this year. This year to date, we have reported almost 180,000 mission HRS in a wide variety of missions. Here are a few highlights:

- Our traditional RBS missions – We are America's Volunteer Life-savers. We have undertaken search and rescue and safety patrols with our air, surface and land mobile facilities; instructed dozens of public education classes on topics such as boating safety, navigation, seamanship and weather training; supported aids to navigation and chart updating; vessel safety checks and program visitations; marine safety and environmental protection missions; recruiting assistance including prospective cadets for the CG Academy; and liaison with state boating safety legislators.
- Expanded our roles and responsibilities in maritime safety and security - we have taken on many new types of roles for our maritime domain awareness programs. We have recruited Auxiliarists with special skill sets such as engineers, health care providers, attorneys, computer experts, photographers and video producers, and translators.
- Provided Member Training: our annual Elected Officers Training in JAN, a District Training Conference (DTRAIN) in MAR, several RBS workshops, dozens of OPTREXs, Boat Crew Academies, TCT and Risk Management Training, and Two PCA Training Fairs.
- Operation "Delta Kitos": the two week long, multi-agency whale operation in the Sacramento Delta – involved dozens of Auxiliarists and resulted in exercising and refining our District Response Plan.
- Written our District Strategic Plan, which gives an overview of our district goals, and is available for review on our District Web Site.
- Refined our SAR training, through our division competitions at CGSTA Vallejo and the Pac area Trials on Coast Guard Island. This resulted in a lot of friendly competition and sending a well prepared 11NR Team to the ISAR Finals in Toronto.
- Supported Fleet Week, National Safe Boating Week, Boats for Kids programs on CG Cutters, and our PFD awareness, trade-in and giveaway programs
- Rejuvenated our Auxiliary Awards program – so to better recognize and reward our members for their contributions

Those are some examples of what we have done. But what about the future? How should your flotilla plan for 2008 and beyond? Although each flotilla will come up with its own strategy, we should get some guidance from our District vision and mission statements, and our 8 District Strategies:

11NR VISION STATEMENT

Our vision is to promote a volunteer environment and organizational climate that empowers our members and enables them to successfully carry out Coast Guard and Auxiliary missions with a high level of personal fulfillment and satisfaction.

11NR MISSION STATEMENT

The mission of District 11NR of the Coast Guard Auxiliary is to contribute to the safety and security of the citizens, ports, waterways and maritime environment of our area through direct operational support to the Coast Guard, maritime domain awareness, and programs that promote and enhance recreational boating safety.

(continued next page)

DISTRICT STRATEGIES FOR 2008:

1. We will support our traditional Auxiliary RBS mission by building upon our successful programs in Public Affairs, Vessel Exams, Public Education and Program Visitation.
2. We will continue to be a significant force multiplier in CG Operational Support - marine safety, communications, verifying aids to navigation and chart updating, and through our surface, aviation and land mobile operations. Our newly designated Auxiliary Sector Coordinator - Steve Salmon, RCO-elect, will work with Sector Active Duty and our district leadership to coordinate our activities.
3. We will focus on mission excellence in our overall performance and strive to exceed expectations by maintaining trained and motivated personnel. In order to meet our ever-expanding mission requirements, we will provide our membership with necessary training.
4. We will assure operational readiness through our DTRAIN workshops, our OPTREXs, our new division coxswain academies, our SAR team competitions, and through outreach efforts to our local Coast Guard stations. We will remain *Semper Paratus* and adapt to local needs within our ever-changing operational environment.
5. Our district elected leaders will provide support and direction to division and flotilla officers, so that they, in turn, can motivate and direct our members to a course based on strategies established by the National Commodore. Our unit leaders will act in a consistently trustworthy, fair, respectful, and honorable fashion, treating all members as *partners* and regularly using our multiple communication tools to both inform and receive feedback from members.
- 6.. We must take care of ourselves and our fellow members by creating a balanced workload with reasonable expectations and realistic volunteer assignments. We will respect our member's ideas and input, whether they volunteer frequently or occasionally, whether they are new members or seasoned veterans, whether they are young or old.
7. We cannot overburden our most productive members with too many responsibilities, which can lead to burnout. It is important to let people have options, a sense of control, and flexibility in their schedules while carrying out their volunteer tasks
8. We will recognize and reward our member's accomplishments with individual and team awards. We will thank people for their contributions frequently and publicly.
9. We will remain financially solvent and stay fiscally responsible by creating an annual district budget plan and periodically auditing our unit's financial status.
10. We will create metrics to measure our outcomes using our Information Services databases – AUXDATA and AUXINFO.
11. finally, we will continue to represent the CG on our inland lakes and waterways, where there is no active duty CG presence. Our members will interact with the public wherever recreational boaters congregate, at boat ramps, in classrooms, at boat shows, spreading our boating safety message.

Summarizing, allow me to offer a few ideas on what we can do as individuals to work together productively and be successful in our efforts:

- Our Member Pledge states: "You have offered your talents and services in the interest of a BETTER Coast Guard Auxiliary." So...think about what is your plan to improve your unit's missions and goals for 2008?
- If you have a good idea, work it through your flotilla chain – innovation and creativity are vital to our ability to adapt and succeed.
- Growth and retention are important to all volunteer organizations. Be particularly attentive to recruiting, involving and encouraging our new or prospective members. Mentor those with less experience and seek out and learn from those members with more experience.
- When in doubt about a policy or procedure, first consult the Auxiliary Manual and our various policy manuals - the answer is usually there. If you can't find it in the manuals, get help by using your flotilla's Chain of Leadership and Communication. Your flotilla elected and appointed officers are there to help.
- **Take care of yourself and your fellow members. Some Auxiliarists try to do too much. Pace yourself in order to avoid burnout – better to enjoy doing a few things well... than spread yourself too thin. Support your shipmates and always practice the Golden Rule. Remember that volunteering can be good for you!** ©

Michael L. Williams, VCO
Transitions

Each fall, following our National, District, Division and Flotilla elections our newly elected leaders begin the transition process to assume their new responsibilities in support of our Auxiliary missions. As members we should assist our newly elected leaders by giving them a hand in the areas of Recruiting, Training and Retention.

RECRUITING

I believe that our number one priority is to recruit new members. We must develop strategies, and programs that will enable us to reach more potential members. We have many tools available to us. Students who attend our public education courses have been a primary source of new membership. A reliance on public education courses to provide us with new members may not produce the manpower that will enable us to perform the missions we have accepted.

The vessel safety check program provides another opportunity to visit with potential members. This is a great opportunity to visit with the skipper, first mate and crew of the vessel and visit and tell them about the Auxiliary and how they can join us. We need to figure out a way to assist younger, potential members, balance the needs of their families and employers, and yet be active members. We need make every effort to assure a flow of younger members in the pipeline. New members provide us with fresh ideas, talent, skills, ability and a source of leadership to move us forward.

I urge each of you to think outside the box. Offer assistance to your newly elected leader, seek opportunities to visit and befriend new and potential members. Stand watch at a boat show and just think to yourself, "What can I do to bring in one new member this year?"

TRAINING

As members join our ranks it is incumbent for us to make certain that mentors are assigned to guide them thru those first critical months. The training which we offer must be of the highest caliber and quality. Our instructors must be highly qualified, capable and engaging. We must manage their expectations; tell them up front of the time and effort that is required to become a qualified Instructor, Vessel Examiner or Crewmember. I urge each of you who is qualified and capable to step forward and assist your leaders by agreeing to mentor a new member.

