

DISTRICT ELEVEN NORTHERN REGION

NORTHWIND



USCGC Sockeye on patrol San Francisco Bay. Photo by George C. Knies, DSO -PB

United States Coast Guard Auxiliary, WU N g J c

DEPARTMENT OF



The Uniformed Volunteer Component of The
United States Coast Guard
(Authorized by Congress in 1939)



Homeland Security

January, 2008

Editorial: The first electronic edition of the Northwind went on line in October. Fifty (50) copies of the twelfth issue were printed for USPS mailing to key Gold Side and Civilian Officials. A select number of issues were mailed to individuals who appeared in the issue that were unable to receive electronic copies. There were a few that were not resolved forthwith by Ed Sweeney, Public Affairs and Irene Wetzel, Web Master.

Commencing with this issue the number of high quality printing, has been reduced from fifty (50) copies to only five (5) names opted for this class of distribution 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 download and a less version for print members.

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

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Northwind

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

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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:

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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 time 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.

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.

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, RCGOMS

Semper Paratus, we say

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- 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 ing 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 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 in an emergency, so think about what you can do to be prepared.

Semper Paratus

You Hit What? --Advice on Submitting Claims for Damage to Your Facility
Joanna L. Nevesny, ADSE

Ms. Nevesny volunteers in the JAG office on CGI and evaluates all Auxiliary claims as part of her JAGS Chamber on the Pacific

Ware active on patrol will experience damage or loss of their facility that is eligible for reimbursement from the Coast Guard. (This includes related equipment such as a boat trailer, those 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 patrol related claims you must have some reimbursement if you have adequate documentation under orders and the damage must have an identifiable cause such as striking submerged debris, making contact with a pier or other object, or crew error (the standard of care is what a prudent person would do). Catastrophic claim is for failure of a major component 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, you are denied unless you provide an acceptable explanation of why there is good cause for the delay. And, of course, the claimant must report the incident or failure to your OIA within 24 hours of your facility made available for inspection, if requested.

Patrol related documentation 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 photos for that day and two written estimates of the repair/replacement cost (no reception 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 subcategory of patrol related is failure of a part with a defect which leads to damage that occurs because you were under orders. As an example, some small party 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. (510) 433-48 or email: Joanna.L.Nevesny@uscg.mil.

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 Z U W] ^] h m D g ^ h c h U ^ ^ j U ^ i Y L ^ -X i Y ^ h c ^ b c f a U ^ ^ k Y U f ^ U b X ^ h Y U f ^

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:

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U ' V U ` U b W Y X ' U ` ` c W U h] c b ' c Z ' f Y g c i f W Y g ' h c k U f X g ' c i f ' F 6 G ' U b)

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 75 " t g e g k x g f " v j g " E q o o q f q t g 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.

PHOTO'S FROM THE PAST CONTEST

On the late 1980s, the Auxiliaryists would go to Rio Vista to pass in review of the current District Admiral's special Ad Day Lantern to that admiral, to be kept in his office for that following year. The basis of this lantern would be handed off to various facilities along the route as they traveled from each division to assign different facilities to receive it, and then pass it on to others. Aircraft and various vessels of all shapes and sizes were all included.

When all was done, the lantern would pass through many hands, representing all the divisions participating as current admiral.

THE LANTERN is all brass and glass, has a narrow peak with a carrying handle, and then a glass center core brass base and top an authentic antique brass ship's lantern, and quite distinctive because heavy metal labels on it identifying the different years and divisions.

Abigail S. Waggoner Commentary on page 18



The Auxiliaryists in the photos on the George Knies sitting, Paul Fredericks standing, the infamous Joe Monroe in his (amphibian). The event preceded Adm that was held annually at Rio Vista where the lantern passed through every our district. The celebration included facilities on the water and a few



George Knies, FL 57, holding the lantern prior to taking off for Buchanan field in Concord, where the Division. The photo of the Seabee was taken after Joe had engine failure on a patrol and had to be forced

No one answered all questions correctly, Dailg Ramsey

1. Identify the event and the location in photo # 1.
2. Identify the vessel disembarking cadets
3. Identify the nationality of the cadets in the photo types of watercraft in photos #1 and #2

January contest photos

Photo No. 1



Photo No. 2



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 RBM will greatly improve Coast Guard readiness and responsiveness throughout the fleet. On this 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 com-

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 ro-

bust 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. A number of different search methods, including a three-dimensional navigation of the ship, this environment levels to 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. Wc` `] g] c b` ` f l c f` ` [U` `] g] c b z` `] b` ` 7 c U g h` ` ; i U f X` ` h Y f a g t` ` h c f Y` ` U` ` [charging heavy bunker oil into the waters of the Bay.

