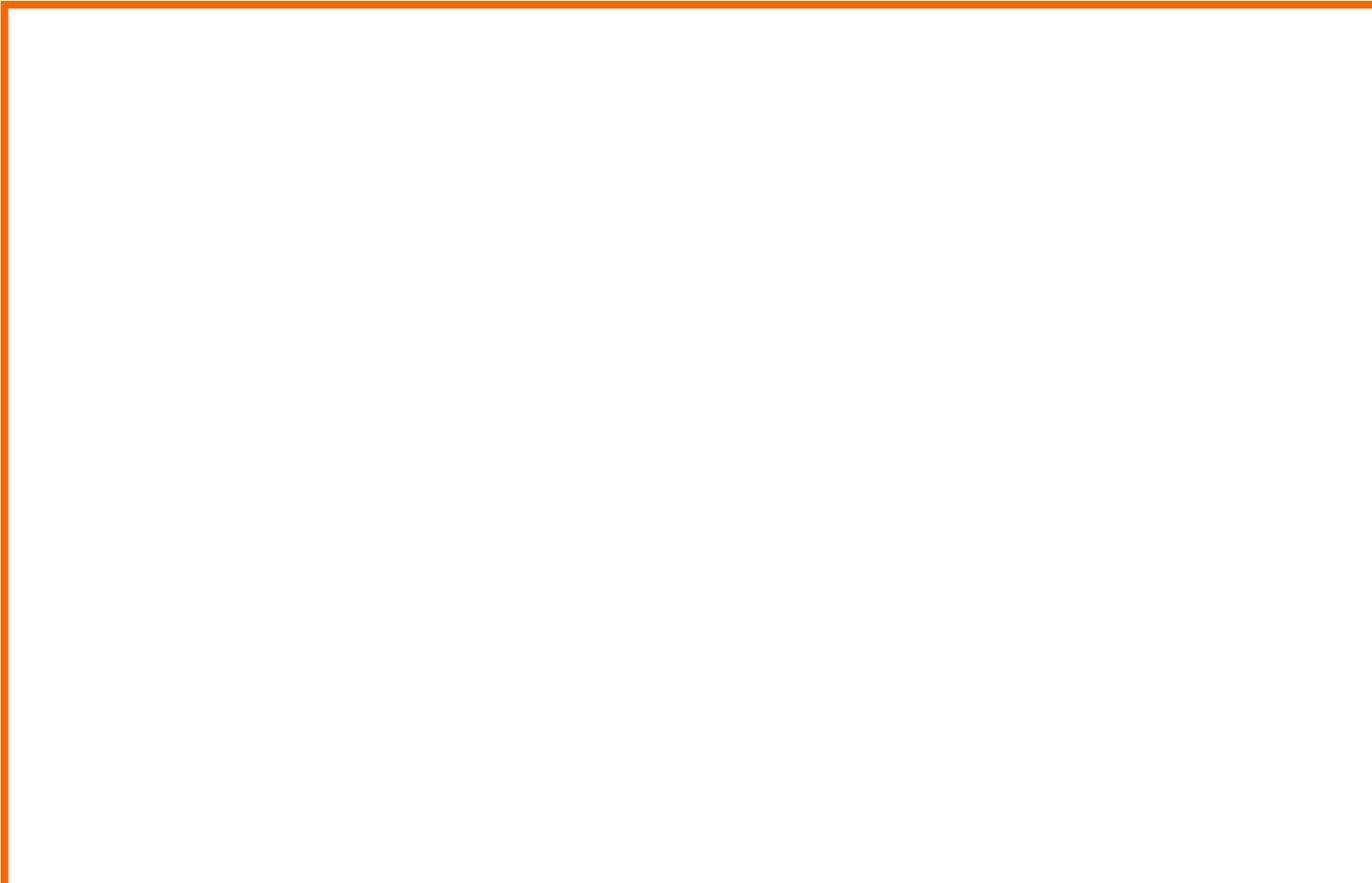


DISTRICT ELEVEN NORTHERN REGION

NORTHWIND



The Tall Ships ® are coming to San Francisco. Photo by George C. Knies, DSO-PB

United States Coast Guard Auxiliary, America's Volunteer Lifesavers

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



April, 2008

Editorial: Publications serve as a unifying force by informing unit members of activities, services, and plans provided by our Auxiliary members. In this age of immediate electronic communication (time sensitive information), our quarterly publication "Northwind" provides a venue for more detailed coverage of our district member's activities locally and in some instances world wide; thereby allowing for illustrative photos, editorials while providing a personal insight and approach to our missions and accomplishments. *George C. Knies, DSO-PB*

ERRATA: Unlike the N.Y. Times policy of burying retractions on page 27 please note that the following corrections are appearing here "up-front." January issue page 16; the photo of Tom Komadina by himself floating was not at Pyramid but at CG Station Lake Tahoe. The other photo of two members floating near a snow covered SAFE boat was also at CG Lake Tahoe and was not Tom Komadina and Keith White, but of Jack Leth and Don Morrison (both in FL 11-01).

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Northwind

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Recreational Boaters of California will be sponsoring a new law requiring that operators of motorboats pass a test and carry a lifetime certificate while operating a motor vessel.

Recreational Boaters of California is urging boaters to take extra precautions to reduce the further spread of non-native zebra and quagga mussels when they access freshwater aquatic environments. These non-native mollusks are a very real threat and can cause significant environmental, recreational and economic impacts once they become established in a body of water.