RETENTION

I firmly believe that we should make a special effort to retain members. This may involve developing and adjusting our fellowship activities. We should support our leaders to participate in a meaningful way in well organized and conducted flotilla meetings. It normally takes less energy and effort to retain current members than to recruit new ones

I urge each of you to assist your newly elected leaders as they assume office in moving our organization forward. We have many challenges, but the rewards of accomplishing a difficult mission with great friends working together is well worth the effort.

Bill Kinsey, RCO-OMS

My term as Rear Commodore for Operations and Marine Safety is coming to a close, and I'd like to thank all of you for your support and encouragement in 2007. It's been a terrific year, and has truly been a pleasure to serve you in this capacity. We've done some interesting things together in 2007 and had some fun in the process. In addition to our usual operational activities we had whales, Major League Baseball, a couple of wild fires, and other things that I'm probably overlooking, all of which have added to our collective operational resume.

The good stuff in life requires effort, and serving in elected office in the Coast Guard Auxiliary is no exception. The benefits are well worth it though, and if you've never held an elected position I'd recommend the experience. You'll get to do things that you've probably never figured on doing, you'll make lots of new friends, and there is always someone around to let you know when things perhaps should be done differently. I particularly appreciate that last item.

I've been asked several times what I'm going to be doing in the near future, and I'd like to share that with you all. My plan is to improve my mission-related skills, conduct operations and recreational boating safety missions, and mentor some new members in all three of our program areas. In other words, train, perform, and bring some new folks along when I'm doing both.

I invite you to join me in all that, and I look forward seeing you out there at the ramp, on the water, or in the classroom in 2008.

Angelo A. Perata, RCO-RBS

As 2007 winds down, I've been trying to catch-up. I'm looking forward to the Change of Watches. It is always a pleasure to see members moving up the chain & receiving the awards that they have worked so hard to achieve. One of the cornerstones of the Auxiliary is Friendship, it's one of the things that makes being an Auxiliarist fun.

2007 has been an interesting year & yours truly has learned a lot. Next year I hope to create new & better programs, especially National Safe Boating Week, which I will be chairing for 2008. I will be looking to members for input and will be meeting with Division Chairpersons on how to implement & improve this important event.

It's been great attending this years Division OPEX & OPTREX's and rewarding to see members working toward higher levels. I particularly enjoyed the opportunities to get together & swap stories & experiences with so many of you.

Getting money to operate facilities and planes has been an ongoing issue, and our DCO Vic. Connell & VCO Mike Williams have been working with Sector San Francisco in this regard.

Our Auxiliary Memorial plans are coming along & We hope to have good news for our members in the near future .

Jimmin Chang, RCO-MS Focus on Member Services

Nationwide, Auxiliary membership was down 24% last year due to PSI. But in 2007, we are turning around with 30% growth. National P Dept's new slogan is "think with a bigger box, instead of think outside the box". We should not just recruit from amongst the boating public, but instead focus on diverse groups with special skills. On the auxpdept.org website, there is an unconventional "Don't be a Duck out of Water" recruitment program, designed to appeal to baby boomers.

Now that we are wrapping up for 2007, we should start planning for 2008. Besides recruitment, retention should be the focus of each flotilla. Are there Member Training programs for all in the flotilla? Is information from District and Division effectively passed down to all members? Does the unit have regular publications of meeting minutes and Newsletters? Is adequate member services (IS, MA, CS, PS) provided to all members? Are members aware of the different operation programs and opportunities to serve with the active duty Coast Guard, besides our traditional Recreational Boating Safety (RBS) missions?

In recent years, the Auxiliary are getting more integrated with active duty units, and there are countless opportunities to serve in both Prevention (marine safety) and Response (surface and air operations) branches. Even as the "Specialized Forces" of the Coast Guard, Deployable Operations Group (DOG), is established, their Commander is already looking for ways to integrate us into their units. The DOG includes (1) Maritime Security Response Teams for anti-terrorism, (2) Maritime Safety and Security Teams for domestic vessel and critical infrastructure protection, (3) National Strike Teams for hazardous material spills, (4) Port Security Units for overseas military equipment protection, (5) Tactical Law Enforcement Teams for counter-drug operations, and (6) Naval Coastal Warfare squadrons for command, control, and intelligence support with other military units. Plans are underway to incorporate Auxiliarists as force multipliers in possibly medical, legal, lingual and communications support.

And finally, don't forget our corner-stone, fellowship. Fun should always be integrated with our work. Let's start planning now for a very successful 2008!

Northwind Publication Editor George C. Knies

Following a unanimous vote by our District, our District Newsletter, Northwind, is changing from a printed newsletter to a primarily electronic publication. This is in line with many other organizations that are switching their newsletters to the digital format. The advantages of this change are faster and more frequent distribution of information to our members and considerable cost savings.

Two electronic Northwind versions (broadband and dial up) will be available on our District Web Page, where anyone with access to a computer can view or download it as a PDF file, and print it out if they wish.

The broadband version will have photos and be in color...the dial up version will be photo less and in black and white. **(continued)**

A mass e-mail notice to all 11NR members informing them that Northwind is available on the site will be sent to all members with email addresses listed in AUXDATA, and also posted online on our District Web Page. Some printed copies will be available to members who do not have inter-net access and who request a printed copy.

Full color issue web download for hi-speed users and black and white issue web download sans photos for dial-up.

Former ASDO-PB crew and new crew - members are needed to handle the printing and mail distribution (first class, no longer a bulk mail evolution), as well as other staff duties.

Time sensitive information, schedules and reports are now effectively communicated via the inter-net on a daily basis. The content of the Northwind will be fashioned towards a storyline presentation in more detail with a human-interest slant.

We work on a daily basis in concert with the 'Gold Side', our regular Coast Guard shipmates, therefore it is imperative that we are kept up-to-date with developments and achievements regarding their operations. Northwind will attempt to provide the venue for such articles in the future, with your support and input I look forward to producing an informative, effective and most important, *a well read publication*.

EDITORIAL: Despite the politics in the San Francisco Bay area the general public has been supportive of our military forces. It is obvious that the vast number of our citizens attending Fleet Week this year realize the importance of a strong military. If we are to continue our democratic way of life, we need a strong sea service. Ninety-five percent of our goods travel by sea, and we must have the forces to protect our interests throughout the world.

As we all know the Coast Guard Auxiliary is part of our sea service team USN, USMC, Coast Guard and the U.S. Flag Merchant Marine. We should be proud of our contribution towards fulfilling the Coast Guard mission.

USCG Auxiliary Aviation: In the Game, Too

By Ron Darcey, Staff writer U.S. Naval Institute Proceedings

The U.S. Coast Guard Auxiliary Aviation (AuxAir) component is small in comparison with the surface Auxiliary but equally important for a multitude of missions and operations.

An aviation capability has always been a primary extension of the Coast Guard in all operations. AuxAir with more than 600 pilots, air crewmen, and air observers, certainly complements that capability.

Small general aviation aircraft are ideally suited for a wide range of operations that include search-and-rescue (SAR), observation, reconnaissance, marine environmental protection, maritime domain awareness, and Department of Homeland Security missions.