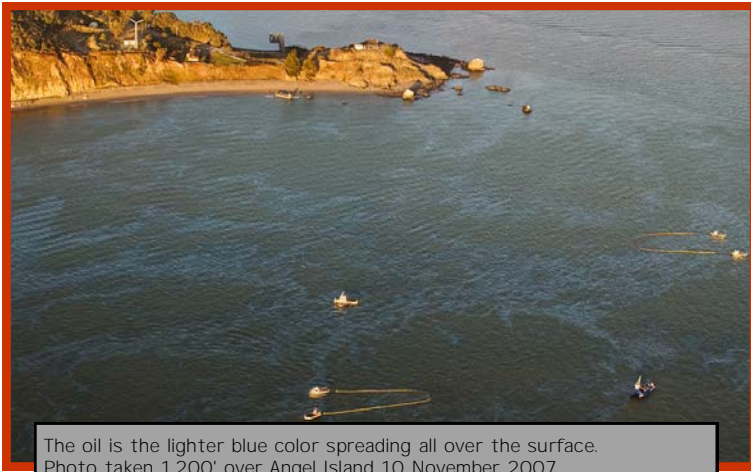
Coincidentally, Wednesday is the day I normally work in the Coast Guard Investigations Office. By 9:00 a.m. that morning, things had gotten busy. One team was en route to the ship to interview the captain, crew, while two other investigators and I went to find the pilot, interview him, and get the results 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 C. RCO-MS, went aboard the ship the next day to assist in translating statements of the crew, many of whom spoke only Chinese (he returned for more translating service on Saturday).



Admiral Thad Allen & Steve Salmon, RCO -OMS

On Thursday afternoon, the Pacific Area Public Affairs Department called Auxiliarist Ed Sweeney, DSO, and asked 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.



The oil is the lighter blue color spreading all over the surface. Photo taken 1,200' over Angel Island 10 November 2007



Cosco Busan, at Port of Oakland

On Saturday, November 11, Auxiliarists were called out for a very different need. A number of commercial fishing boats volunteered to tow oil containment booms into place. However, the Coast Guard felt the fishing vessels needed safety inspections before proceeding. Seven Commercial Fishing 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 up oiled beaches. Many Auxiliarists responded individually to these requests as well, working alongside thousands of other citizens from around the Bay Area.

H \ Y` ` 5 i l]` `] U f m D g` ` Y Z Z c f h g` ` k Y f Y` ` j Y f m` ` a i W \` ` U d d f Y W] U h Y X` ` " ` ` H Y` ` 5 i l]` `] U f] g h g` ` k Y f Y` ` X c] b [` ` [U b` ` U k Y g c a Y` ` ^ c V I` `] b` ` h \ Y` ` > = 7` ` Y U W \` ` X h c` ` h \ Y` ` 7 \] Y Z` ` 8] f Y W h c f` ` c Z` ` h \ Y` ` 5 i l]` `] U f m` ` h \ U h` ` [c i f` ` 5 i l` ` Z c` ` _ g [c b Y` ` i b b c h] W Y X z` ` I` ` U X X] b [` ` h \ U h` ` \ Y` ` h f i` ` m` ` U d d f Y W] U h Y X` ` [h \ Y] f` ` g

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

The Navy League has gladly accepted the Commissioning Committee responsibilities which includes raising funds to support the time, effort, and expense of the Commissioning, which the Coast Guard cannot fund, as well as the purchase of the ship's maintenance and recreation (MWR Fund).



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!

Closer akin to a war ship than its predecessor, the 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 depending upon individual mission requirements. The Legend Class cutters will displace 4,300 tons and carry a crew of 148 up to 12,000 nautical miles when operating at most efficient speed.