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2008 EDITION DEADLINES
JAN 02 * APR 02 * JUL 02 * OCT 02

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

Coast Guard and Auxiliary Transformation

Those Auxiliarists who attended our Auxiliary National Training Conference (NTRAIN) this past January in St. Louis had a special opportunity to hear the Commandant of the USCG talk about change...about CG Modernization and reorganization...about what the CG is doing to prepare for the 21st Century.

He pointed out that in recent years the CG has never been more admired, respected or visible to the public...and that the challenge for the 21st Century CG is: that we have never been more admired, respected, or visible to the public!

The CG's external environment and the public's expectations have changed significantly in the last few years as a result of 9/11 and Katrina. The public has especially increased their expectations regarding port security and global terrorism.

The Commandant made it clear that his plan for change is focused on two things: excellence in mission execution and accountability. He also made it clear that the CG Auxiliary, as an integral part of the CG Family, will also be going through some changes. The Auxiliary has already started some of this process having gone through the PSI, our ICS requirements, and many new qualifications necessary to participate in certain missions and integrate us more closely with the Active Duty CG.

At our District Board & Staff Meeting at our District Training Conference (DTRAIN) in March in Modesto, CA, our District Board began the first step in a process of reviewing and understanding changes that the Commandant and our Auxiliary National Leadership have mandated in our Auxiliary administrative structure. Over the next few months, we will be discussing these Auxiliary administrative and structural changes at all of our district, division and flotilla meetings.

As we discuss these changes, please note that nothing will change at the flotilla level. Flotilla Elected and Appointed Officers and structure will stay the same. These changes being discussed are all directed towards our current national, district and division levels. These are the units that serve to support the flotillas, and the changes coming are to improve how we align ourselves with the Active Duty and how our flotillas work together.

For some of us, talking about change in traditional items like Elected Officer titles and how our flotillas are organized into area teams will be uncomfortable. As we discuss and eventually implement these changes, keep in mind the important purpose behind all this - to achieve one important goal: improving how all CG Forces work together to optimize our mission execution.

(Read more detail about this in my "comments at DTRAIN" posted on our District Web Page).

Michael L. Williams, VCO

Preparation for a new boating season

Every year around the first of April auxiliarists who live in areas that are snow covered in the winter become very anxious. I suffer greatly for the urge to uncover my facility and get on to the projects that I have conjured up during the off-season. This desire to move time forward, re-commission our facilities and head for the nearest open body of water consumes much of our daydreams. It is not helpful when we receive a multitude of boat magazines featuring the newest and greatest gadget that we convince ourselves we cannot live without. We must resist with great will power the urge to take short cuts and jump at the first opportunity to head for the lake.

I have heard the phrase "prior proper preparation prevents pretty poor performance" I believe that this applies to me, and those like me, who are anxious to get our facilities operational and get back on the water for a new boating season. I have developed a mental check list of tasks that need to be accomplished before I actually


Continued next page

hook up the boat trailer to my truck and head for the water. I am sure each of you has your own check list to insure that you are prepared for that first trip to the lake.

For many of us who are engaged in the operations program we really seem to know what is required of us to prepare for the new boating season, but what about the other programs in which we may be involved. Do we have a check list for our first Program Visit to our local marine dealer; do we have the most recent and up to date materials? Did we contact our Materials Officer to make certain that the materials have been ordered? Have we reviewed the check list for conducting a vessel safety check, do we have the proper forms, and decal? Have we checked with our VSC officer to make certain that we are up to date on the policies and procedures required to issue a VSC decal?

I could discuss every program of the Auxiliary and ask the same question, "Are we prepared for the new season"? How would we respond? I urge each member to prepare for the new boating season by contacting the appropriate staff officer and asking them to review with you any changes or new information that they have received. I must reacquaint myself with the POMS program to request orders, and review surface operations policy and procedures. Like you, I look forward to warmer weather and the opportunity to get back on the water and enjoy the camaraderie with my fellow auxiliaries.

Jimmin Chang, RCO-MS



As our Commandant's motto says, "All Hazards, All Threats, Always Ready." All Auxiliaries need to be prepared because we never know when we will be called upon by the active duty Coast Guard to assist in emergencies. Such was the case as in last November's San Francisco bay oil spill incident. Auxiliaries with specialized skills were called to duty to assist. Auxiliaries with experience and training in the marine safety field (inspections, marine investigations, and commercial fishing vessel safety) were asked to help with various technical tasks, from processing evidence to doing complex engineering calculations. Chinese interpreters in the local area were also asked to help with linguistic needs. Later on, Auxiliaries with public affairs interests are called upon to assist in the Joint Information Center (JIC). There were also plans to activate surface facilities to be used as transport platforms, but the plan was cancelled due to oil contamination concerns.

As can be seen, Auxiliaries can effectively supplement and enhance the capabilities of the Coast Guard response. But are we ready? Are we trained? Can we do more to recruit and retain Auxiliaries with specialized skills?

Regarding readiness and training, it is astonishing to hear that a lot of Auxiliaries do not know that the Auxiliary has a complete series of web-based training in Public Affairs for those who want to be active in this field. It includes very basic introduction, journalism, digital photography, to Coast Guard petty officer level PA training. It would be nice for those Auxiliaries who work in the JIC to be familiar with the Coast Guard Public Affairs Manual, and various Coast Guard policies and procedures. Other training opportunities are also available, such as from the web, or in our Past Captain's Training Fair (February and August). For further information, please refer to our district website at <http://www.a113.uscgaux.info> Our District Staff Officers in Communications Services are updating the site with all the information or referrals you will need.