AuxAir also participates in training for intercept operations over the nation's capital. These units provide dissimilar aircraft as targets for training of helo crews flying monthly intercept drills. Auxiliary aircraft and aircrews fit nicely into this specialized, integrated training mission and its aircraft are the type helo crews are likely to engage.

Small, utility aircraft gained fame from the opening days of World War II through Korea and Vietnam by conducting observation, reconnaissance, and liaison missions along with other vital air operations.

Today the Coast Guard preserves that heritage and capability through its active AuxAir program of dedicated, well-trained aviators and variety of general aviation aircraft facilities. Of great benefit are the numbers and types of Auxiliary aircraft available that conserves regular Coast Guard resources.

Coast Guard takes over management of Deepwater program

Compilation by George C. Knies, DSO-PB

Few defense contracts have drawn as much Congressional fire as the deal that oversees management of the Coast Guard Deepwater contract handled by Integrated Coast Guard Systems (ICGS), a joint venture between Northrop Grumman and Lockheed Martin.

ICGS had been in charge of a plan to lengthen 49 Island-Class, 110-foot cutters to 123 feet. After eight of the vessels had undergone their refit, engineers discovered cracking and buckling in many of the hulls. They were declared un-seaworthy in November 2006 after the Coast Guard spent an estimated \$100 million on the project.

Separate plans to build 58 fast-response cutters and the \$564 million national security cutter have also been plagued by design problems.

In March the Coast Guard terminated an acquisition of the Fast Response Cutter-B from ICGS. That program calls for the delivery of 12 replacement vessels beginning in 2010. Admiral Allen instead placed it under in-house management by the Coast Guard's newly created Acquisition Directorate

As problems continued to increase with Deepwater's shipbuilding programs, critics have compared the contract as a case of handing management of the chicken coop over to the foxes. The Coast Guard was criticized for allowing the private-sector manager to oversee the gigantic public project as "lead system integrator."

Coast Guard Commandant Thad Allen stated "We understand all too well what has been ailing us within Deepwater in the past five years. We've relied too much on contractors to do the work of government."

Admiral Allen announced fundamental changes in the management of the Deepwater program:

1.The Coast Guard will assume the lead role as systems integrator for all Coast

Guard Deepwater assets, as well as other major acquisitions.

2.The Coast Guard will take full responsibility for leading the management of all life cycle logistics functions within Deepwater.

3.The Coast Guard will expand the role of the American Bureau of Shipping, or other third-parties, for Deepwater vessels to increase assurances that they are properly designed and constructed in accordance with established standards.

4.The Coast Guard will work with Integrated Coast Guard Systems to identify and implement an expeditious resolution to all outstanding issues regarding the national security cutters.

5.The Coast Guard will consider placing contract responsibilities for continued production of an asset class directly with the prime vendor.

6.Admiral Allen said he "will meet no less than quarterly with my counterparts from industry until any and all Deepwater program issues are fully adjudicated and resolved".

Admiral Allen reported that the Coast Guard will permanently decommission eight 123-foot patrol boats converted under the Deepwater program. The conversions were the subject of a separate hearing by the House Transportation and Infrastructure Committee that conducted its own investigations.

Prior to the hearing Committee Chairman Rep. James L. Oberstar said "it is time to salvage equipment and parts from the 123-foot patrol boats and begin a civil and criminal investigation into how the Federal Government and the American taxpayers were sold a boat that is unsafe, it is time for the Department of Justice to step up and hold those who perpetuated this fraud accountable."

Subsequently it emerged that Lockheed Martin and Northrop Grumman were notified

in December that the Department of Justice is, indeed, investigating Deepwater.

NEXT GENERATION FRC the PX-150?

The experimental, composite-hulled, 150-foot cutter, equipped with hybrid propulsion drive and next-generation rudders, could be the Coast Guard's future Fast Response Cutter (FRC).

Department of Home Land Security (DHS) reported that this concept exists only on paper at the present time. The cutter will be impervious to hull corrosion, energy efficient and environmentally friendly. It will leverage Navy, university and industry research that was done to reduce costs and risks connected with the FRC program, which was shelved in May because of technical risks associated with using composite materials for the hull.

The vessel's builder, Northrop Grumman Ship Systems, presented concept papers for design and production of a prototype PCX-150 to the DHS in May at about the same time work on the FRC was suspended. DHS documents detailing the concept show its development would coincide with the timeline that had been put in place for the FRC.

The concept papers for the PCX-150, however, tout the use of lightweight composite panels of 20 and 40 feet, manufactured by the university of Maine, which have already been produced and approved by DHS. These panels are about 20 percent lighter than steel.

ICGS officials said there is no link between work on the PCX-150 and the Deepwater program's FRC. ©

Source material provided by "Seapower" NLUS and Naval Institute Proceedings, publications