The NSC is powered by a combined diesel and gas turbine power propulsion plant known as Combined Diesel and Gas (CODAG). A pair of 9,655 hp medium speed MTU diesel engines will provide regular propulsion, with a gas turbine available to offer 30,565 bhp for high speed and intercept operations. The ship's 14 shafts can rotate at 231 rpm, and can drive the ship to a sustained top speed of 29 knots. A trio of 1360 Kw Ship Service Diesel Generators 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 the multiple intelligence collection and sharing and a Sensitive Compartmented Information Facility (SCIF). Onboard sensors will include navigation radars (X & S Band), a 3D Air Search Radar from GEADS, the SDR Radar, a Mk46 Optical Infrared Sensor, HF, VHF & UHF Communications, a radio direction finder, and the rest of its C4ISR Suite. Sensors to detect and radiological attacks will also be included in that package, and a Collective Protection System (CPS) will shield crew members 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 Navy's new Littoral Combat Ship, and will equip its DDG 1000 Zumwalt Class destroyers and the Coast Guard Legend Class Cutters. can be used against air threats as well as surface targets, and its offensive and defensive punch will be the same Mk15 Phalanx Block 1B 20mm Gatling gun that offers US Navy ships the ability to defend against the threat of the B-7000. The Block 1B model adds the ability to destroy surface targets, 7,000 rpm firing rate should give fast attack capability. .50 cal machine gun mounts and other weapons can also be expected. A "Slice 22" system provides electronic jamming just as it does for the US Navy's high speed interceptors, and the Australian Mk53 Nukla automated decoy system rounds out the NSC's protective fittings.



Special attention was paid to crew comfort and productivity demonstrated in the berthing arrangements. Rather than the typical high berthing, the largest quarters are designed for six crew members in stateroom layout, with each member having storage and personal space. Each of these staterooms has bunk beds, its own computer drop, and a private head, affording comfort for junior personnel never before seen on a major cutter. billeted at roughly 100 crew, there is berthing for 148, allowing surge capacity. Dedicated fitness and training spaces round out the ship's amenities.

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.

USCGC Sherman.

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 requested to some teachers we have worked with. Margie a teacher in Concord and Auxmember Flotilla 57 jumped at the chance. Margie's school gave a big welcome to 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:

I am currently floating along the coast of the Pacific Ocean. I can't tell you exactly where but we are a LONG WAY from San Francisco.

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

They have red lights and stop signs but most people just honk. We stayed there for about 3 days and then, we went south to El Salvador, got some gas and a new propeller and some drills. We are now ready to go home. The last days we were sailing around, and out where we jumped fast. (I will send a pic later) took off, full speed (known as Flank speed on a ship), our helo took 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 we went.

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

THE GOOD GUYS WON. We are back underway, looking for more bad guys. [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 the Morgenthau Saturday the 5th. 175 from 226 registered guests, showing up. Despite the weather, 91, 123, 121, 5 and 5. Also 2 Sea Cadets assisted with the Escorting. The Kids ID program filled in the waiting line. Our Day greeted our guests personally. The Air Station and Station San Francisco worked together on a SAR Demo. The agency cut the Demo. The cooks of the Morgenthau baked the cookies for our guests. The coming events include two Middle School Visits in January, then additional school visits.

M k f o u " R j q v q u " d { " " I g

You Can Protect Our Waterways

by Becoming a Dockwalker

Who are DOCKWALKERS?

Dockwalkers are volunteers who train boaters and other recreators about environmentally sound boating. Dockwalkers distribute boater kits with educational materials while visiting marinas, boat launch ramps, boat shows and events.

How Do Dockwalkers Help?

By promoting clean boating. There are over 500 Dockwalkers statewide who have distributed more than 60,000 boater kits since 2000.

How Do I Become a DOCKWALKER?

By completing a boater questionnaire and Green Program at (415) 904-9005 or visit www.coast4u.org (click in Boating Clean and Green) to register for a FREE training class. Age range is 15 years and up. *See document community service hours*

What Is a Boater Kit?

The boater kit is a bag filled with educational materials and promotional items for boaters. The kit includes an orange tote bag, a 2008 tide book, a safety flag, Department of Boating and Waterways pamphlets including *Boating Law, Clean Boating Habits and Personal Floatation Devices*, a absorbent pillow with reusable zip tie and instructions and more. *All boaters can receive a boater kit after completing a brief boater questionnaire. This questionnaire will help to identify gaps in environmental services and better target future boater education efforts.*

How Can I Order Boater Kits?

During the Dockwalker training class you can take boater kits with you. You are welcome to order more kits once the completed boater questionnaires are returned to the program. You can contact program staff at (415) 904-9005 or vmatuk@coastal.ca.gov to place your order.

What Should I Do With The Boater Surveys?

In recognition of the good work and dedication of our clean boating Dockwalkers, Marine will be donating three gorgeous jackets to the Dockwalker program for the Dockwalkers who return the most number of completed boaters survey. After finishing your Dockwalking activities, collect all the boater surveys and return them using the self-addressed envelope you will receive at the training.

Where Can I Conduct DOCKWALKING?

You can conduct Dockwalking visits on your own at marinas, boat launch ramps and fuel docks. You can also participate at local boating events such as boat shows, fishing derbies, poker runs, fairs and other boating events. Also, find out about local events and festivals by contacting local boating publications, marina operators, yacht clubs, among others.