Regarding recruitment and retention, we can definitely do more. For instance, it was unfortunate that only two Auxiliaries were listed as Chinese interpreters, in the San Francisco bay area, where the second largest Chinatown in the United States is located. On the day of the oil spill incident, none of the interpreters were available, although effective service was provided the next day, and demonstrated the importance of having interpretation service in this investigation. In 2008, let's go, recruit and train more members, not just for boat crew, but for all types of specialized skills. Remember, "All Hazards, All Threats, Always Ready."

Angelo Perata, RCO-RBS

As national safe Boating Week approaches May 17-23, our members are gearing up for Safe Boating programs. We highlight this in May, but the C.G.Auxiliary promotes this all year.

Examples, Safe boating classes, Vessel Exams, Dealer Visits & Operations. Members are partnering with retail stores in promoting life jackets use & safe boating. We know this is working as the numbers are coming down in boating fatalities.

Manufacturers have been busy designing all kinds of life jackets to fit different needs. Here are a few examples. Kayaking & canoeing, belt pack inflatable, manual inflatable, auto inflatable, float coats, fishing vest inflatable, waterfowl hunting vest inflatable, children life jacket hybrid, plus all the types we already know of. Our story is, (it only works if you wear it). Try putting on a life jacket when you are already in the water, nearly impossible. Having a lifejacket aboard does not save lives **Wearing THEM DOES.**

Stephen R. Salmon, RCO-OMS

Those Pesky Operational Requirements

It seems to many members that there are more and more operational requirements, making it more and more difficult to stay active in operational missions. Mandatory workshops, mandatory TCT classes, mandatory re-qualification exercises, mandatory ICS courses—and on top of it all (for some of you) the Nav-Rules exam! Where is this coming from? Don't they want us any more?

The answer to the first question is easy: it's coming from the Coast Guard. And the answer to the second question is: yes, we're wanted, and needed, more than ever before, as the Commandant emphasized at the recent National Training Conference. Five Sector Commanders present at the Conference cited Maritime Domain Awareness, in particular, as perhaps our most important contribution, and for this role our surface, air and land-mobile patrols are vital. Our facilities are also critical back-up resources in the event of a public emergency. So if they need us, why are they making it so hard? There are two reasons: safety and efficiency.

Too often, when the Coast Guard (including the Auxiliary) suffers a casualty, an investigation reveals that the established, standardized procedures were not followed. It may have been an air crew too timid to question a pilot's oversight, a boat crew afraid to ask the coxswain to slow down, a lookout distracted by conversation, a failure to wear proper protective equipment, or to wear it properly. Whatever the cause, in most cases there was a lapse in judgment that should not have happened. Workshops, TCT refreshers and re-qualification exercises all remind us of things we need to know, and remember, for our own safety.

To be able to respond to "all hazards, all threats," the Commandant is also determined that all members of the Coast Guard (again, including the Auxiliary) must be both effective (do the right thing) and efficient (do it right). That involves not only training and re-training, but knowing how the Coast Guard and its partnership agencies operate. And that's where knowing the Incident Command System comes in. In response to any public emergency, the Coast Guard as well as every other agency involved will be using ICS. As the Chief Director said last year, "USCG Auxiliary members are valued members of response operations. The Auxiliary operational support and leadership components must be ready to respond as needed to an incident, and this training is vital to achieving operational readiness."

At a Board meeting last night, I heard one member say she welcomed the re-qualification training and participating in OPTREXes, because it kept her skills sharp. Now that's the spirit!

Remember two things, then: stay safe out there--and stay *Semper Paratus!*

Bertholf Commissioning

The Coast Guard's first large cutter built in 36 years will be commissioned in Alameda at Coast Guard Island on August 4, 2008, to be home-ported at Alameda. The commissioning event is being planned by the Pacific Central Region of the Navy League at the request of the Coast Guard.

The USCGC BERTHOLF (WMSL 750) is the first of a new Legend class of National Security Cutter built under the Deepwater project approved by Congress. The 418-foot vessel is state-of-the-art and will carry a crew of 113 personnel. It has advanced electronic capabilities, armament and helicopters, in addition to small craft to launch from the stern of the ship. Its mission will include patrol of the oceans for drug smugglers, illegal alien interdiction, enforcing fisheries regulations, search and rescue and protection of ports and harbors. The cutters of this class will begin replacing the aging 378-foot cutters currently in service.

The new cutter is named for Commodore Ellsworth Price Bertholf, the Coast Guard's first Commandant, a recipient of the Congressional Gold Medal for being part of a three-man team that traveled 1,600 miles overland in 1897 herding reindeer to rescue 200 trapped whalers at Point Barrow who were starving. He was later named Commandant of the Coast Guard, retired in 1919, and passed away in 1921. He is buried at Arlington National Cemetery.

The Bertholf Commissioning Committee is currently raising funds for the historic event so that traditional maritime commissioning activities may be held. Monies raised are for activities which the Coast Guard cannot provide, including events for the crew, funds for the crew's Morale, Wellbeing and Recreation fund, including educational opportunities, and traditional receptions before and post-commissioning ceremony.

The Committee includes retired members of the Coast Guard, Navy and Merchant Marine, current Coast Guard Auxiliary members, Blue Star Moms and Pacific Central Region Navy

League leaders. Honorary Chairs include Senator Dianne Feinstein, Supervisor Alice Lai-Bitker of Alameda County, Mayor Beverly Johnson of Alameda, James Andrasick, CEO of Matson Navigation and Kevin Costner who starred in the movie "Guardian", a story portraying the Coast Guard's rescue swimmer program.

Your contributions, large and small, are tax-deductible (501 C 3, ID# 68-0114586), appreciated and will assist with this important and historic event. They may be made payable to CCCNLUS and mailed to Navy League, P.O. Box 2181, Alameda, CA 94501.

