

NORTHWIND

Editorial: The first electronic edition of the Northwind went on line in October. Fifty (50) copies of the twenty (20) page color/photo edition were printed for USPS mailing to key Gold Side and Civilian Officials. A select number of issues were mailed, upon request, to individuals who appeared in the issue that were unable to receive electronic copies. There were a few minor download problems initially, that were resolved forthwith by Ed Sweeney, Public Affairs and Irene Wetzal, Web Master.

Commencing with this issue the number of high quality printing, has been reduced from fifty (50) copies to twenty five (25). Initially a list of members 'not on line' were to receive non-color/photo issues, only five (5) names opted for this class of distribution. I recommend that Flotillas provide a printed copy for distribution to those few members not on line.

Publication was posted on our web site in a complete all photo color version for high speed down-loaders as well as a no photo colorless version for dial-up members.

Labor and cost of publishing the Northwind has been reduced dramatically . **George C. Knies, DSO-PB**

- 3 **DCO's Report**
- 3-4 **VCO's Report RCO's Reports**
- 5 **Who Hit What? Facility Damage Claims, Joanna L. Nevesny, ADSO-LP**
- 6 **D-Train 2008**
- 7 **Photos from the past (contest #2)**
- 8 **Auxiliary Commendation Medal, Vic Connell, MD// Buoy Tender Aspen**
- 9 **Response Boat- Medium, Compilation by George C. Knies, DSO-PB**
- 10 **San Francisco Oil Spill, Cosco Busan, S. R. Salmon, RCO-RMS & G. C. Knies**
- 11 **USCGC Bertholf Coast Guard Island Christening**
- 12-13 **Boats 'N Kids, Brigitte Nicolai, ADSO-PE/Y**
- 14 **Who are Dockwalkers**
- 15 **Photo Potpourri, Staff photographers**
- 16 **Winter Operations in the Sierra Division (11N-11) Jack Leth, SO-OP**
- 17-18 **Coast Guard Marine Safety Role, Dom Yanchunas - Professional Mariner
Publication December-January 2008 / Admirals Day on the Delta, Abigail Wagg,
ADSO-MS/A**
- 19 **Drift Netters in the North Pacific, Rodger N. Bolles, RCO (Ret)**

North- wind

The official publication of
the United States Coast
Guard Auxiliary, District 11
NR Vol. XXVIII Jan. 2008

Editor in Chief

George C. Knies, DSO-PB

Deputy Editor

Bill Kinsey, DSO-PA

Design and Production

George C. Knies

Web Master

Irene A. Wetzal, DSO-CS
Web: [d11nuscgaux.info/
Northwind/index.html](http://d11nuscgaux.info/Northwind/index.html)

Photographers this issue

Rodger N. Bolles
Harry McBain
George C. Knies
Jack Leth

Uncaptioned photos in public
domain. Children photos have
Parental/Guardian releases on file

NORTHWIND

Commander (dpa-n)
United States Coast Guard
Coast Guard Island Bldg.
50-2
Alameda, CA 94501-5100

TEL: (925) 939-0230
FAX: (925) 944-0474
machbuster1@earthlink.net

OIL SPILL BY THE NUMBERS

- GALLONS SPILLED: 58,000
- BIRDS KILLED: More than 2,300
- BIRDS CLEANED: 783
- BIRDS RELEASED: 389
- CLEANUP COSTS: \$54.7 million
- CLEANUP \$ perday: \$770,000

Smoking Lamp out on Coast Guard Island

Tobacco use, including chew tobacco, is prohibited in all government owned or leased vehicles - in all buildings and all outdoor areas except those designated by signs as tobacco-use areas.

Send submissions to:

George Knies, DSO-PB—Microsoft "Word"
machbuster1@earthlink.net

2008 EDITION DEADLINES

JAN 15 * APR 15 * JUL 15 * OCT 15

Telephone numbers and addresses of members are protected by the Privacy Act of 1974. As a matter of policy, rosters of names, addresses and telephone numbers shall not be made available to the general public or any outside organization. Privacy of all rosters shall be safeguarded and the page clearly labeled. The publication of these rosters addresses and telephone numbers on any computer on-line service including the Internet is prohibited by the 1974 Privacy Act.

Vic Connell, DCO

Your District Leadership is excited and full of anticipation for a productive and rewarding year in 2008. January is the time when we plan for the rest of the year. We have elected our unit leaders and our leaders have appointed their program area staffs. Our Unit Leaders should be setting their goals and hopefully creating a unit strategic plan for the year.

The first major National Auxiliary event of the year is the annual National Training Conference (N-TRAIN) held in St. Louis, MO during the last week of January. This is one of two major Auxiliary Conferences each year. The other is the Auxiliary National Conference (NACON) held in August. These National Conferences afford the National Board and Staff and many others the opportunity to get training, network, and share updated information, and pass it along to our districts, divisions and flotillas.

This year, the National Leadership has funded District Staff Officers in Public Affairs, Public Education, Personnel Services, Member Training and Marine Safety to attend N-TRAIN. These officers are tasked with bringing back their special program area training to our district. The DSOs will be passing this information onto our 11 North membership formally at our District Training Conference (D-TRAIN), which will be held at the Doubletree Hotel in Modesto, CA on 14-16 MAR 2008. Information on DTRAIN Workshops, Agenda, Lodging and Registration will be sent to all District members with email in mid- JAN, and also will be posted on our District Web Page.

I invite you to plan to attend and participate in our 61st annual District Eleven Northern Region Training Conference (D-TRAIN) in March. Our instructors will be offering dozens of workshops based on the latest information obtained at the N-TRAIN as well as many other current items of interest. Our workshops are designed for ALL Auxiliary members, from our newest members to the seasoned veteran Auxiliarist. Please look for the D-TRAIN flyer in this issue of Northwind.

So... mark the weekend of 14-16 March on your calendar, and do not miss this great opportunity to get the latest training, network with your fellow Auxiliarists – and have some FUN! See you in Modesto!

Vic Connell
District Commodore

Michael L. Williams, VCO

Greetings to all members of District 11 NR United States Coast Guard Auxiliary. The month of January represents a new beginning. It is at this time of the year that our newly elected officers officially assume their office and responsibilities. Newly appointed or continuing staff officers feel energized and look forward to establishing new relationships with their appropriate staff officer counterpart at the Flotilla, Division, District or National level. Members, especially those in who boat on inland waters look forward to the spring thaw.

As we look forward to the New Year I suggest that it would be appropriate to consider a couple priorities for this New Year. We as an organization rely upon new members to fill our ranks. Recruiting should be a focus of each member. Look and seek opportunities to inform your friends and associates of the many programs that the Auxiliary offers. Many of us, who love the operations program, seem to overlook the many other opportunities that contribute to our mission. It would be great if most members were active in multiple programs, but that is most likely not realistic; however I believe that it is realistic for all of us to be familiar and conversant with our basic programs.