For more information about the program and training schedule, please contact Vivian Matuk at (415) 904-9005, vmatuk@coastal.ca.gov or visit www.coast4u.org (click in Boating Clean and Green)



Funding or assistance in Dockwalkers training provided by these organizations

PICTORIAL POTPOURRIE

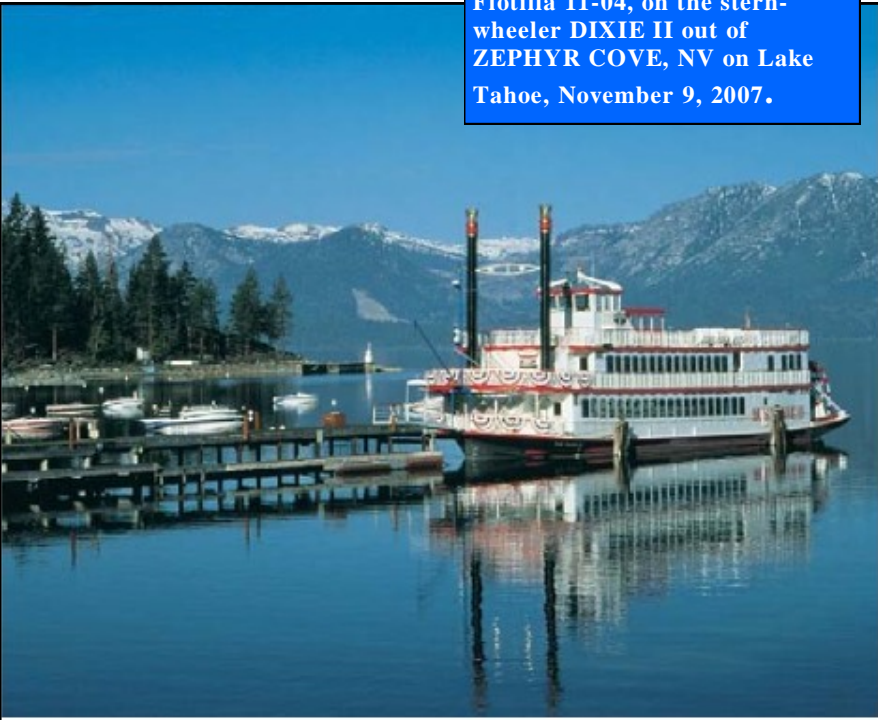


MDS900 dry suit certification for Coxswain and Crew of Division 11. First from left is Dee Dee Kincade DCP 2008 and second from left is BM2 Jeremy Zimmer CG Station Lake Tahoe in charge of the qualification. The water Temp. at Lake Tahoe 7 Nov. is about 52 degrees.



Mike Lawrence (on the left) FC 11-03 presenting Robert Weiss his 30 year USCGAUX retirement certificate

Over ninety guests attended the Division 11 Change Of Watch (COW) dinner cruise, hosted by Flotilla 11-04, on the stern-wheeler DIXIE II out of ZEPHYR COVE, NV on Lake Tahoe, November 9, 2007.



D q c v u " P ø " M k f u " W U E T E " O



C k t r n e p g u k f u



Nick G. Tarlson, DSO-MS



Edward E. Sweeney, III, NADCO-RBS



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

By Jack Leth, SO-OP

Division 11N-11. The MSD900 is a full suit, made by its manufacturer (Mustang Survival Systems) and is famous for its use in the Immersion Work Suit. The innermost suit is made of a thermal material (polypropylene) long underwear provided by the manufacturer. The second layer is the immersion suit (dry suit) with watertight integrity and the equivalent of a dry suit. It is constructed of a waterproof and breathable (vapor permeable) fabric. Socks are integrated into the legs and the outer shell (made of nylon), which provides a barrier to wind, sea spray and rain. An inner shell provides protection both in and out of the water. The gloves complete the package. If you're interested in the MSD900, see the accompanying photo of the MSD900 in use. The MSD900 is a full suit, made by its manufacturer (Mustang Survival Systems) and is famous for its use in the Immersion Work Suit. The innermost suit is made of a thermal material (polypropylene) long underwear provided by the manufacturer. The second layer is the immersion suit (dry suit) with watertight integrity and the equivalent of a dry suit. It is constructed of a waterproof and breathable (vapor permeable) fabric. Socks are integrated into the legs and the outer shell (made of nylon), which provides a barrier to wind, sea spray and rain. An inner shell provides protection both in and out of the water. The gloves complete the package. If you're interested in the MSD900, see the accompanying photo of the MSD900 in use.