2007 FLEET WEEK SAN FRANCISCO, *BRAVO ZULU*
Captain W. C. Uberti, Sector San Francisco Commanding Officer

1. CONGRATULATIONS TO ALL UNITS AND PERSONNEL INVOLVED IN THE 2007 FLEET WEEK MARITIME FESTIVITIES FROM 04-07 OCTOBER 2007. INTENSE SUPPORT AND WELL EXECUTED INTERAGENCY TEAMWORK FROM OVER 20 FEDERAL, STATE, AND LOCAL AGENCIES ENSURED THE SAFETY OF OVER 250,000 VISITORS AND THE BOATING-PUBLIC IN THE SAN FRANCISCO BAY OVER A FOUR DAY PERIOD.
2. TO COMPLETE THE LARGE MULTI-FACETED SECURITY/SAFETY OPERATION, SECTOR SF RECEIVED OUTSTANDING SUPPORT FROM CG UNITS ALONG THE WEST COAST INCLUDING CGC'S DORADO, ORCAS, ASPEN, GEORGE COBB AND STATION NOYO RIVER, WHO WERE INSTRUMENTAL TO THE SUCCESSFUL MISSION EXECUTION. CRITICAL LAW ENFORCEMENT AND FORCE PROTECTION ROLES DURING THE OPERATION WERE FILLED BY MSST'S 91105 SAN FRANCISCO AND 91103 LA/LB WHICH CONDUCTED MULTIPLE DIVE OPS, K9 SWEEPS OF FERRY TERMINALS, 4100 BOARDINGS, VESSEL ESCORTS DURING THE PARADE OF SHIPS, AND ENFORCEMENT OF THE AIRBOX SAFETY ZONE.
3. SECTOR SF'S PATROL BOATS AND SMALL BOAT STATIONS DEMONSTRATED THE HIGHEST LEVELS OF PROFESSIONALISM AND EXCELLENCE. CGC'S PIKE, TERN, HAWKSBILL, AND SOCKEYE PROVIDED EXCEPTIONAL PLATFORMS FOR THE OPERATION'S PATCOM PERSONNEL AND DIVISION COMMANDER PERSONNEL AS WELL AS SERVING AS CENTER POINT AND STAND-BY SAR/ESCORT CUTTERS. CGC'S SOCKEYE, ORCAS, AND DORADO PERSEVERED THROUGHOUT THE FIREWORKS SAFETY ZONE ENFORCEMENT IVO PIER 3 OVER A TWO NIGHT PERIOD. STA'S SAN FRANCISCO, RIO VISTA, MONTEREY, VALLEJO, GOLDEN GATE, LAKE TAHOE, NOYO RIVER, AND BODEGA BAY EXHIBITED EXTRAORDINARY DILIGENCE PATROLLING THE AIRBOX SAFETY ZONE, ENSURING THE SAFETY OF THE BOATING PUBLIC DURING THE AIRSHOW AND ESCORTING NON-COMPLIANT VESSELS TO HYDE STREET PIER 45 FOR FURTHER LE ACTION.
4. CGC'S GEORGE COBB AND ASPEN WERE EXEMPLARY SUPPORT PLATFORMS BEFORE AND DURING FLEET WEEK OPERATIONS. CGC ASPEN SET AND RETRIEVED THE CENTER POINT BUOY WORKING IN COORDINATION WITH THE FAA AND BLUE ANGELS REPS. BOTH BUOY TENDERS SERVED AS PHENOMENAL LOGISTICS PLATFORMS FOR PATROL ASSETS AND CRITICAL REFERENCE POINTS TO MARINERS WISHING TO AVOID THE REGULATED AREA.
5. AIRSTA SF, ANT SF, AND VTS SF ALSO PROVIDED IRREPLACEABLE SUPPORT DURING FLEET WEEK OPERATIONS. AIRSTA SF DILIGENTLY CONDUCTED MULTIPLE HLS OVERFLIGHTS TO INCREASE AIR BORNE PRESENCE ALONG THE SF WATERFRONT AND EFFECTIVELY ESCORTED ALL VESSELS DURING THE PARADE OF SHIPS IN COORDINATION WITH MSST SF AND LA/LB. ANT SF SET AND RETRIEVED THE AIRBOX INFLATABLE BUOYS DAILY WHILE MONITORING AND CONTROLLING HEAVY BOATING TRAFFIC IVO ALCATRAZ ISLAND DURING WEEKEND AIRSHOWS. VTS SAN FRANCISCO ADEPTLY LIAISED WITH ALL COMMERCIAL VSL TRAFFIC IN THE BAY, DIRECTING THEM AWAY FROM ALL REGULATED AREAS, ENSURING THE SAFETY OF PARTICIPANTS, SPECTATORS, AND THE COMMERCIAL VSLS THEMSELVES.
6. SECTOR SF SBT, INVESTIGATING OFFICERS, AND COMMAND CENTER PERSONNEL WERE INVALUABLE IN CAPTURING LE ACTIVITY ON HYDE STREET PIER 45 PURSUING 13 VIOLATIONS AGAINST VESSELS THAT ILLEGALLY ENTERED THE AIRSHOW SAFETY ZONE. IN ADDITION, SECTOR SF SBT PROVIDED FORMIDABLE ARMED PRESENCE AND THREAT DETERRENCE ONBOARD COMMUTER FERRIES OPERATING IN SF BAY THROUGHOUT THE FOUR DAY PERIOD.
7. SECTOR SF AND D11 PUBLIC AFFAIRS TEAMS ENSURED ALL MEDIA OUTLETS RECEIVED TIMELY AND ACCURATE INFORMATION. IN ADDITION, THE SECTOR SF PAO LED A TEAM OF ACTIVE DUTY, CIVILIAN, AND CG AUXILIARY VOLUNTEERS STAFFING AN INFORMATION BOOTH ON PIER 39 THROUGH THE DURATION OF THE AIRSHOW, PROVIDING BENEFICIAL PUBLIC OUTREACH AND RECRUITMENT FOR THE COAST GUARD.
8. THE D11 NORTHERN REGION COAST GUARD AUXILIARY VOLUNTEERED OVER 500 HOURS OF SELFLESS SERVICE PATROLLING THE AIRBOX SAFETY ZONE, CONDUCTING PUBLIC EDUCATION WITH VESSELS LOOKING TO ENTER THE AIRBOX SAFETY ZONE, PROVIDING VITAL TRANSPORTATION SERVICES TO FAA OFFICIALS, AND ASSISTING WITH CRITICAL COMMS.
9. FIELD INTELLIGENCE SUPPORT TEAM SAN FRANCISCO PROVIDED CRITICAL THREAT ASSESSMENTS TO ALL OPERATIONAL PLANNERS, SEAMLESSLY INTEGRATING INTELLIGENCE ESTIMATES FROM LOCAL AND NATIONAL INTELLIGENCE CENTERS.
10. LAST BUT CERTAINLY NOT LEAST, THE MEMBERS OF SECTOR SF'S RESPONSE, PREVENTION, AND LOGISTICS DEPARTMENTS CONTRIBUTED COUNTLESS HOURS TO ENSURE THE EFFECTIVE PLANNING, COORDINATION, EXECUTION AND LOGISTICAL SUPPORT OF ALL OPERATIONS. ©

"Pacific Graveyard Guardians"

Cape Disappointment, National Motor Life Boat School
Compilation by George C. Knies, DSO-PB

On June 6, 2003 I had the pleasure of visiting the U.S. Coast Guard National Motor Life Boat School at *Cape Disappointment*, Washington located on the north side of the Columbia River Bar. The NMLB School trains crews to negotiate treacherous surfing conditions in 47-ft. surfboats.

Coast Guard Station Cape Disappointment, situated at the mouth of the Columbia River, is the largest Coast Guard search and rescue station on the Northwest Coast, with 50 crewmembers assigned. Cape Disappointment is also the site of the oldest search and rescue station within the Thirteenth Coast Guard District.

Photo by George C. Knies

The station has 5 search and rescue boats, including: the 52'- motor lifeboat "Triumph" (52'-HW SPC), two 47' motor lifeboats (47-MLB), a 25' homeland security response boat (25'-RBHS) and a 23' utility boat produced by Safe Boat (23'-UTL). The 52'-HW SPC and the 47'-MLB have all been designed for operations in heavy surf conditions and are capable of being rolled over by breaking swells and re-right themselves with minimal damage. Also co-located with the station is the oldest lighthouse on the Northwest Coast of the United States, Cape Disappointment Light, marking the north side of the Columbia River Bar. Less than two miles to the northwest is North Head lighthouse, which provides a beacon for the northern approaches to the Columbia River Bar.

The station's primary missions include (1) providing search and rescue to commercial and recreational mariners within 50 nautical miles of the Columbia River entrance and (2) providing a maritime law enforcement presence near the approaches to the Columbia River including execution of Homeland Security missions.

Commonly known as Station Cape "D", station crewmembers respond to 300-400 calls for assistance every year. The station's heaviest workload occurs during the months of early June through mid-September, when an abundance of recreational boaters transit the Columbia River entrance in search of salmon and bottom fish.

Photo by George C. Knies

This area is regarded as one of the most treacherous river bars in the world. Because of the large number of shipwrecks near the river entrance it is often called "The Graveyard of the Pacific." During winter storms, wind-driven ocean swells often reach a height of 20-30 feet at the entrance of the bar. With the combination of strong outgoing tides and large incoming swells, large surf conditions can exist in and around the bar entrance

The Cape Disappointment headland was first charted as 'San Roque' by a Spanish explorer named Bruno Heceta while exploring the Northwest Coast in August 1775. Heceta recognized this was probably the mouth of a large river but was unable to explore the entrance, due to his crewmembers weak condition from scurvy. (Continued next page)

Using Heceta's navigational charts during an expedition along the West Coast of North America in 1788, Lieutenant John Meares of the British Royal Navy locate 'San Roque.' After exploring the area, Lt. Meares decided that no river entrance or channel existed among the shoals at the base of 'San Roque,' so Lt. Meares changed the name of the rocky headland to 'Cape Disappointment,' a name that has described the headland since July 1788.