I am certain that any Flotilla Commander would be excited to increase the number of qualified instructors, Vessel Examiners, or Program Visitors in his/her Flotilla. As you engage potential members listen to them, lead the discussion to determine what their interest may be. As you become familiar with our programs you will be able to relate to them the many opportunities we offer for volunteer service.

discussion to determine what their interest may be. As you become familiar with our programs you will be able to relate to them the many opportunities we offer for volunteer service.

As you gain confidence in relating our story and gain success in bringing new members on board consider the critical role of a mentor. I recall the efforts of my mentors who would take the time to call and remind me of meeting times and location. Assisting me in obtaining the proper uniform, teaching me the organizational structure, relating to me the customs and history of the Flotilla, and most importantly coordinated with other members who provided additional leadership and training to move me forward in my chosen program area of interest.

As we move forward in accepting leadership responsibilities we will look fondly back at our first few months in the Auxiliary and the members who took the time and effort to Mentor us through those first few months. I ask each of you to join me in learning about the many opportunities the Auxiliary offers for service and tell our story to friends, family and associates. Our commitment to serve as mentors to new members will be extremely rewarding. I look forward with great anticipation for a successful 2008

Steven R. Salmon, RCO-OMS

Semper Paratus, we say “**Always Ready.**” But are we?

The Auxiliary may be called on to assist the Coast Guard in many types of emergencies. But in some circumstances, we may not be as ready as we should be. In the response to the oil spill from the Cosco Busan, for example, many Auxiliarists were frustrated by not being able to participate directly in the cleanup efforts—because they lacked the necessary training in handling hazardous materials.

The District leadership is now reviewing a District-wide “Incident Response and Preparedness Plan.” It details a number of actions that the Auxiliary may be asked to take in response to a disaster, emergency, or a non-routine incident. Envisaging those scenarios allows us to determine the steps needed to prepare for them, and to plan our training programs accordingly. When approved, the plan will be distributed to all members through the chain of leadership and management.

In the meantime, there are several steps that each member can take to be better prepared:

1) Be prepared to take care of yourself and your family. The Coast Guard’s policy is that personal safety, including that of family members, is of highest priority in a disaster situation. One obvious threat for District 11 North is the possibility of a large, damaging earthquake. The U.S. Geological Survey, in cooperation with the American Red Cross and many other agencies, has developed a handbook for earthquake preparedness in the Bay Area, most of it applicable to the rest of District 11 North as well. You can find it at <http://pubs.usgs.gov/gip/2005/15/>. Another useful handbook is published by the Los Angeles Fire Department, available at www.lafd.org/eqbook.pdf. And a number of sites with valuable information on earthquake preparedness are listed at <http://earthquake.usgs.gov/learning/preparedness.php>.

2) Be familiar with the Incident Command System. Any response by the Coast Guard to a non-routine incident will be conducted in accordance with the Incident Command System. If you haven’t already done so, take the beginning-level online courses. Each one takes only 45 minutes to an hour to complete. Start with IS-100 and IS-700, then go on to IS-200 and IS-800. You can find them at <http://training.fema.gov/IS/NIMS.asp>.

3) Make sure your qualifications are current. If you’re a coxswain, boat crew member, or a land-mobile operator, there may be steps you need to take to maintain your currency. If you’re not sure, ask your FSO-IS to check. If you’re certified as a First Aid or CPR provider, make sure you’re certification is current. If you don’t know, check your card, and if you’re not, schedule an update course. These are only a few examples: many skills are needed in an emergency, so think about what you can do to be prepared.

Semper Paratus – let’s all make that our motto for 2008!

You Hit What?--Advice on Submitting Claims for Damage to Your Facility

Joanna L. Nevesny, ADSO-LP

Ms. Nevesny volunteers in the JAG office on CGI and evaluates all Auxiliary claims as part of her assistance to the Pacific Area JAG Claims Branch

We all hope it doesn't happen, but occasionally Auxiliarists who are active on patrol will experience damage or failure of their facility that is eligible for reimbursement from the Coast Guard. (This includes related equipment such as a boat trailer or towing vehicle and mobile radio facilities.) My purpose here is to help you assemble your claim in a manner that speeds and maximizes your reimbursement.

The first distinction to make is whether your damage is **patrol related** or **catastrophic**: For a **patrol related** claim you must be under orders and the damage must have an identifiable cause such as striking submerged debris, making contact with another vessel, pier or other object, or crew error (the standard of denial of a claim resulting from crew error is gross negligence, which I have yet to encounter). A **catastrophic** claim is for failure of a major component of your facility as a result of normal "wear and tear" which may occur at any time. While documentation differs and is discussed below, both types of claims must be submitted to your Order Issuing Authority (OIA) within 6 months. If longer, your claim may be denied unless you provide an acceptable explanation of why there is good cause for the delay. And, of course, the coxswain or pilot must report the incident or failure to your OIA within 24 hours and your facility made available for inspection, if requested.

Patrol related documentation: Your submission to your OIA must include: your completed AUX Claim Worksheet, signed and dated, including your explanation and crew statements, and with a specific amount requested in the first box of Part X, your orders for that day, and two written estimates of the repair/replacement costs (an exception may be made when circumstances make obtaining a second estimate difficult or would cause additional cost, but you should provide a reason). Photographs of the damage should be included.

A sub-category of patrol related is failure of a part with a **latent defect** which leads to damage that occurs because you were where you were under orders. As an example, some small part fails that causes sufficient steering difficulty leading to an allision with a pier. While you will not be compensated for the part itself, you will be for the resulting secondary hull damage.

Catastrophic Claims: This is the tricky one. It is a new category and subject to all manner of confusion. My goal here is to help you help yourself recover as much as possible. First, understand that simply because your engine fails while you are on patrol does not make your claim patrol related with full compensation.

This recently established benefit allows a facility owner to be reimbursed for failure of a major component (e.g., engine, transmission and such ~ the guide given is something that is at least 10% of the facility's total value) due to normal wear and tear. The compensa-

tion you will receive is calculated by applying the percentage of Coast Guard usage to total usage. This does not mean the percentage of patrol-related hours since you purchased the boat/plane, but those hours as a percentage of the total life of the component.

So how do we figure this out? Hopefully you are all keeping engine logs, documenting the start/stop hours for each patrol and each individual use. If not, help yourself by starting now, because eventually something will die and you will be in a better position to receive some reimbursement if you have adequate documentation. The easiest scenario to calculate is when you purchase a boat new and offer it as a facility immediately (or you have replaced that component since you started recording hours). Usually, though, the facility is purchased used, or is possessed for some time before being offered. In those cases, if the facility has an engine hours meter and you've been keeping track, the percentage calculation can more easily be made.