The lake is on the Pyramid Lake Paiute Tribe Reservation and is famous for its fishing. It holds the World's Record for the longest trout. The Tribe hosts many fishing derbies during the winter months. Safety Patrols are conducted by facilities from the Region 11 Flotilla (11-03), sometimes augmented by a SAFE boat from the CG Station available on the Mustang Survival Web site and in Lake Tahoe. The more popular Fishing Derbies put over 100 boats on a lake that covers 183 square miles. This is quite a challenge for a patrol at any time, but particularly in the winter.

The Rescue and Survival Systems Manual (M10470) specifies that when the air and water temperatures are 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 Protective Equipment (PPE) and began a program that issued MSD900s to Coxswains and Boat Crew who would be patrolling the lake during the winter months. As the number of patrols and boat crew increased, the MSD900 program for Auxiliaries was initiated.



Tom Komadina, Coxswain 11-03 at Pyramid Lake



Tom Komadina & Keith White at Pyramid Lake

We mirror the "gold side" and require that any Auxiliary who is in the water must be wearing MSD900s. The MSD900 is a full suit, made by its manufacturer (Mustang Survival Systems) and is famous for its use in the Immersion Work Suit. The innermost suit is made of a thermal material (polypropylene) long underwear provided by the manufacturer. The second layer is the immersion suit (dry suit) with watertight integrity and the equivalent of a dry suit. It is constructed of a waterproof and breathable (vapor permeable) fabric. Socks are integrated into the legs and the outer shell (made of nylon), which provides a barrier to wind, sea spray and rain. An inner shell provides protection both in and out of the water. The gloves complete the package. If you're interested in the MSD900, see the accompanying photo of the MSD900 in use. The MSD900 is a full suit, made by its manufacturer (Mustang Survival Systems) and is famous for its use in the Immersion Work Suit. The innermost suit is made of a thermal material (polypropylene) long underwear provided by the manufacturer. The second layer is the immersion suit (dry suit) with watertight integrity and the equivalent of a dry suit. It is constructed of a waterproof and breathable (vapor permeable) fabric. Socks are integrated into the legs and the outer shell (made of nylon), which provides a barrier to wind, sea spray and rain. An inner shell provides protection both in and out of the water. The gloves complete the package. If you're interested in the MSD900, see the accompanying photo of the MSD900 in use.

Photos by Jack Leth, SO-OP

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 Transportation and Infrastructure Committee 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 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 its responsibilities have made it harder to perform its traditional maritime functions.

"Both commerce and security requirements have grown since they are placing greater challenges on both industry and the Coast Guard," Allen said. "The Coast Guard acknowledges the concerns of the 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 Marine Safety program go back to the very first Congress, which created the Lighthouse Establishment in 1789 (which later became a

professionally known as the Lighthouse Service); and to the creation of the Coast Guard formally took over broad marine safety duties in 1916.

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

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

"It seems to me as if we're replacing experienced mariners as full-time 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 Beneficial Association, said the Coast Guard needs to hire civilians for these Marine Safety jobs.

MFAA also believes the tours of duty are too short under the current system. He said the Coast Guard still handles marine safety as a high priority.

"This does not allow for uniformed personnel to obtain the necessary job expertise that they need to effectively fulfill the mission."

Many of the actual vessel inspections are led by younger Coast Guard officers, many of whom have little time at sea and little experience with commercial vessels," Doyle said.

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

Allen said the Coast Guard should be the concept of a "broadened specialist" who attains a familiar level of national emergency as a temporary expedient. However, after the end of the

Continued next

A drift net is a killing machine. With floats along the top and weights at the bottom, they float in swarms of into them becomes entangled and dies. The nets may be thirty kilometers long.



abandoned, lost, or a piece goes adrift, it fills with net, sinks, rots out and rises 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 aboard the USCGC BOUTWELL, in Japan. She is a 378 foot high speed cutter, with top turbine speed in excess of 29 knots. I reported on duty during her patrol of the North Pacific.

Interpreters of Russian, Chinese, Japanese, and Korean were aboard. Six Chinese drift netters were boarded and turned over to authorities for prosecution. The appropriate international ship and shore communications and procedures were served as members of the boarding parties.



The patrol included port calls in Japan and Petropavlovsk, Kamchatka SAR exercises were held with both the Japanese Coast Guard and the Russian Border Guard. Seaman Lazakovich, who also served as an interpreter, and I were in conversations between Americans and Russians.



NORTHWIND



USCGC Sockeye docking at Coast Guard Station San Francisco photo by George C. Knies

Department of Homeland Security
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