Photo by George C. Knies

Captain Robert Gray first accomplished crossing the bar several years later on 11 May 1792 aboard the USS COLUMBIA REDIVIVA. Gray and his crewmembers successfully crossed the treacherous bar and anchored in Baker Bay to trade goods with the Chinook Indians who populated the region more

than two hundred years ago. The river was named in honor of this first passage.

Photo by George C. Knies

The first U. S. Life Saving Service station at Cape Disappointment was built on the site of Fort Canby in 1877. For the first five years volunteers manned the station entirely. In 1882, the first full-time Life Saving Service crew was sworn in at this site. Then in 1915, the Life Saving Service merged with the Revenue Marine Cutter Service to form the United States Coast Guard. The existing station was first occupied in February 1967 and is currently the site for Station Cape Disappointment and the National Motor Lifeboat School. ©

PHOTO's FROM THE PAST CONTEST

Ten Points each for naming the participants in the photos;

Twenty Points for identifying type of watercraft;

Twenty Five Points for identifying the event;

Twenty Five Points for identifying the location.

Winner(s) will be announced in the next issue of the *Northwind*.

Photo No.1

Photo No. 2

George Barantseff, Flotilla 12-11NR Auxiliary Interpreter Corps.

MAYDAY - MAYDAY - MAYDAY! MV Marazli to US Coast Guard! Not good English. Seaman injury. Need go hospital. MAYDAY - MAYDAY - MAYDAY" Coast Guard Group San Francisco determined that Russian linguistic support was immediately required and contacted , a member of the Auxiliary Interpreter Corps. Barantseff had previously been instrumental in two Russian language SAR cases and on both occasions the distress calls were due to injuries and there was a language barrier. In all three cases the injured parties were airlifted via USCG helicopters and despite very severe injuries (e.g.. brains visible through head trauma) the seamen survived, in part due to the accuracy of the interpreter's ability to facilitate radio communications between the ship's doctor, the USCG Flight Surgeon, the helicopter pilot, and Group San Francisco. In the winter of 1999, Barantseff was deployed aboard USCGC BOUTWELL for a 35-day Alaskan Patrol (ALPAT). The cutter encountered 40 foot seas, 75 knot winds and minus 25 degree wind chill factors on the North Pacific and Bering Sea, but he enthusiastically maintained his post on the bridge, monitoring the Russian fishing fleet's radio traffic.

In the summer of 2000, Barantseff was deployed aboard USCGC HAMILTON, again for 35 days to the Maritime Boundary Line (MBL) in the Bering Sea. This time the FV MING CHANG was boarded after a hot pursuit for illegally fishing 1 1/2 miles inside the US EEZ (Exclusive Economic Zone). A joint Law Enforcement operation with a patrol vessel from the Russian Border Service was brought to a successful conclusion - the radio communication between the cutter and the Russian vessel was conducted in the Russian language and lasted for 12 hours because the MING CHANG inadvertently fled into the Russian prohibited zone.

That winter saw Barantseff aboard USCGC ACUSHNET for four weeks on another ALPAT, again in severe storms but he maintained his position at the radio on the bridge. His fourth deployment was aboard USCGC MUNRO for a 15-day ALPAT in Aug-Sept 2003 and despite gale force winds and 25 foot seas which threatened to prevent the training exercise, a successful joint SAR/LE simulated operation was conducted between the cutter and the Russian Border Service frigate VOROVSKY . Barantseff was again at his post on the radio of the cutter's bridge and was the voice and ears for both vessels' captains. He has flown several times to Russia via USCG C-130 and commercial airlines for duty both as a consultant and as a Russian linguist at diplomatic meetings. While in Russia he participated with District-17 officers in a first-ever flight by USCG officers aboard a Russian AN-72 patrol jet on a reconnaissance sortie out of Petropavlovsk-Kamchatsky, Russia.

Barantseff received Boarding Officers' training at the USCG North Pacific Fisheries Training Center (NPFAC) in Kodiak, Alaska and was the lead Russian interpreter/translator of the instructional material which he co-presented with the NPFAC commanding officer to a delegation of Russian Border Service officers. He has often provided interpreter services at District-17 (Alaska), and was attached to District-9 (Great Lakes area) during a visit by Ukrainian Border Service officers. He was the personal Russian interpreter to the Commandant at HQ USCG in Washington DC during an unprecedented official visit by the admiral's Russian counterpart, General K.V. Totsky.

He is frequently called on by various elements of US Coast Guard to translate Russian documents or to provide consultation on sociological or linguistic differences between the United States and Russia. As an Auxiliarist and on behalf of the Coast Guard on official business he has flown over 120,000 commercial air miles, more than 8,500 miles on USCG C-130, approximately 500 miles on a USCG Falcon jet (CG-01), over 200 miles on a Canadian Forces CP-140, 500 miles on a Russian Border Service AN-72 patrol jet, and on two sorties as an observer/listener aboard USCG HH-65A helicopters from the decks of cutters at sea, as well as being picked up by the helicopter on St. Paul Island in the Bering Sea and flown to USCGC HAMILTON while it was underway in some very choppy weather.

Altogether he has volunteered almost 4,000 hours as an Auxiliary interpreter/linguist. Officers and crew of the cutters inquire as to how they should refer to him: "Auxiliarist? Sir? Mr. Barantseff? Colonel? (he is a retired O-6 reserve colonel)" to which he responds: "Please call me George".

He was born in Kobe, Japan, to Russian parents who fled their homeland following the Revolution and Civil War, there he studied French in Catholic and Protestant Mission schools. He is a 1991 Outstanding Graduate of the National Defense University, Ft McNair, Washington, DC, National Security Management Course. He is retired from the Federal Civil Service and lives in San Francisco, California. George Barantseff is a naturalized United States citizen and currently serves as National Staff Branch Chief - Pacific Area, USCG Auxiliary Interpreter Corps.

Ken Sommers N-ICW

Since April - 2005 I was again in the Russian Far East and served as one of the interpreters for the United States Ambassador to Russia, during his last state visit to Petropavlovsk-Kamchatsky (Siberia) at a reception aboard a USCG Heavy Endurance Cutter. In all I served as a Russian/Japanese/English linguist aboard five different cutters in the North Pacific and the Bering Sea.

George E. Barantseff. FL 12-NR

New Mission for Mendocino Flotilla 87

Bruce Rogerson, FC & FSO-PB FL 87

Auxiliarists of Flotilla 87 provide operational support along the rugged Mendocino coast for US Coast Guard Group Humboldt Bay including Station Noyo River from Westport in the north, to Gualala and the Sonoma County line in the south. For over 15 years the Coast Guard has maintained an aviation jet fuel supply at Point Arena, close to the historic lighthouse. This fuel supply is critical for both the Coast Guard helicopters from Group Humboldt Bay and Sector San Francisco, for both training and SAR missions along the southern Mendocino Coast and northern Sonoma coast and offshore waters.

At the USCG Auxiliary Division 8 Change of Watch in December 2006, CAPT Mark Butt, Commander of Coast Guard Group Humboldt Bay, CA, asked for assistance from the Auxiliary with the weekly maintenance of the aviation fuel at Point Arena. After review with the Flotilla members, Flotilla Commander Bruce Rogerson contacted LT. Scott Parkhurst, Surface Operations Officer at Group Humboldt Bay, to offer the services of the Flotilla members in Point Arena and Gualala and arrange the training required to prepare the Auxiliarists for the task.