Occasionally, the facility owner does not know how many hours the boat (I'm excluding planes because they will all have an engine hours meter) had been driven before it was purchased. If the claim is for replacement, the percentage of hours given to Coast Guard use since purchase can be applied to the depreciated value of the component. If the costs are for repair, it is possible we can apply generally available boat use averages for your area to approximate a percentage.

Some long-time facility owners will not have kept records from years prior to the establishment of this claim procedure, but we will make every effort to work with you to arrive at a reasonable approximation of hours provided to the Coast Guard.

Documentation: You will need to include, in addition to the items mentioned above (except crew statements if you were not on patrol at the time), your purchase and registration documents, your initial and your current Offer of Use and Acceptance form, your maintenance logs (or invoices that demonstrate proper maintenance), and your hours logs distinguishing patrols and personal use. Other documents may be requested depending on the specific nature of an individual claim.

I hope this helps. If there is anything I've discussed that you would like me to clarify, I can be reached at:

(510) 437-3348 or e-mail: Joanna.L.Nevesny@uscg.mil.

For a complete overview of the claims submission process consult the "Auxiliary Claims Handbook" (MLCLANTINST M5890.3A) available from DIRAUX. ©

United States Coast Guard Auxiliary
District Eleventh Northern Region

D-TRAIN 2008

61ST ANNUAL - DISTRICT TRAINING
CONFERENCE & AWARDS BANQUET

MARCH 14-16, 2008

Doubletree Hotel, Modesto CA

I invite you to attend and participate in our 61st annual District Eleven Northern Region Training Conference (D-TRAIN). Our instructors will be offering dozens of workshops based on the latest information obtained at the National Training Conference (N-TRAIN) in St Louis in January 2008 as well as many other current items of interest.

Our focus is on you – the Auxiliary member - in offering a diverse and exciting schedule of training opportunities to help prepare ourselves to meet the goals of our National Vision Statement:

“The CG Auxiliary will continue to meet America’s changing maritime safety and security challenges, through a balanced allocation of resources towards our RBS and Maritime Domain Awareness missions”.

Our workshops are designed for ALL Auxiliary members, from our newest members to the seasoned veteran Auxiliarist.

We will start our conference with our District Board and Staff Meeting on Friday afternoon, followed by our annual **FRI-DAY FUN NIGHT** festivities. This year we are planning a sit down dinner in the Doubletree Hotel Ballroom, and our DTRAIN Committee members are working on a theme with some very special entertainment. Formal DTRAIN events start on Saturday morning with our traditional **OPENING CEREMONIES**.

In addition to the important training offered in our Saturday and Sunday workshops, DTRAIN offers the opportunity to recognize our top 2007 performers with our annual **District Awards Luncheon** and **District Awards Banquet**. We will have prominent keynote speakers at both events. This is your chance to meet, applaud, and show your support for your fellow members who have made outstanding contributions to Team Coast Guard over the past year.

So, do not miss this great opportunity to get the latest training and network with your fellow Auxiliarists. Watch for the DTRAIN Agenda, Conference, and Hotel Registration Forms coming soon. These will be distributed via email or you can download them from our District Web Site. See you in Modesto!

District News! by George C. Knies, DSO-PB

Division Five Change of Watch took place Sunday evening 5 Jan. when my long time shipmate Lewis Derfus, FL 53 received the Commodore Robert Phifer “TOP GUN” award for his many years of dedicated service on Coast Guard Auxiliary patrols. Another kudo for FL 53 was when their newsletter the *Delta Wind* took the award for Division Five outstanding flotilla publication. I was further pleased when my long time associate and friend Bill Kinsey, IPDCP, received the Auxiliary Commendation Award for his service as Rear Commodore for Operations and Marine Safety in 2007 and the Auxiliary Operational Merit Award for his service as project coordinator for Auxiliary support of Opera-

tion Delta Kitos (otherwise known as Whale-a-palooza). Bill was cited for his leadership ability, his administrative skills, and his diplomacy in coordinating the efforts of local, state and federal agencies.

The National Commodore takes pride in announcing the appointment of Mr. Ed Sweeney as National Directorate Commodore for Recreational Boating Safety (NADCO-RBS), effective immediately. Sweeney previously served as the Department Chief for Public Affairs leading the public affairs initiative for the US Coast Guard Auxiliary through out the country since November 2006.

Dr. Victor Connell, M.D. was awarded THE AUXILIARY COMENDATION MEDAL on November 17, 2007 at Coast Guard Island, by CDR David K. Chareonsuphaphat, U.S. Coast Guard, Director of Auxiliary, Coast Guard District 11NR

The citation reads: Dr. Connell is cited for outstanding performance of duty while providing professional medical and health care administrative support services to the Coast Guard from December 2003 to July 2007. He was the Branch Chief, Health and Safety Operations in the Department of Training from December 2003 to March 2005 and was the Manager for the Pacific Area, Coast Guard Support – Health and Safety from March 2005 to April 2007. In addition, Dr. Connell vigorously promoted the program of Coast Guard health care support in his district by making presentations at meetings and writing articles for Auxiliary publications, recruited persons with health care skills into the Coast Guard Auxiliary, and assisted in the accession of health care personnel to utilize their skills for the Coast Guard. He was granted full physician privileges by the Coast Guard in 2003 and has devoted hundreds of hours volunteering his professional physician knowledge and skills on a regular basis at the medical clinic at the Coast Guard Training Center, Petaluma, CA. He was the Medical Officer for the Academy Introduction Mission program at the coast guard Academy during a week of each of the following summers from 2004 to 2007, he supervised three healthcare professionals and attended to the medical needs of all participants. Dr. Connell has provided in excess of seven hundred hours of direct patient care for the Coast Guard Academy Medical Clinic and over seven hundred hours of health care administrative support. He provided invaluable assistance for the Coast Guard Auxiliary Health Care Support Program exhibit at the 2005 Coast Guard Innovation Exposition, where the Program received the Neils Thompson Award for Administration, Training, and Support in the Implementation Category. Dr. Connell's dedication, professionalism, and devotion to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard and the United States Coast Guard Auxiliary.

Response Boat—Medium

Compilation by George C. Knies

The Response Boat – Medium is a 45-foot multipurpose craft designed to replace the Coast guard 41-foot utility boat, which has been in service for nearly 50 years.