For additional information regarding support for the commissioning and the Bertholf, please go to our website.

A letter of acknowledgement and appreciation will be sent to each donor. Donors will be recognized in a Commissioning Ceremony publication.

Websites about the commissioning and the Bertholf are: www.bertholfcommissioning.com and <http://www.uscg.mil/pacarea/bertholf/>.

BOATING PARTNERSHIP – UTAH STATE AND COAST GUARD AUXILIARY

Mike Williams, 2005 Utah Division Captain often said, "It doesn't hurt to ask. can always take 'no' for an answer."

So, when Dave Harris, Utah State Boating Coordinator told him that the state would be 'surplusing' two 19-foot Boston Whaler patrol vessels because of their age, he asked if the state would consider keeping and maintaining the boats for use by the Coast Guard Auxiliary in patrolling Utah lakes.

Williams explained that this would help the Auxiliary provide additional assistance to the boating public. It would allow the state park rangers to spend more time on law-enforcement issues, while Auxiliarists filled the gap by assisting distressed boaters on the water. The vessels would also become training platforms for Auxiliarists.

Harris thought it was a great idea, and after conferring with state officials, gave Williams the go-ahead. Now it was time to put together a team. A Memorandum of Understanding between Division 7, District 11NR of the Coast Guard Auxiliary and the State of Utah would be the first order of business. Joyce Bell, SO-SR accepted the assignment, and working with Rodger Bolles, District 11NR DSO-LP, CWO Ken Frost, OTO and Harris, wrote the MOU that would be signed by the two entities.

Each boat would need an Auxiliarist custodian – someone who would be responsible for preparing and equipping them as Auxiliary facilities, and who would coordinate their use. Bill Rouleau and Don Robertson took on that task.

Back-and-forth e-mails and telephone calls became the order of the day as equipment lists and procedures for use were prepared.

Finally, the "I's" were all dotted and the "T's" crossed. In November of 2006 Dave Harris, Utah State Boating Coordinator, and Mart Gardner, DCP, signed the first Memorandum of Agreement for the two surplus state parks vessels. The state retained ownership and agreed to provide maintenance and winter storage for the boats. The Division agreed to equip the boats as Auxiliary facilities, furnish fuel as needed, and to use each of them at least twice a month providing safety patrols on assigned Utah Lakes.

Rouleau and Robertson took possession of the boats in the spring of 2007. All law-enforcement equipment was removed. The boats were cleaned and polished and members began donating the equipment needed to make them facilities. The D11NR DIRAUX office donated much-needed electronic equipment.

When the 2007 boating season began, LITTLE BEAR and BOAT UTAH, proudly displaying Coast Guard Auxiliary patrol signs, were ready to hit the water. Utah's boating season extends from Memorial Day through Labor Day. During 2007, the

first season of operation, 21 Auxiliarists logged training and patrol time on LITTLE BEAR and BOAT UTAH. Thirty-five days, with a total of 240 hours of patrol time, were spent on Utah waters. The facilities and their crews conducted 48 SAR operations, where 163 persons and \$1.34 million in property received assistance.

Summing up the season, Utah State Boating Coordinator Dave Harris commended the work of the facilities and their crews and thanked them for the public service provided. "This has been a good partnership," he concluded. "We're looking forward to having you out there again in 2008."

Little Bear

The Principals

COMMANDER US COAST GUARD SECTOR SAN FRANCISCO
1 Yerba Buena Island, San Francisco, California 94130

27 March 2008

Dear Commodore Connell,

Please accept my sincere thanks to you, your staff and the dedicated members of the District Eleven Northern Region Auxiliary for the recognition and gifts I received on 15 March at the annual District Awards Banquet. You definitely caught me off guard - I thought I was doing the thanking that evening! As I said in my brief remarks, I have truly enjoyed my years working with the Auxiliary, and I have learned a lot about dedication and volunteer spirit. Each and every Auxiliarist should be proud of his contribution to the Coast Guard and to the community. Please pass on my thanks to all, especially those who made those special gifts possible. I have to admit, I am most proud of having been designated an Honorary Auxiliarist, a recognition I will display everywhere I go. Please keep up the great work and I look forward to returning to the Bay Area and renewing my relationships with the Coast Guard's finest Auxiliary units. Thanks again and Aloha!

D. . Swatland
Captain, U. S. Coast Guard
Deputy Commander, Sector San Francisco

BOOK REVIEW

U.S. Coast Guard Auxiliary: Birth to the New Normalcy, 1939-2007

U.S. Coast Guard Auxiliary Association. Paducah, KY: Turner Publishing Company, 2007. 120 pp. Illus. Index. \$55.95.

The newest history of the U.S. Coast Guard Auxiliary (USCGA) includes the many changes that have occurred since 9/11 and the dramatic response of the organization's uniformed civilian volunteers to the threat of terrorism in the United States. Following a message by Steven M. Budar, the USCGA National Commodore, and special thanks to its historian, C. Kay Larson, this coffee-table book tells of the origin and mission of an extraordinary association that was first established as a volunteer force to promote recreational boating safety.

The initial chapter summarizes the Auxiliary's accomplishments from 1939 to 2001. During World War II, more than 50,000 mariners joined up and the auxiliary "became the eyes and ears of the Coast Guard" by patrolling waterways and coastlines; indeed, yachtsmen were considered a "national defense asset." Chapter Three discusses incorporation of the organization into Coast Guard plans after the 9/11 attacks to answer the rapidly growing demands of homeland security.