USCG Group Humboldt Bay personnel came to Point Arena in January to train Auxiliarists from Flotilla 87, Point Arena Detachment, on fuel maintenance. WG8 Shaun Fyfe spent two hours making sure the volunteers had every procedure correct. Auxiliarists Ken Reynoldson, Chris Jewell, Jan Jewell and Ray Hurst of the Pt. Arena Detachment attended to learn their new task. FC Bruce Rogerson and VFC Doug Pohlson were also trained to provide back up for the local Auxiliarists.

Auxiliarists Doug Pohlson and Ken Reynoldson check the valve system during training on the fuel system.

WG8 Shaun Fyfe pumps the hose fuel into the tank.

Once a week at least two Auxiliarists perform the required fuel recirc. as it is known. This involves pumping 75 gallons of fuel in the long hose used to reach the helicopters on the pad back into the storage tank; taking fuel samples and testing them for water and sediment contamination and re-circulating the enter contents of the fuel tank through filters to keep the fuel ready for use. The test results obtained are faxed back to the Air Station at Mackinleyville on completion of the recirc. In addition the Auxiliarists have been asked to be at the fuel site to take delivery of fresh fuel and to

prepare the fuel supply for helicopters on SAR missions when they have to land at Point Arena for refueling.

Coast Guard HH-65 helicopter from Air Station Humboldt Bay refuels at Point Arena

(continued next page)

To quote Capt. Mark Butt commanding officer Coast Guard Group, Air Station Humboldt Bay in an article in the local papers "Until recently, the Coast Guard

Air Stations in McKinleyville and San Francisco flew weekly missions to Point Arena to re-circulate and test the fuel. Once asked, the Auxiliary unequivocally volunteered to take on that responsibility. Their efforts will enable me to schedule nearly 75 hours of additional flight time (valued at approximately \$470,000) into furthering our Search and Rescue and Homeland Security Missions for the Lost Coast of Northern California. The fuel must be tested and re-circulated on a weekly schedule. Our helicopter crews can do this upon arrival at the helo pad, but this is a time consuming process. With the assistance of our wonderful Coast Guard Auxiliary, the fuel is re-circulated and ready for immediate use. My deep appreciation goes out to those outstanding Americans and the rest of the Coast Guard Auxiliary."

In the months since the program was initiated with the Auxiliary, the fuel readiness has benefited both the helicopters from Group Humboldt Bay and Sector San Francisco. In late January the fuel readiness played a role in enabling two Coast Guard helicopters to successfully evacuate an injured seaman from a large merchant ship off the Mendocino Coast and transfer him to hospital for urgent care. In the last month the fuel team were again called out to ready the system for refueling helicopters searching for the lone English rower over 90 miles off Fort Bragg. In addition to the fuel recirc., the Auxiliarists are also able to provide much need local weather information at the helo pad to the fight crews by VHF radio.

To quote Capt. Mark Butt commanding officer Coast Guard Group, Air Station Humboldt Bay in an article in the local papers "Until recently, the Coast Guard Air Stations in McKinleyville and San Francisco flew weekly missions to Point Arena to re-circulate and test the fuel. Once asked, the Auxiliary unequivocally volunteered to take on that responsibility. Their efforts will enable me to schedule nearly 75 hours of additional flight time (valued at approximately \$470,000) into furthering our Search and Rescue and Homeland Security Missions for the Lost Coast of Northern California. The fuel must be tested and re-circulated on a weekly schedule. Our helicopter crews can do this upon arrival at the helo pad, but this is a time consuming process. With the assistance of our wonderful Coast Guard Auxiliary, the fuel is re-circulated and ready for immediate use. My deep appreciation goes out to those outstanding Americans and the rest of the Coast Guard Auxiliary."

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HH-65 Helicopter at the Point Arena Helo pad with the Lighthouse in the background.

As pilot Lt. Stephen Baxter said after a recent search "Thank you very much for assisting us last night with the SAR case and the weather update at PT Arena. We cannot thank you enough as this will someday mean the difference of a live saved or body recovered." Article Photos By Bruce Rogerson ©

Safety Patrol,

Labor Day Weekend,

September 1, 2007 Lake Sonoma, California

by Larry Kubo

Photo by Larry Kubo

Situation: While on patrol of the Dry Creek arm of Lake Sonoma, crewman Stu Halbersma reported to PATCOM that a campfire was visible. It was determined that the fire jumped the fire ring, and ignited a grass fire at the campsite. A small contingent of California Department of Forestry firefighters were

dispatched The Army Corps of Engineers, who were the controlling authority, asked both facilities to help transport additional firefighters to the campsite. The photo depicts the public launch ramp,

AUXFAC	"Margarita"
Coxswain:	Larry Kubo and
AUXFAC	"Francis Faye"
Coxswain:	Ray van Cleave
Crewmen:	Wil Sumner & Stewart Halbersma
	respectively
PATCOM:	Sonoma County Mobile, Tom &
	Shirly Maxson *
	Flotilla 55, Sonoma County

where *Francis Faye* docked, and CDF engines were parked. Both facilities *Francis Faye* and *Margarita* transported CDF firefighters to the campsite. After the fire was contained, and hotspots and embers were extinguished *Margarita* was directed to return the firefighters, after which time both facilities were released by PATCOM. ©

Tale of the Whale

By: Ed Sweeney DC-A, Bill Kinsey RCO & COMO Gail Ramsey DSO-OP 11NR

The D11N Auxiliary was called upon to participate in a search and rescue effort a bit different from the norm; monitoring two wayward humpback whales, dubbed “Delta” and “Dawn” by California Lt. Governor John Garamendi. The whales went up the Sacramento Deep Water Ship Channel, approximately 80 nautical miles from the Golden Gate Bridge.

Picket Line Sacramento River- Photo Roger Haynes FL 12-91

The United States Coast Guard Auxiliary was called in to join the active duty Coast Guard, NOAA, California Department of Fish and Game, California Office of Emergency Services, and other interested agencies (such as the Marine Mammal Center) to protect the whales.

Photo Roger Haynes, FL 12-91

Auxiliary support for this mission came in many forms, including surface assets to help educate boaters about the “safety zone” enforcement, and to provide media platforms so that the world could be kept up to date on Delta and Dawn’s whereabouts. Bill Kinsey, RCO-OMS, along with COMO Gail Ramsey DSO-OP 11NR, helped coordinate the **Whale wound aft of blow hole (obviously caused by the Prop of a large vessel) - Photo Roger Haynes, FL 12-91**

boats needed from the Auxiliary with ENS Jon Tschudy, USCG AUXLO for Sector San Francisco. Linda Vetter, San Francisco Auxiliary Bay Area Patrol Coordinator, coordinated Auxiliary Facilities for the Bay in case the meandering whales returned to the Bay. Division 3 Auxiliarists (whose AOR includes the Port of Sacramento), along with assistance from Auxiliarists in Divisions 1, 4, 5, 8, 10, and 12 - several of whom came from over 100 miles away - provided boats, crews and coxswains for the whales first morning sighting to dusk patrols to track the whales’ whereabouts and assist with advising the public about the moving 500-yard safety zone around the whales.