The Coast Guard awarded Marinette Marine Corporation of Marinette, Wisconsin the Response Boat-Medium production contract valued at approximately \$600 million, the first boat is expected in 2008 and the Coast Guard expects to eventually purchase up to 180. Initially, contracts were awarded to three companies to build test boats in May of 2003. The test boats underwent extensive trials into March 2004. The production contract was awarded to Marinette in 2006, and the first boat is slated for delivery to the Coast Guard in March. Full production will begin in 2009 and approximately 30 boats are expected to be delivered each year thereafter, until 2018.

“The Response Boat-Medium will greatly improve Coast Guard readiness and responsiveness throughout the country,” said Commandant of the Coast Guard Adm. Thad Allen. “With this faster and more capable platform, we are putting the right tool for the job in the hands of our people as they conduct a broad range of vital Coast Guard missions, including homeland security, search and rescue, and law enforcement. It’s another significant step forward as we continue to prepare the Coast Guard to meet all threats and all hazards by modernizing our fleet of ships, boats, aircraft, and command and control systems.”

The new boats will have increased maneuverability, the ability to mount light machine guns, and be capable of speeds in excess of 40 knots (46 mph) with twin high output inboard diesel engines that comply with stringent EPA and International Maritime Organization emissions standards. A full cabin will provide crew protection from the elements and be equipped with a robust navigation system, heating and air conditioning, shock mitigating seats and a communication system capable of communicating with other federal, state and local homeland security partners.

The contract represents the culmination of a two-phased, competitive process that began in fiscal year 2003 when the Coast Guard awarded three contracts to vendors to provide test boats. Coast Guard members exhaustively tested these boats, and the three vendors then submitted proposals for the production contract, which were thoroughly evaluated before selecting Marinette Marine Corporation.

The Response Boat – Medium is a system, not just a platform. Certainly the boat is a large part of the system, However, its lifecycle support system is a very novel approach within the marine industry for assisting crews and sustaining the boat.

Everything is contained within the lifecycle support system, and it’s accessed simply through the Web. Through a number of different search methods, including a three-dimensional navigation of the ship, this environment enables the boat’s operator and users at all command levels to—at any time— find whatever is needed for training, maintenance or support purposes.

This concept has never been done in the marine environment, so this is a challenge for the manufacturer. It is also an opportunity for the Coast Guard — an organization with great lifecycle needs — to obtain a system that will manage the lifecycle of their assets as they have never done before. ©

Some source material provided by NLUS Seapower publication
Photos from the file

AUXILIARISTS ASSIST IN THE OIL SPILL RESPONSE
Steven R. Salmon, RCO-OMS

At 8:30 a.m. on Wednesday, November 7, the container ship Cosco Busan struck the Delta tower of the Bay Bridge. The collision (or "allision," in Coast Guard terms) tore a gash in the side of the vessel, rupturing two fuel oil tanks and discharging heavy bunker oil into the waters of the Bay.

Coincidentally, Wednesday is the day I normally work in the Coast Guard Investigations Office. By 9:00 a.m. that morning, things had gotten very busy. One team was en route to the ship to interview the captain and crew, while two other investigators and I went to find the pilot, interview him, and get the results of his obligatory alcohol and drug tests. Over the next 10 days, I would spend many hours recording and processing the growing pile of evidence collected by the Coast Guard in the case.

Meanwhile, other Auxiliarists were quickly activated as well. Auxiliarist Bob Lund, a marine engineer, began the complex engineering calculations of the damage and the extent of the spill. Auxiliarist Jimmin Chang, RCO-MS, went aboard the ship the next day to assist in translating the statements of the crew, many of whom spoke only Chinese (he returned for more translating service on Saturday).

On Thursday afternoon, the Pacific Area Public Affairs Department called Auxiliarist Ed Sweeney, DSO-PA, to ask if the Auxiliary could assist in staffing the Joint Information Center (JIC). Help was needed in answering phones, taking messages, and monitoring media coverage of the event. Ed then sent an email to all Auxiliarists in District 11 North, relaying the call for help. The response was immediate. By the time the JIC operations wound down, almost two weeks later, more than a dozen Auxiliarists had assisted. Many of them worked long hours, in some cases up to 12 or more hours at a time.

On Saturday, November 11, Auxiliarists were called out for a very different need. A number of commercial fishing boats had volunteered to tow oil containment booms into place. However, the Coast Guard felt the fishing vessels needed safety inspections before proceeding. Seven Coast Guard Vessel Examiners—virtually our entire Auxiliary corps of CFVEs—spent Saturday and Sunday inspecting more than 20 commercial fishing boats.

In the following days, Ed Sweeney forwarded additional information to the membership, not only about continuing needs at the Joint Information Center but also about opportunities for training in cleanup operations, and in cleaning non-oiled beaches. Many Auxiliarists responded individually to these requests as well, working alongside thousands of other citizens from around the Bay Area.

The Auxiliary's efforts were very much appreciated. The Public Affairs Department sent one message saying the Auxiliarists were doing "an awesome job" in the JIC each day. And Rear Admiral Bone, our District Commander, reported to the Chief Director of the Auxiliary that "our Aux folks have stepped in and helped out wherever they could and it has not gone unnoticed," adding that he truly appreciated "their spirit of volunteerism and the skills they bring to this effort."

The first of the 8 ship Legend Class National Security Cutters USCGC Bertholf [WMSL 750], has been launched. Bertholf will be commissioned in Alameda at Coast Guard Island this August. The second ship, Waesche [WMSL 751] is under construction and is scheduled for delivery to the Coast Guard in early 2009.

The Navy League has gladly accepted the Commissioning Committee responsibilities which includes raising funds that will support the time-honored events associated with the ship's commissioning, which the Coast Guard cannot fund, as well as creating and sustaining the crew's morale, well-being and recreation fund (MWR Fund).

Closer akin to a war ship than its predecessor, the 418-foot NSC is designed to be the Coast Guard's flagship vessel, capable of meeting all maritime national security needs. It will routinely carry a small boat package and will be outfitted with an aviation detachment, depending upon individual mission requirements. The Legend Class cutters will displace 4,300t fully loaded with a 21 foot draft, and carry a crew of 148 up to 12,000 nautical miles when operating at most efficient speed.

Take an ownership interest in the first day of life of BERTHOLF. Your financial contribution will make this happen! Please make checks payable to: CCCNLUS
Mail to: Navy League, P.O. Box 2181 Alameda CA 94501
501 C (3) Tax deductible contribution Tax ID 68-0114586
Attendance at commissioning by invitation only!