A chapter is dedicated to the heroic acts performed by USCGA members during Hurricane Katrina and its aftermath, when they responded to calls for help with radios, boats, and their own aircraft. The exemplary roles that women have played in the

Continued next page

Auxiliary, from World War II service to duty as commodores of "Women's Flotillas" during the 1950s, is not forgotten. For example, Betty McNabb joined in 1941 and later enlisted in the Army. She rejoined the USCGA in 1972 as a pilot and flew air patrols until she was 82.

The closing section features numerous photos of the Coast Guard and its Auxiliary in action. They top off in style the history of a naval "home guard" that has served America

Search and Rescue Demo

SAN FRANCISCO (March 27, 2008) - An HH-65 helicopter from Air Station San Francisco lowers a rescue basket to the

Coast Guard Auxiliary vessel "Silvercharm", during a search and rescue demonstration in San Francisco Bay, March 27, 2008. An Air Station San Francisco flight crewman and Coast Guard Auxiliary representative spoke about search and rescue and boating safety during the demonstration as part of the Coast Guard's ongoing campaign to raise boating safety awareness.

One of the topics covered by these speakers was the detrimental effect that a false call for help can have on crew readiness. "If we're out on a case that's a hoax, then it takes away time and rest from the crew to pursue a legitimate mayday," said Lt.j.g. Ryan Hawn of Air Station San Francisco. Auxiliarist Steve Salmon emphasized the importance of mariners maintaining safety equipment, like emergency flares.

"People aren't using their flares and forget to check the date when they're out," said Salmon. This was one of several Coast Guard demonstrations leading up to National Safe Boating Week, May 17 to 23.

U.S. Coast Guard photo by Seaman Caleb Critchfield.

Silvercharm

ZAP!! The Zebra and Quagga Mussels

Imported in ballast water in ships from overseas the zebra mussel and quagga mussel have inundated the San Francisco Bay and Delta regions. The primary way that zebra mussels have spread has been on boats trailered by the public or by commercial haulers; they attach to boats and aquatic plants carried by boats. They also commonly attach to bait buckets and other aquatic recreational equipment.

The mussels attach themselves to any flat surface and can survive out of the water for 27 days. They reproduce twelve months out of the year, and one pair can create billions in a very short period of time. The young (microscopic larvae called veligers) look like tiny white dots—similar to corrosion; however, they grow into a mussel up to two inches in length that has a razor-sharp shell.

Why should you care? The veligers flow into outdrives, and as they grow, clog cooling systems, cluster on anchors, foul hulls, and jam centerboard wells under sailboats; they get into the hollow tubing on trailers; they attach themselves to houseboats, etc. Also, these mussels strain the water of plankton; thus, the local fish die for lack of feed. This will have a devastating effect on commercial and sport fishing

MTs: This can be a good in-flotilla topic to train your flotilla members. **VEs:** Learn how to recognize the mussels as well as aquatic nuisance plants on boats and trailers; educate boaters. **PVs:** Obtain brochures on exotic nuisance species for

distribution to your partners. **PEs:** Address this topic in each boating safety class. **PAs:** Distribute PSAs to educate the public.

Excerpts from Buoy 13— Dist. 13 Newsletter

ZEBRA MUSSEL

QUAGGA MUSSEL

LETS SPREAD THE WORD, not the Zebra mussel!

USCG Assistant Commandant for Marine Safety, Security & Stewardship (CG-5)

The US Coast Guard posted the mission of the newly established Assistant Commandant for Marine Safety, Security, and Stewardship (CG-5). It provides as follows: *The Assistant Commandant for Marine Safety, Security and Stewardship is responsible for developing and promulgating national marine safety, security and environmental protection doctrine, policy, and regulations. Addi-*

tionally it insures policy alignment throughout the Coast Guard, and among federal and international partners. Furthermore it leads and oversees the important work of numerous federal advisory committees, industry/stakeholder partnerships, and international delegations on marine safety, security, and environmental protection. The first incumbent for this position is RADM Brian Solerno.

ELECTED OFFICER TRAINING JANUARY 2008 Bill Kinsey DSO-PA 11NR

47 newly elected and appointed officers from around District 11NR attended Elected Officers' Training on Sunday January 20, 2008, at Coast Guard Island.

Topics included Leadership, Operations, Information Services/AUXDATA, Change Of Watch protocol, Uniforms, Recruiting, Finance & Budget. Legal Matters, Administrative Matters, Awards, and Meeting Procedures/Roberts Rules of Order

Instructors included COMO Vic Connell DCO 11NR, Mike Williams VCO 11NR, CWO4 Ken Frost OTO 11NR, COMO Mike Maddox DSO-MT, COMO Marilyn McBain DSO-IS, COMO Gail Ramsey DSO-OP, Fram Fisher DSO-FN, Robert Firehock DSO-LP, Nick Tarlson D-AC/DSO-MS, Rich Thomas DSO-PS, and Pat O'Leary DCP-12/ADSO-MT.

Photo by Harry McBain

Boats 'N Kids, by Roger and Linda Haynes

With our 'Trailer'd' Facility "Spending 3.2" as a background we set up an information booth outside the entrance to Bladium Sports & Fitness Club at the former Naval Air Station in Alameda. The flight simulator from the USS Hornet and their fire truck were alongside our exhibit.

PFD Panda made an appearance, as did our dog Max wearing his life Jacket. Max is training to work one day with Boats 'N Kids instructors.

We Estimate more than 300 visitors attended Our exhibit. We gave More than 90 Activity Books to the children. About 50 children and Adults toured our Facility "Spending 3.2".

PFD Panda is considering a name change, but was ruled out.