In addition to the boats and crew there were several Auxiliarists volunteering in the Unified Command structure in non-traditional roles normally not carried out by Auxiliarists. Jerry Bynum ADSO-MS 11NR was called upon to serve as the safety officer for the Unified Command; Eric Hebert from the USCGAUX Photo Corps, not only lent his photography talents to the active duty Sector and District Public Affairs efforts, but also worked as a liaison in the Joint Information Center (JIC); Bob Davison ADSO-OP and Marla Moura FSO-MS 35, worked in the operations area, coordinating surface and air assets; Randy Harrington ADSO-MS assisted with advance work at STA Vallejo; Bob and Sharon Nichols from FL 35 11NR assisted the active duty personnel at STA Rio Vista with a variety of duties, including serving

as the point of contact at the main gate and Ed Sweeney DC-A worked as a media liaison and one of the spokespersons for the JIC.

“The Auxiliary has been an invaluable asset in this operation,” said ENS Brian Trapp, who was working in the Operations Section of the Unified Command...“They’ve done everything we asked of them and more.”

The USCG Auxiliary offered their talents and services for the *Tale of the Whale*. Over eighty-five members were active in this, now famous, episode of Delta and Dawn. ©

Photo by Denis Eaton, FL 51

Many thanks for the hundreds of photos submitted by the participants in this joint undertaking.

Team Coast Guard ▲ New perspective

Joyce Bell, PDCP/SO-PB FL 07-08

Members of the Coast Guard Auxiliary in Utah are used to being seen as the Coast Guard. With the exception of one recruiting office, there is no other Coast Guard presence in Utah. As Auxiliaries we assist the boating public on the water, at dockside and in the classrooms, the public often refers to us that way. However, on 4 July 2007 "Team Coast guard" took on a different perspective. Provo, Utah hosts a week-long Independence Day celebration, culminating in the "Stadium of Fire", a nationally-ranked patriotic event and fireworks display held in Brigham Young University's LaVell Edwards Stadium. The event usually hosts some 40,000 spectators.

In addition this year the organizers planned to broadcast the entire event via the Armed Forces Network to our armed forces all over the world. In fact, part of the program would include live-feed interaction between soldiers in Iraq and selected program participants.

Approximately one week before 4 July Mart Gardner, Division 7 Captain received a call from District 11 NR indicating a request from Hill AFB requesting the Coast Guard's participation in the color guard that would kick-off the festivities.

Heeding the Coast guard motto, twelve Auxiliary volunteers stepped forward. None had ever participated in a color guard ceremony before, but all were willing to try their very best. One conversation on the way to the 3 July rehearsal went something like this, "I hope they don't ask us to carry flags and rifles. We won't know what to do." "Oh, they won't make us do that, we'll just be marching in uniform behind the real color guard." Little did they know what "Semper Paratus" was going to

mean.

Twelve "greenies" were met at the staging area by an Air Force Master Sergeant wearing a ball cap that read "Color Guard Top Gun." He took the four 'color guard' volunteers, turned the other eight members of the team over to another official and Color Guard 101 commenced — complete with flags (including the Coast guard, not the Coast Guard Auxiliary flag) and rifles.

COLOR GUARD BEFORE

The flag ceremony would consist of official color guards for each of the five military organizations. Each would march onto the field as a band played its service anthem, and they would all participate in the elaborate presentation of the colors ceremony.

Joyce Bell, Don Robertson, Lou Carroll and Pamela Berga /Photos by Mart Gardner

COLOR GUARD AFTER

Our other eight volunteers? In addition to marching behind the color guard to the end of the field before exiting, they had another task to perform. The pre-show event included an Air force jet fly-over and sky divers. One skydiver carried a large American flag hung with a weight so it would be displayed properly. Their job, along with their counterparts from the other services, was to catch the flag as the skydiver descended and make sure it did not touch the ground.

U.S. Air Force Parachutist

"In retrospect" said Lou Carroll, PDCP/SO-PA and a member of the color guard, "if not for the help of our friends from the Air Force and the other services color guards, we would not have been nearly as successful in representing the coast guard."

Most of the members of the other service members could have been our chil-

dren. They understood that we wanted to represent 'our' Coast Guard, and they helped us. "Then," Carroll concluded, "Reality set in; the United States has five military services dedicated to a common goal — our protection and freedom. Each plays its own role. It became apparent to us that the Auxiliary is an important part of the 'grand scheme of things,' even if we are only there to help when needed." ©

U.S. Coast Guard Ice Breaker *Healy*, (at forefront of race to claim Arctic Underwater Continental Shelf extensions)

Compilation by George C. Knies, DSO-PB

The Arctic Rush has commenced, U.S., Canada, Russia and Denmark and other countries are jockeying for positions along potentially resource-rich Arctic seabed. In addition to resource exploration polar ice melt is making the possibility of an ice-free Northwest Passage, the route connecting the Labrador Sea with the Bearing Sea.

Researchers aboard the U.S. Coast Guard icebreaker *Healy* have been mapping claims to the spoils of global warming. North of Alaska, the 23 scientists of the *Healy* gathered the data legally required to extend national territories across vast reaches of the mineral-rich seafloor usually blocked by Arctic ice. Fathom by fathom, multi-beam sonar sensors mounted on the *Healy's* hull chart a submerged plateau called the Chukchi Cap, in a region that may contain 25% of the world's reserves of oil and natural gas.

Framed decades before the politics of the greenhouse effect permeated international relations, the U.N. treaty is taking on added importance in the Arctic as an arbiter for countries determined to come out ahead in a world transformed by rising temperatures. No country actually owns the North Pole. But with growing boldness this past summer, Russia, Denmark, Norway and Canada jockeyed for control of the Arctic seabed, galvanized by the prospect of open waterways there.

The U.N. treaty allows countries to extend their coastal economic zone up to 350 nautical miles offshore, depending on detailed technical evidence of undersea geology and topography. Under this provision, all four countries claim an underwater mountain called the Lomonosov Ridge that runs underneath the North Pole. They are depending on seafloor data to bolster their cases before the U.N. Commission on

the Limits of the Continental Shelf, meeting this week in closed session to consider claims.

The *Healy's* voyage is part of a broader U.S. effort to extend its undersea zone of military and economic authority should it adopt the 25-year-old U.N. accord.

For five years, the university's mapping teams, commissioned by the U.S. State Department, have been charting in unprecedented detail the deep ocean bottom of the Arctic, the Aleutian Islands, the Bering Sea, the Mariana Islands in the Pacific, the Gulf of Mexico and the U.S. Atlantic coast. "The better data you have, the better case you can make," said hydrographer Steven Barnum, director of the Office of Coast Survey at the Nat. Oceanic and Atmospheric Administration, which manages the effort.

All told, the undersea territories being mapped by the U.S. encompass an area larger than France. "It holds potential riches beyond your imagination" through sea-floor mining and drilling, said UNH marine geologist James Gardner, who has mapped 347,000 square miles of ocean bottom as part of the U.S. Law of the Sea project. In all, maps are being prepared for eight major extensions of U.S. seafloor authority, including several areas in the Arctic also claimed by Russia and, perhaps, Canada.

The U.S. does not recognize Russia's claim to the Lomonosov Ridge – yet. Under International Law, coastal states may claim exclusive economic zones out to 200 nautical miles, farther if the continental shelf extends beyond the 200-mile limit.