The NSC is powered by a combined diesel and gas turbine power propulsion plant known as Combined Diesel and Gas Turbine (CODAG). A pair of 9,655 hp medium speed MTU diesel engines will provide regular propulsion, with GE's ubiquitous LM2500 gas turbine available to offer

30,565 bhp for high speed and intercept operations. The ship's 14 foot controllable pitch propellers will turn at 231 rpm, and can drive the ship to a sustained top speed of 29 knots. A trio of 1360 Kw Ship Service Diesel Generator Sets will also be on board, to power the ship's electrical and communications systems.

That communications suite will allow Legend Class ships act as a flagship and command vessels, with multiple sensors on board for intelligence collection and sharing and a Sensitive Compartmented Information Facility (SCIF). Onboard sensors will include surface search & navigation radars (X & S Band), a 3D Air Search Radar from EADS, the SPQ-9B Fire Control Radar, a Mk46 Electro-Optical Infrared Sensor, HF, VHF & UHF Communications, a radio direction finder, and the rest of its C4ISR Suite. Sensors to detect chemical, biological and radiological attacks will also be included in that package, and a Collective Protection System (CPS) will serve to keep such contaminants out of the ship's interior. As a greatly appreciated side benefit, CPS systems provide excellent air conditioning.

Legend Class ships will carry several weapons systems, including BAE Systems' 57mm Mk 110 naval gun. The Mk110 also outfits the Navy's new Littoral Combat Ship, and will equip its DDG 1000 Zumwalt Class destroyers and the Coast Guard's smaller Offshore Patrol Cutters. can be used against air threats as well as surface targets, and its offensive and defensive punch will be complemented by the same Mk15 Phalanx Block 1B 20mm Gatling gun that offers US Navy ships their last-ditch defense against anti-ship missiles. The Block 1B model adds the ability to destroy surface targets as well; its 4,500-7,000 rpm firing rate should give fast attack boats pause. Ancillary .50 cal machine gun mounts and/or remotely-operated weapons can also be expected. A "Slick 32" AN/SLQ-32 system provides electronic jamming just as it does for the US Navy's high-end destroyers, and the US-Australian Mk53 Nukla automated decoy system rounds out the NSC's protective fittings.

Special attention was paid to crew comfort and productivity as amply demonstrated in the berthing arrangements. Rather than the typical dormitory-style, three-(or four-) high berthing, the largest quarters are designed for six crew members in stateroom layout, with each member having ample storage and personal space. Each of these staterooms has three sets of bunk beds, its own computer drop, and a private head, affording a level of comfort for junior personnel never before seen on a major cutter. Although billeted at roughly 100 crew, there is berthing for 148, allowing significant surge capacity. Dedicated fitness and training spaces round out the bill. (c)

San Francisco Bay USCG Boats 'n Kids Team by Brigitte Nicolai

In 1995, members of the United States Coast Guard Auxiliary Flotilla 9-1 San Ramon Valley, established a Public Education team who specialized in teaching children. The purpose was to visit the Elementary Schools to teach the USCG Auxiliary boating and water safety classes called "Water and Kids" for Kindergarten through first grade, and "Boats 'n Kids" written for grade two through fourth grade. The presentations grew so popular the team soon also started to teach the upper grades and to put on special events for children and youth groups. Soon schools and youth-groups referred to the Flotilla's Public Education Team as the "Boats' n Kids Team". The name stuck, even as the USCG Auxiliary changed the name of its children and youth classes to "Boating fun -Adventure on the Water" for the younger kids, and "Way-Points" for the upper grades.

As the demands for the boating and water safety presentations grew so did the membership of what was known now as the "Boats'n Kids Team 91. Soon members from other Flotillas and Divisions joined the Boats 'n Kids team. Later in 1995 Flotilla 9-1(later becoming Flotilla 12-91partnered with Coast Guard Station San Francisco who from that time onward assumed equal partnership of the Boats'n Kids team. In 1996 the USCG Cutter Morgenthau in port in Alameda also joined and remained actively involved to the present time. In 1997 the USCG Marine Safety Office with their Sea-partner program also came on board enriching our presentation by teaching environmental protection, ever since.

The popularity of the Boats'n Kids team spread to North California where the Team traveled several times to put on presentations for the schools and open houses in cooperation with USCG Station Humboldt Bay and USCG Air Station Humboldt Bay.

The USCG Air Station San Francisco came on board our team in 1999, providing the High Sea for special events taking place at the Coast Guard Stations, the Cutters, or other places.

In 2002 our Team was proud to welcome also the USCG Cutter Sherman on board.

To pay justice to all the volunteers from the various USCG and USCG Auxiliary Units now involved in our children and youth program, the team took on the name "**The San Francisco Bay USCG Boats 'n Kids Team 91**".

What makes the presentations of the "San Francisco Bay USCG Boats'n Kids Team" so unique is the interaction between the active duty Coast Guard, the Coast Guard Reserves and the Coast Guard Auxiliary. By embracing the contributions of our partners, the San Francisco Bay USCG Boats' n Kids Team, not only brings boating safety to the youth of the community, but builds bridges between Team Coast Guard and the Public.

RADM Breckenridge who observed our San Francisco Bay USCG Boats 'n Kids Team wrote:
Yesterday I spent a couple of hours onboard CGC MORGENTHAU for the Auxiliary's Boats N Kids program. This innovative community outreach program is a "best practice." More than 40 Auxiliarists were onboard to support the program. (continued next page) Despite the weather, there was a great turnout. Talked to many of the parents who were very impressed with the >presentations and interaction. All were very appreciative of the >opportunity and left with good safety messages along with a heightened >understanding of what the CG does and how we do it. >>BZ to all! >

Despite the nippy weather, there was a great turnout — Talked to many of the parents who were very impressed with the presentations and interaction. All were very appreciative of the opportunity and left with good safety messages along with a heightened understanding of what the CG does and how we do it. BZ to all!

Program Statistics:

The Station San Francisco and the Aux team members have been visiting an average of 12 schools every year. In most schools the presentations include the Sea partners, and when in port the USCGC Morgenthau will play an active role. The team holds Youth classes at the USCG Station San Francisco twice a year, and encourages field trips to the Coast Guard units with special classes for children.

The team participates with Station San Francisco and the Morgenthau (when in port) as Team Coast Guard along with the YMCA at different locations during their annual Splash week.

With the partners from the USCG Cutter Morgenthau the team has established an annual event called “Boating Safety Day with the Coast Guard” which takes place at least once a year on Board the USCGC Morgenthau, and also extends to the USCGC Sherman.

The San Francisco Bay USCG Boats ‘n Kids Team also has a long tradition of giving special presentations at Health and Safety fairs, as well as in other special community events.