Life Vest Larry

Photos by George Prows, SO-PA

MAX
The dog

Linda Haynes & Clarence Johnson

Want to travel and see the world, learn skills and earn a college education—join the Navy. But if you want to see Cape May, New Jersey, in October, and have a blast while testing your boating skills with a bunch of like-minded Auxiliarists from all around the country, then get in gear for the June 7th District Search and Rescue Competition. A three-person team from each Division will get orders for Coast Guard Island in Alameda. There they will test their mettle in six events planned to span a range of search and rescue skills and knowledge, from communications to marlinspike, and the team that shows it best will get orders to Cape May to represent D11N in the fall for a similar competition (see <http://www.auxnaco.org/nsar2008.htm>).

This is a terrific opportunity for anyone even tangentially operational. We all know the Auxiliary works best for those who are willing to cast a wide net, and this is definitely one of those opportunities. If your Division hasn't let you know how they plan to select a team yet, let them know you're interested. Each team needs at least one coxswain, and the others need to be boat crew qualified (I know, that's a bit more than tangential). If no one else is interested, the team you organize may be your Division representative by default. And June's a fine time to be in Alameda.

As currently planned, we'll have six events: a communications exercise, a written seamanship test, a line heaving event, a marlinspike challenge, a dewatering event and a navigation plotting exercise—more details to come. Teamwork is the key to success. Fun and learning are the goals of the undertaking. I went to the 2007 District competition on a lark and ended up in Toronto last fall at the International Search and Rescue Competition—it was the best Auxiliary experience of my still short career.

Preparing and participating in a SAR competition is a great chance to hone some skills, learn some new ones, have fun with friends, meet new ones, and basically have a good time doing what you like to do—hang around with boaters and do boat-related things, and you'll be on an Island, maybe the next best to being on a boat. And in Cape May, you'll even get on the water in an event. So mark your calendars (June 7th here, October 3-4 in Cape May) and push through the Division process to CGI. You'll be glad you did. The worst that can happen is that you'll have fun and learn something.

AUX AIR Conducts Coastal Search by Larry Olson, DSO-AV

A request from the Air Station San Francisco (originated at Sector) for participation by Aux Air in a search for a missing sailboat "Daisy" and one crew member of the missing boat brought quick response.

"Daisy" a Cheoy Lee Offshore 31 sailboat left Richardson Bay Marina in Sausalito at about 9 a.m. Saturday, March 15 to take part in a charity race starting at the Golden Gate Yacht Club. The race was scheduled to last until 4 p.m..

Boats in the Island Yacht Clubs 27th Double Handed Lightship race, a benefit for United Cerebral Palsy were expected to sail from Golden Gate YC to the Sea Buoy that marks the entrance to the San Francisco Bay 12 nautical miles west of the Golden Gate Bridge, and back to the Golden Gate YC.

When "Daisy" did not return to the marina by 6 p.m., the Coast Guard was notified and launched air and water vessels to search for the missing sailboat. "Daisy" was last seen sailing toward the inside of the San Francisco Bay around 1 p.m. in the area of buoy No. 3, according to the Coast Guard.

At about 0930 I received a phone call from LTJG Hilary Niceswanger at the Air Station asking Aux Air to assist with a search for a missing sailboat. There were two persons on the missing boat and one crew-member's body had been found in the Pacifica area. The Coast Guard continued searching for the second crew-member and any remains of the missing boat.

Rory Neumann was contacted and immediately responded with two crew-members, Ron Clark and Larry Johnson. Gene Wheeler was also contacted and immediately responded with three crew-members, Dennis Caponigro, Nick Williams, and Skip Morford. Randy Parent was also contacted and responded with crew-member Larry Olson.

Our assignments were to search the coast-line and adjacent ocean water areas from Ocean Beach south to Moss Landing. At this time of the morning Hayward Airport was below minimums and there was an extensive marine layer along the coast from the Golden Gate Bridge south to past Half Moon Bay.

Rory Neumann and his two-crew members were able to launch from Sacramento and were able to reach the coast at approximately Ana Nuevo Beach and they were able to search south to Moss Landing. They utilized a creeping line search pattern and checked the coves, beaches, and ocean waters out to between 1/4 to 1/2 miles off shore. During the search they landed at Watsonville for fuel and a break. They then conducted a second search going north to about Ana Nuevo Beach, also utilizing a creeping line pattern. At the same time Gene Wheeler and his three-crew members were standing by at Livermore Airport and were monitoring the weather, hoping for a break in the weather.

Continued next page

At the same time Gene Wheeler and his three-crew members were standing by at Livermore Airport and were monitoring the weather, hoping for a break so they could launch and conduct a search from Ocean Beach down to Ana Nuevo Beach. Additionally, Randy Parent and Larry Olson were also standing by at Hayward Airport to assist in the search. Unfortunately the weather never cleared for the northern part of the search area and so these two aircraft were not launched.

The next day Pilot Rory Neumann with crew members Ron Clark and Larry Johnson launched from Sacramento Executive Airport and made their way to the coast line at Ocean Beach. They were able to find clear weather and conducted a creeping line search from Ocean Beach south to Ana Nuevo. Their search pattern included the ocean waters approximately one mile off shore where they encountered the marine layer and they could not extend out further.

During their search, they did observe some debris that definitely appeared to come from a vessel. Some of this debris could have been part of a mast and sail material. They were unable to see any identifying markings on the debris. Rory and his crew notified Sector San Francisco of the exact location of this material and Sector requested our Aux Air facility to remain on station for a period of time. They orbited the site where the debris was located and remained on site until they were directed by Sector to depart the area. At this time we do not have any further information as to the source of this debris.