United States' newest and most technologically advanced polar icebreaker the Coast Guard Cutter *HEALY* (WAGB -

20) is designed to conduct a wide range of research activities, providing more than 4,200 square feet of scientific laboratory space, numerous electronic sensor systems, oceanographic winches, and accommodations for up to 50 scientists. *HEALY* is designed to break 4 ½ feet of ice continuously at three knots and can operate in temperatures as low as -50 degrees F. The science community provided invaluable input on lab lay-outs and science capabilities during design and construction of the ship. At a time when scientific interest in the Arctic Ocean basin is intensifying, *HEALY* substantially enhances the United States Arctic research capability.

As a Coast Guard cutter, *HEALY* is also a capable platform for supporting other potential missions in the polar regions, including logistics, search and rescue, ship escort, environmental protection, and enforcement of laws and treaties.

The NS (Nuclear Ship) *Rossiya* ("Russia") recently returned from the northpole after providing support for the voyage to the floor of the Arctic Ocean by two small Russian submarines. During the mission in support of Kremlin efforts to claim the energy wealth beneath the region, one of the subs planted a Russian flag on the North Pole seabed. Unfortunately for the Russians several of the photos said to be taken on the floor of the ocean were actually taken from the movie "Titanic" which were recognized by an 14 year old American boy. ©

Source material: N.Y. Times and "Seapower"
Navy League US

2007 Coast Guard Auxiliarist of the Year

For District 11 NR

Division Captain Steve Salmon District 11 Northern Region

By George C. Knies, DO-PB

On August 31, 2007 I had the pleasure of attending the Navy League Awards Luncheon at Coast Guard Island. I have been a member of the Navy League for many years here in California and prior to that serving as Navy League Chapter President in Naples Florida.

Steve had flown down from Portland where he was attending a search-and-rescue course taught by the National SAR School staff from Yorktown, Commander Coast Guard District 11 NR, RADM Craig E. Bone, U.S. Coast Guard made the following presentation:

Our Coast Guard Auxiliarist of the Year has been cited for demonstrating pride, professionalism and outstanding performance of duty while serving as District Staff Officer for Marine Safety and Division Captain, Division 1.

In the past year Steve Salmon developed, implemented and maintained a number of programs involving Auxiliarists to support Sector San Francisco prevention programs, including support in the Port State Control Division and attendance at Prevention Department strategic planning meetings. He participated in the Strength, Weaknesses, Opportunity and Technology analysis, support of the Field Intelligence Support Team logging over 300 hours personally in marine safety activities. He also contributed over 250 hours in support of the District's field Intelligence Support Team.

In 2006, Division Captain Salmon was nominated as the District Staff Officer for Marine Safety and was responsible for over 5,500 hours dedicated to marine safety missions in District 11 NR by Auxiliarists.

RADM Craig E. Bone, Steve Salmon and
Jeanne Sharkey, Navy League U.S.

In addition to all of the activity above, Steve Salmon was involved in virtually every Auxiliary mission including over 100 hours on marine patrols, 77 hours of Sector SF watch-standing, over 30 hours of member training, 29 hours of public education, 42 hours of vessel examinations, 15 hours of public affairs, 11 hours of recruiting and over 600 hours of Administration time to the Coast Guard. Auxiliarist Salmon provided over 1,231 hours of support which amounted to a 24-hour work week or three fulltime days per week for a year.

The Navy League is proud to recognize Division Captain Steve Salmon as the Coast Guard Auxiliarist of the Year.

Steve Salmon, RCO-elect, has been designated as Auxiliary Sector Coordinator (ASC). The ASC is not yet functional, but will be in the very near future. Steve will coordinate day to day Auxiliary support for Sector SF in conjunction with ENS Jon Tschudy, AUXLO - Auxiliary Liaison. As ASC, Steve will operate under the general direction of the DCO, and will communicate to our AUX District Board and membership via the Chain of Leadership and Communication. In anticipation of Steve assuming this role, he has been appointed AUXULO (Auxiliary Unit Liaison) for Sector SF, replacing COMO Gail Ramsey, effective 01 OCT.

Once the ASC position is activated, the Sector AUXULO position will be stood down. ©

The Coast Guard is Discovering a New Force-Multiplier and it's already on Board

(Excerpts from Naval Institute Proceedings article by Art Pine)

Members of the U.S. Coast Guard Auxiliary are working more closely with their parent service.

The question: Can they make the grade filling in for active-duty Coasties?

The extent to which the Coast Guard actually uses the Auxiliary varies widely among the service's 32 sector commands around the country. In some districts, the two have little contact at all. In others, the two are becoming more and more intertwined as the service and its volunteer arm get used to working with one another. How all the changes will alter the Auxiliary still isn't certain.

There are lash-ups between the Auxiliary and the Coast Guard that just didn't exist ten years ago," says Captain Barry P. Smith, who serves in Washington as chief director of the Auxiliary—the active-duty officer who oversees the organization on behalf of the Coast Guard. "The kind of things the Auxiliary is doing these days you wouldn't have found pre-9/11. It really is a force-multiplier."

At the same time, the Auxiliary's transition is producing some strains. While some Auxiliary boat crews are as competent on the water as their active-duty counterparts, many have skill levels that clearly are minimal, and upgrading them may prove difficult.

The group still is plagued by a good old-boy (and -girl) network that some say impedes newer members who want to advance. And the organization is suffering from a financial squeeze: Its revenues—derived mostly from teaching boating classes for the public at a modest fee—are drying up as baby-boomer-era boaters increasingly turn to quick online courses elsewhere to learn about seamanship

The Auxiliary is facing a retention problem: some of those who joined right after 9/11, in a burst of patriotic spirit, have become bored—or burned out—and are quitting. Many of its training manuals are out of date and in short supply.

The Auxiliary also is struggling with its own new roles as a force-multiplier. While members clearly relish their expanded Coast Guard connection, actual participation in new missions such as container inspection, commercial fishing vessel inspection, and pollution control has been modest.

The Coast Guard's initial post-9/11 insistence that Auxiliarists undergo a significant background check prompted the resignations of about 3,200 members, who decided the paperwork was too daunting or, in some cases, was an invasion of privacy. The security requirements have been eased recently, but there's still typically a delay of six-months or more before a new applicant can become a full-fledged member—a much slower entry than in the rival U.S. Power Squadrons, a civilian boating organization not tied directly to the Coast Guard.

Officials insist the Auxiliary didn't lose critical members, such as patrol-boat skippers and crew members, during the recent exodus, and recruiting has picked up again this year. The modest tightening of standards may prompt some Auxiliarists to give up their boat-crew status, but officials are hoping it also will encourage others—who feel challenged by the stiffer requirements—to sign up for training.

The Auxiliary's push to overcome some of its pre-9/11 cultural problems—the good-old-boy network and the absence of fire-department-style demands that boat crews show up for assignments when they come up—is still in flux. While demographics may help spur some of the change—some 76 percent of the Auxiliary's membership is over 50—there's still resistance to major overhaul. Nevertheless, Mr. Budar, for one, is convinced that as early as five years from now, the Auxiliary will be working even more closely with the active-duty Coast Guard and will be cementing its role as a backup for communications watch-standers and myriad other jobs now done by the Coasties themselves.

Coast Guard Commandant Admiral Thad Allen is pushing for tougher licensing and training requirements for operators of recreational boats. The Auxiliary almost certainly will play a part in that training. "We're going to be seeing the Auxiliary taking on a larger and larger role," Mr. Budar says. ©