A few years ago the Morgenthau expressed the idea of wanting to visit schools to tell their story. I sent out their request to some teachers we have worked with. Margie a teacher in Concord and Aux member Flotilla 57 jumped at the chance. Margie's school gave a big welcome to 18 members of the Morgenthau and at the end of the visit the members of the Morgenthau said they would stay in touch with the children. Barry Campbell (my best PA person) forwarded below to me: The 2nd graders did a geography/language arts unit which involves "Flat Stanley". Each 2nd grade class made a Flat Stanley and sent him with the crew members on their patrol. This is an email that one of the Flat Stanleys sent the children: *From: Dustin.L.Bingham aboard the Morgenthau * Sent: Wednesday, November 07, 2007 1:30 PM * Subject: Flat Stanley*

Class:

“HOW DO from the eastern Pacific Ocean. We are riding along out here in the big ocean. I can't tell you exactly where but we are a LONG WAY from land.

We left San Francisco and headed down the coast of California all the way down to Puerto Vallarta Mexico. It was an awesome place, I saw people swimming in the ocean, fish, jet skis, and lots of sand. Down town was awesome churches, ice cream (I had mint chocolate chip), and crazy bus drivers.

They have red lights and stop signs but most people just honk. Who ever honks first gets to go. We stayed there for about 3 days and then, we got underway. We went south to El Salvador, got some gas and a helicopter. We get back underway and ran some drills. We are now ready to go hunt the bad guys. Our first day we were just sailing around, and out of no-where we jumped a Go-Fast (I will send a pic later), we took off, full speed (known as Flank speed on a ship), our helo took off and hovered over the top of it. These Coast Guard guys are intense. When they found the Go Fast the whole ship started running, they sounded an alarm over the loud speaker, and away they went.

When the bad guys saw the guns, they threw their hands up and surrendered. We then rode up on our small boat and took over the boat. Everything calmed down, and we got the helo back on Morgenthau. We then did some boring boarding stuff, and then moved the bad guys and a WHOLE BUNCH of drugs back to the Morgenthau.

THE GOOD GUYS WON. So we are back underway, looking for more bad guys. I will have pictures later on, y'all be good. I will write later. Flat Stanley”

[*Flat Stanley is a hero in a Children Book series*]

January 2008 started off with a bang in the middle of a super storm period on board the Morgenthau Saturday the 5th. 175 from 226 registered guests, showing up despite the storm. 18 Aux members from 12-91, 12-3 12-21, 5-1 and 5-7. Also 2 Sea-Cadets assisted with the Escorting. The Kids ID program filled in the waiting time. Captain O'Day greeted our guests personally. The Air Station and Station San Francisco worked together on a SAR Demo, but a real emergency cut the Demo short. The cooks of the Morgenthau baked the cookies for our guests. Forthcoming events include two Middle School Visits in January, then additional school visits throughout the year. Potential BnK's on the Cutter Sherman and possibly the Cutter Rush in Hawaii.

Kid's Photos by George C. Knies

Winter Operations in the Sierra Division (11N-11)

By Jack Leth, SO-OP

Division 11N-11's Area of Responsibility (AOR) includes not only world famous Lake Tahoe but also Pyramid Lake, which is about 35 miles Northeast of Reno, NV. Pyramid Lake is 27 miles long and anywhere from 4 to 11 miles wide. It is fed by water from Lake Tahoe (the Truckee River) that travels through Reno before ending up at the South end of Pyramid. As a result, the water temperatures during the winter are pretty much the same as they are at Tahoe (generally in the low 40's).

The lake is on the Pyramid Lake Paiute Tribe Reservation and is famous far and wide for its fishing. It holds the World's Record for Lahontan Cutthroat Trout. The Tribe hosts many fishing derbies during the winter as it is best time to fish. Safety Patrols are conducted by facilities from the Reno Flotilla (11-03), sometimes augmented by a SAFE boat from CG Station Lake Tahoe. The more popular Fishing Derbies put over 100 small fishing boats on a lake that covers 183 square miles. This is quite a challenge to patrol at any time, but particularly in the winter.

The Rescue and Survival Systems Manual (COMDTINST M10470.10F) specifies that when the air and water temperatures are both below 50° F a dry suit or MSD900 must be worn. The previous Officer in Charge (OIC) of CG Station Lake Tahoe (BMC Raymond Holcombe) recognized the need for adequate patrol coverage that had to be in appropriate Personal Protective Equipment (PPE) and began a program that issued MSD900 suits to Coxswains and Boat Crew who would be patrolling Pyramid during the winter months. As the number of patrols and boat crew grew, so did the MSD900 program for Auxiliaries.

We mirror the "gold side" and require that any Auxiliary boat crew who will be wearing MSD900s have to complete an annual 10 minute swim in an MSD900 (after a classroom session); the "in the water" portion concludes with a 50 yard swim. This fall we had 14 Auxiliaries do the 10 minute swim. It's a lot of fun...really!!! (See the accompanying photos.) This year we did it with the active duty personnel from Station Tahoe. Last year I missed the main training day and did my "makeup" on a day in January when it was in the teens with a good wind blowing out of the East. By then the lake water next to the CG Station was 37°, so when I walked up the launch ramp all the droplets of water on the suit froze and I got a couple of icicles on the flap in the back! This year the training also included shooting off various types of flares. We could have qualified 2 more Auxiliaries in the water but there just were not enough suits available; funding limits the number of suits available from Station Tahoe so we have to pass them around as needed like a library. (I'm the "librarian".)

The MSD900 is a three-part suit, called by its manufacturer (Mustang Survival) a Breathable Immersion Work Suit. The innermost suit layer is a thermal liner that functions as a second layer of thermal protection (the first layer is polypropylene long underwear provided by the wearer) and provides inherent buoyancy. The second layer is the immersion module and provides the suit with watertight integrity and the equivalent protection of a dry suit. It is constructed of a waterproof and breathable (moisture vapor permeable) fabric. Sock-type feet are integrated into the legs. The third layer is the outer shell (urethane-coated nylon), which provides a durable water-resistant barrier to wind, sea spray and rain. An integral foam-lined hood provides protection both in and out of the water. An additional hood and gloves complete the package. If you're interested in more detail, it is available on the Mustang Survival Web site and in the RS&S Manual. The permeable, or breathing, feature is nice unless there is a cold, biting wind blowing. My first use of a MSD900 was in December of 2004. See the accompanying photo of me on the ice-covered dock, meas-

uring wind and temperature...Temperature was 19°, it was foggy, and the wind was 12 knots. I couldn't get back to the car and its heater fast enough!

You climb in to the suit from the back. Once you're in (having squeezed your hands through the wrist seals and your head through the neck seal... hope you're not claustrophobic!), there is a substantial waterproof zipper across your back that has to be "two-blocked" to complete the watertight seal. There is a "pillow" that has to be inflated once you're in the water to provide the specified buoyancy. [At this time there is a Boat Forces Safety Advisory in place that requires the use of an appropriate PFD to supplement the inherent buoyancy of the MSD900.]