Gene Wheeler and his crew, Dennis Caponigro, Nick Williams, and Skip Morford, were on standby at the Livermore Airport. They were monitoring the weather and looking for an opportunity to join the search. At the same time, Randy Parent and Larry Olson were standing by at Hayward Airport and also prepared to join the search if the weather had cleared. Unfortunately conditions did not permit either of these two aircraft to join this search operation.

We can all be very proud of such a quick response to this request. Within five minutes of the phone call from LTJG Hilary Niceswanger, we had three airplanes and crews being organized and responding to this request. If the weather had permitted, we would have had three Auxiliary Aircraft in the air and searching the coast line within 30 minutes to one hour of the request.

Our involvement with this search mission proves again the importance of our contribution to overall Coast Guard operations. Thank you again and keep up the good work,

Note: The weather and sea conditions — swells were running 12 to 16 feet and winds were hovering around 30 kts. The Coast Guard had issued a small craft advisory. Water temperature was averaging 50 to 55 degrees “F”. The Coast Guard did not receive any “Mayday” calls or other calls for help from “Daisy.”

Crescent City's USCG Auxiliary Flotilla 8-11 hosts multi-unit training exercise Mary Messal SO-PA

What began as an exercise on March 1, 2008 to fulfill a periodic training requirement for a boat crew member ended up as a full scale training exercise involving two Coast Guard Districts, four different units and approximately 10 personnel. The exercise, designed to maintain crew member qualification/certification took place in Crescent City harbor and the Pacific ocean south of Crescent City, California. Units involved included Flotilla 8-11 and their Coast Guard supplied 25 foot rescue boat operated by Coxswain Bill Barlow and crew, Coast Guard training Petty Officers from Station Humboldt Bay led by Petty Officer (BM1) Erik Jones, Communications personnel from Group Humboldt Bay and a 25 foot rescue boat with crew from Station Chetco River in Brookings Oregon. The exercise, which involved towing, navigation and engineering casualties (equipment break-downs) was a success that resulted in the qualifications of the various participants.

Flotilla 8-11 is a group of volunteers uniquely tasked with, among other activities, the operation of a 25 foot boat supplied by the Coast Guard. This vessel,

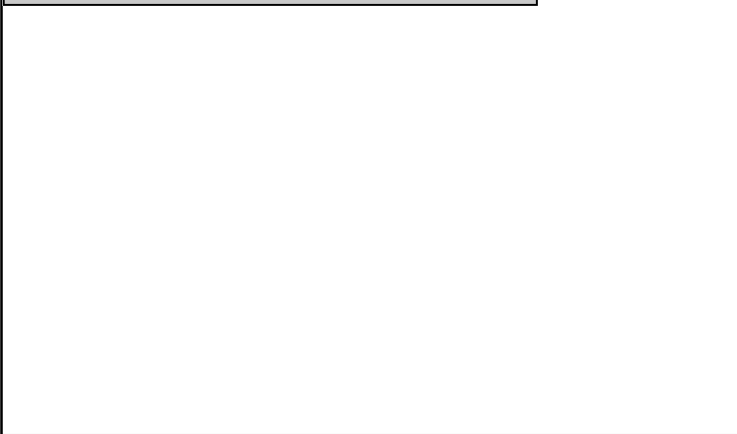
with crews trained to Coast Guard standards, is kept in readiness for rescues in the waters near Crescent City and also to support 'helo-ops', which involves working with Coast Guard helicopters from Group Humboldt Bay as the pilots and crew are trained and maintain their qualifications.

Ninth Western Region Nets A Nifty PA Trailer By Recycling

Randy D. Podolsky, RCO-S (9WR), ADSO-PA (Flotilla 35, 9WR), Ron Aidikonis, FSO-PA (Flotilla 35)

A trailer once used by the Ninth Western Region materials department was no longer needed due to the change to on-line shopping at shopauxiliary.com. Then an idea struck RCO-S and ADSO-PA, Randy D. Podolsky. "Why don't we recycle that eyesore and put it to good use as a PA

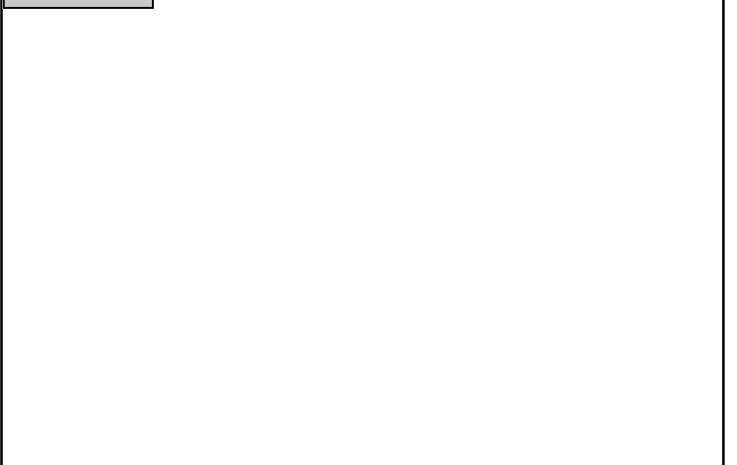
So in about 40 days this trailer turned into—



Outreach Trailer?" he asked his Board. Once permission was received from the 9th WR District Commodore and Board, the Auxiliary's resources kicked in.