The suit provides plenty of protection for us in these 40° water temperatures. I hope so!!!... see the RS&S Manual for hours of "useful consciousness" vs. water temperature. They take a little getting used to, but I've been wearing them on daylong patrols for 2 or 3 years and find them quite acceptable. Adding a PFD may be a little different; we'll see.

We patrol year-round in real winter conditions; thanks to the insight of Chief Holcombe and his initiative the Auxiliary patrols on Pyramid Lake are in the proper Personal Protective Equipment (PPE). We wish we had more suits but do understand the funding issues. We have heard that the active duty boat crews will be going back to the "Kokatat" style dry suits which could free up some MSD900's with useful life left that we could use. ©

Coast Guard plans to hire civilians to boost its Marine Safety Role, *Dom Yanchunas*

The Coast Guard hopes to hire hundreds of civilian inspectors and retired Coast Guard officers to bolster its beleaguered Marine Safety program.

Commandant Adm. Thad Allen proposed the idea of a "blended workforce" during testimony before a congressional panel in August.

Members of the House Subcommittee on Coast Guard and Maritime Transportation -- and several mariners who testified -- stated that the Coast Guard's focus on homeland security since 9/11 has diverted attention and resources away from the inspection of vessels and life-saving gear, and the credentialing of mariners.

The shift has harmed the Marine Safety program, critics say, causing mariners to lose faith in the inspectors' level of expertise, professionalism and customer service. The Coast Guard realizes that post-9/11 responsibilities have made it harder to perform its traditional maritime functions.

"Both commerce and security requirements have grown since then, placing greater challenges on both industry and the Coast Guard," Allen said. "The Coast Guard acknowledges the concerns of industry and others that our operations in the wake of these events have placed greater emphasis on our security missions, sometimes at the expense of Marine Safety activities."

The subcommittee is considering Rep. James Oberstar's measure that would move the Marine Safety function to the Department of Transportation. Oberstar, a Minnesota Democrat, is chairman of the House Committee on Transportation and Infrastructure.

The roots of the Coast Guard's Marine Safety program go back to the very first Congress, which created the Lighthouse Establishment in 1789 (which later became com-

monly known as the Lighthouse Service); and to the 19th-century Steamboat Inspection Service. The Coast Guard formally took over broad marine safety duties in 1946.

Peter Lauridsen, regulatory affairs consultant with the Passenger Vessel Association, said the Coast Guard recently broke from its longstanding tradition of working in cooperation with mariners.

"The face that we see in the waterfront is now distinctly a military one, with guns, boots and the aura of martial law," Lauridsen said. "Prior to Sept. 11, the Coast Guard's proud military heritage was softened because it was seen first as an organization of seasoned marine safety professionals. Today's Coast Guard, in many ways, is a stranger on the working waterfront."

Ken Wells, president of the Offshore Marine Services Association, questioned whether the Coast Guard still views marine safety as a high priority. His industry had been accustomed to working in close partnership with the Coast Guard.

"Today we see that relationship as being at some risk," Wells said. "It is getting harder to know where Marine Safety sits on the organizational chart, from top to bottom."

B.W. "Tom" Thompson, executive director of the U.S. Marine Safety Association, said some lifesaving-equipment servicing facilities haven't seen a Coast Guard inspector in over a decade. Thompson said, by default, the industry has become "self-policing."

Oberstar and other members of Congress suggested that the Marine Safety program shouldn't be staffed by uniformed Coast Guard personnel who rotate in and out of the program every couple of years. Instead, the inspectors should be permanent civilian employees, who would amass years of experience and expertise -- similar to the pro-

fessional staff at the Federal Aviation Administration or Army Corps of Engineers.

The fleet of Coast Guard-inspected vessels now numbers about 11,800.

While the number of vessels is growing, Rep. Timothy Bishop, a New York Democrat, noted that the experience level of the safety inspectors is not.

"It seems to me as if we're constantly replacing semi-experienced people with inexperienced people, who then become semi-experienced, and then they move on to their next assignment," Bishop said.

William Doyle, director of government affairs with the Marine Engineers Beneficial Association, said the Coast Guard needs to hire civilians for these Marine Safety jobs. MEBA also believes the tours of duty are too short under the current system.

"This does not allow for uniformed personnel to obtain the necessary on-the-job expertise that they need to effectively fulfill the mission. Many of the actual vessel inspection teams are led by younger Coast Guard officers, many of whom have spent little time at sea and have little experience with commercial vessels," Doyle said.

"Yet they are often responsible for ensuring the safety and regulatory compliance of hundreds of vessels within their sectors. And, by the time they are comfortable with their responsibilities, they are rotated out to their next duty assignments," he said. "We feel that extending these tours of duty will ensure stability and consistency across sectors and allow for greater expertise and experience for the Coast Guard officers assigned to those billets."

Allen said the Coast Guard believes in the concept of a "broadened specialist" who attains a familiarity with several Coast Guard functions, better qualifying that person for

promotion to top-brass administrative ranks. Still, the Coast Guard could consider lengthening the Marine Safety assignments, the commandant said.

The culture and hierarchy of maritime life can be an important factor in how professional mariners perceive the government inspectors who board their ships. The United States is one of the few maritime nations that doesn't appoint veteran mariners as full-time safety inspectors.

An inexperienced U.S. Coast Guard-enlisted person usually isn't qualified to judge the work habits of a seasoned ship officer, said George Quick, vice president of the International Organization of Masters, Mates and Pilots.

"That's an insult to the master and chief engineer," Quick said, "that they send a second class petty officer down to make a determination of whether he's doing things right or wrong or investigating his actions. That's not acceptable to us. They do it, but most of us rankle at it...The foreign masters -- the Germans and the British -- take offense that they haven't sent an officer down or a civilian with a maritime background."

Capt. Richard Block, secretary of the Gulf Coast Mariners Association, said the military structure of the Coast Guard intimidates mariners who nowadays don't have as much armed-services experience as previous generations did. This stifles the voices of mariners, especially lower-level ones who may not have even a high-school diploma. These mariners feel powerless if the Coast Guard doesn't process their license applications or investigate their casualties properly -- and it imperils their very livelihoods.

"The Coast Guard gained control over the merchant marine during World War II at a time of national emergency as a temporary expedient. However, after the end of the

Continued next

War it did not return it to civilian control," Block said. "We believe the time has come to consider (returning control of) a number of merchant marine functions to merchant marine officers."

Other mariners proposed recruiting ex-Coasties to serve as safety inspectors.

"I would ask for bringing in retired officers that still have 15 or 20 years of service ahead of them who have the experience to have an informed judgment when they do a ship inspection," Quick said. "The Coast Guard needs a civilian inspection force that covers port state control, ship inspection, licensing and safety inspections."

Allen said the Coast Guard is making technological improvements to its mariner licensing system, has increased cooperation with maritime industry stakeholders and intends to smooth customer service at the ports.

The commandant said "we lack capacity" in the Coast Guard safety rule-making function, and that the new Transportation Worker Identifi-

cation Credential "presents a challenge" to document processing.

The Coast Guard believes it's not practical to create an all-civilian Marine Safety inspection division anytime soon. As its array of duties becomes stretched, the Coast Guard instead envisions a combination of the existing uniformed inspection corps and new civilian hires who can bolster those ranks. The trick, Allen emphasized to the congressional members, is to provide enough funding.

"That takes a blended workforce," Allen said. "I think we are competent to do this mission. I think there are resource issues involved."

Allen also announced the appointment of Rear Adm. Brian Salerno to the new position of assistant commandant for marine safety, security and stewardship.

The subcommittee asked Allen to provide a suggested framework for how the new blended Marine Safety program might be structured within the Coast Guard. Allen promised to submit a proposed organizational chart within 60 days after the August hearing. At least one influential

congressman recognizes the need for more funding for Marine Safety reforms. "We saw the Coast Guard's duties get stretched, stretched, stretched," said subcommittee chairman Rep. Elijah Cummings, "but we didn't see the resources and moneys get stretched." The Maryland Democrat compared that predicament to a rubber band that, if stretched enough, will eventually break.

When asked if mariners would be willing to pay higher licensing fees to fund a more efficient system with civilian hires, Quick said ordinary seamen probably can't afford higher fees. But he said masters and high officers may be willing to pay more "if they got their licenses on time and were treated with courtesy and respect."

Oberstar said he sees no relation between the Coast Guard's homeland security functions and marine safety. "Put (Marine Safety) in the Department of Transportation where you can have longtime career professionals doing that job," Oberstar said.

At least two of the congressmen rejected the idea of stripping the

Coast Guard of the Marine Safety responsibility. "You don't fix a problem by transferring the problem to another agency," said Republican Rep. Don Young of Alaska. Rep. Howard Coble, a North Carolina Republican and former member of the Coast Guard, said Congress shouldn't create "a second Coast Guard."

Allen rejected the argument that homeland security and marine safety are unrelated.

"You get a benefit to security when you improve safety," the commandant said. "You get a benefit to safety when you improve security."

Mariners at the hearing generally agreed that the Coast Guard should have an opportunity to fix the problem internally first.

"It could probably be done within the Coast Guard system," Block said. "I think we need to get more civilian mariners involved."

Dom Yanchunas
Professional Mariner
Publication
December-January 2008

Admirals Day on the Delta by Abigail Wagg, ADSO-MS/A

In the late 1980's Don Wagg, then Division Captain of Division 2, read about the history of the passing of the torch in the Olympics, and it gave him an idea!

Each year, Auxiliaries from all over Northern California would gather at Rio Vista to pass in review of the then current District Admiral. It was intended as an Auxiliary tribute to him and to the Coast Guard. It was also an Opportunity to show the quality of the members and the vessels that existed throughout our district.

According to plan, we all turned out in our Tropical Blue uniform. We would form a very long line of boats of all shapes and sizes, and one by one, we would pass in review, rendering our best military salute to the Admiral and his staff, and to the District Commodore and Vice Commodore. We were very impressive. Don observed that there were other forms of operational units that were not able to participate as easily. Those were the planes of the Aviation wing, and the land Mobile units. He hit upon the concept of obtaining an old antique brass sailing ship lantern, and using that lantern as the "torch" that could be passed from unit to unit as they made their way up to Rio Vista for the review. The plan was that after it passed through many, many hands from all over Northern California, it would be presented to the Admiral for him to keep in his office for the year. It was an excellent reminder of us, and of the tribute given to him.

So, Don found an excellent brass lantern, and began to make plans. Each year he would contact each Division asking them if they had members that wished to participate in the passing of the lantern. He was overwhelmed with the response. Each Division carefully planned way-points where they would meet, exchange greetings and smiles along with the lantern.

The lantern began in the SF Bay area, and slowly moved north and then east towards Rio Vista. Land mobile units would pick it up at docks, take it to another dock to give to another series of boats, and finally, upon arrival at Rio Vista, it was given to a selected aircraft pilot who would fly over the whole event as it progressed. At one point, we had an old Seabee plane owned by Joe Munro who landed on the water, taxied up to Don and Abigail Wagg's vessel, and Abigail got onboard the plane carrying the lantern for the fly over. A slightly different, but still effective method.

While this activity no longer exists, the memories of those who participated are still fresh.

Remarks: In 1986 I led a formation of four aux-air facilities flying over the parade of surface facilities, *never to be attempted again!* Please refer to the Photos of the Past Photos Contest in the October and this issue of the Northwind for photos of the passing of the Lantern. —**George Knies**—

A drift net is a killing machine. With floats along the top and weights at the bottom, they form curtains of death. Everything that swims into them becomes entangled and dies. The nets may be thirty kilometers wide. If a net is abandoned, lost, or a piece goes adrift, it fills with meat, sinks, rots out and rises to fill again until it wears out.

The United States, Canada, Russia, Japan, South Korea and China have agreed to share resources and information in an effort to rid national and international waters of this scourge.

As a Member of the Auxiliary and a Russian linguist, I was invited to board the USCGC BOUTWELL, in Japan. She is a 378 foot high endurance cutter, with top turbine speed in excess of 29 knots. I reported for temporary duty during her patrol of the North Pacific. Interpreters of Russian, Chinese, Japanese, and Korean were aboard. Six Chinese drift netters were boarded and escorted to authorities for prosecution. The appropriate interpreters facilitated ship-to-ship and ship-to-shore communications and served as members of the boarding parties.

The patrol included port calls in Japan and Petrapavlovsk, Kamchatka-Russia. Joint SAR exercises were held with both the Japanese Coast Guard and the Russian Boarder Guard. Seaman Lazakovich, who also served as an interpreter, and I were asked to translate conversations between Americans and Russians.

One of the highlights of the deployment was the joint SAR exercise with the Russian Boarder Guard Ship MAGADANETZ. That vessel's gracious Russian captain allowed USCG Seaman Lazakovich and I aboard to assist with voice communications during the exercise. One of the low lights was sailing between two near hurricanes at 50° N. Lat. and 180° Lon and pooping the stern. It was a pleasure to assist Captain Brown, the officers and men of the BOUTWELL, including the helo crew. They were professional, fearless and devastatingly efficient.