First a plan was developed on a napkin as to what was needed. Then a request was made for a little funding from the Region and for permanent markings for the trailer from local DIRAUX. The best part was to see who could do what for the project or provide what was needed on the list of wants

This trailer



to complete the work. A couple of members cleaned it up, someone else installed a system

inside for securing and organizing the equipment to be placed in it, another replaced 200 rusty screws, and another member who runs an auto repair business made sure everything was road ready and safe, all the way down to a new spare tire and light bulbs all round, rewiring the faulty wiring harness, and, installation of a new spare tire.

Finally, after all the elbow grease was applied to ready the trailer for its new life...the well thought out decal package was installed. Flotilla members and "friends of the flotilla," in addition to their many hours of physical labor, donated additional financial resources to complete the project. The Graphics Department staff of the National PA Department was Johnny on the Spot in assisting with the graphic digital images needed to complete the design and the lettering was installed. And just in time to show it off at the Annual Fall Conference!!

So with some recycling, which was made up of a can-do attitude and the resources of auxiliary members, a nifty looking trailer is on the road in the Ninth Western Region to help in our various SAFE BOATING campaigns.

The project was conceived and administered by RCO Podolsky. The efforts put forth by the following additional dedicated members of Flotilla 35 made its completion a reality: Ron Aidikonis, FSO-PA, Tim Cooper, VFC, Charlie Noll, FSO-AN, Scott Snetsinger, FSO-PA & Steve Smith, ADSO-OP.

Special thanks to the Graphics Department staff of the National PA Department for their assistance with the graphic digital images needed to complete the design.

The Ninth Western Region PA Outreach Trailer is now fully stocked with all the necessary public affairs displays and equipment to travel to boat shows and other public venues where Recreational Boating Safety, member recruitment, AWW, Public Education and other local Auxiliary programs will be presented.

Bravo Zulu to all!!

The USCGC *Eagle* (WIX-327) (ex-*Horst Wessel*)

The USCGC *Eagle* (WIX-327) is a 295' barque used as a training cutter for future officers of the United States Coast Guard. She is the seventh U.S. Navy or Coast Guard ship to bear the name in a line dating back to 1792. Each summer, *Eagle* conducts cruises with cadets from the United States Coast Guard Academy and candidates from the Officer Candidate School for periods ranging from a week to two months. These cruises fulfill multiple roles; the primary mission is training the cadets and officer candidates, but the ship also performs a public relations role. Often, *Eagle* makes calls at foreign ports as a goodwill ambassador.

Segelschulschiff *Horst Wessel*

Under the Treaty of Versailles, Germany could not be militarized. Hitler ordered the creation of this sailing ship and its sister ships to train Navy cadets, but the ships were constructed with the exact same engine room setup and frame as U-boats. By the time World War II would begin, the Navy had already trained many of its U-boat machinists and officers.

The ship was built in 1936 as the second of three similar vessels (*Gorch Fock* class) at the Blohm & Voss shipyard in Hamburg, Germany and used to train recruits for service in the Kriegsmarine. (At a later date, two further copies of this design were completed.) She was launched on 13 June 1936 and named for the well-known member of the NSDAP, Horst Wessel. Commissioned by Adolf Hitler himself as a school ship for the German Navy (Reichsmarine) on 17 September 1936, she was homeported in Kiel on the Baltic Sea. In the three years before World War II, she undertook numerous training cruises in European waters, but also visited the Caribbean. In 1941 she was converted to a cargo ship, transporting men and supplies throughout the Baltic Sea, but continued to perform training missions as well. Equipped with two antiaircraft guns on its bridge wings, the ship is said to have downed three Soviet aircraft and one "friendly" German aircraft in combat during this period. The crew had realized the "friendly" aircraft they had shot down was German when it was spiraling into the sea. The crew set a rescue mission and retrieved the German pilot. When he set foot on the ship, he was furious and wanted an explanation. Upon further research of the logs and radio personnel the pilot had been using the wrong codes for the battle group, showing the now embarrassed pilot that it was actually his fault.

At the end of World War II, the four vessels then existent were distributed to various nations as war reparations (*Gorch Fock I* went to the USSR as the *Tovarich*, *Albert Leo Schlageter* went to Portugal as *Sagres II*, and the *Mircea* was completed and sold to Romania). Later, West Germany constructed a fifth vessel of the class, *Gorch Fock II* for its own use.

The *Horst Wessel* was taken as a war prize by the United States. She was first sent to Wilhelmshaven, Germany, for repairs and modification, and was commissioned on 15 May 1946 into the United States Coast Guard as the Coast Guard Cutter *Eagle*. In 1946 a U.S. Coast Guard crew, assisted by her German captain and crew still aboard, sailed her from Bremerhaven, through a hurricane, to her new home port of New London, Connecticut.

"America's Tall Ship"

The *Eagle* has a standing crew of six officers and 56 enlisted; on training missions, she carries on the average a complement of 12 officers, 68 crew, and up to 150 cadets. Each year, she takes one long training cruise to the Caribbean or Europe, and two shorter ones along the U.S. east coast.

USCGC *Eagle* leading a parade of ships, New York, July 4, 2000.

During her many years of service, *Eagle* has traveled to ports throughout the United States and overseas. Among her various cruises, *Eagle* has participated in various Tall Ship races and events including the various incarnations of Operation Sail, most notably the bicentennial Op-Sail '76.

In the early 1980s, she undertook a yearlong cruise to Australia from her home at the U.S. Coast Guard Academy. During this cruise Academy instructors were embarked to conduct the cadets' courses while underway. In 2005, as part of the Trafalgar 200 International Fleet Review in the Solent off Southern England, the *Eagle* was one of a number of tall ships from several nations to be reviewed by Queen Elizabeth II, along with the large Navy warship USS *Saipan* (LHA-2). *Eagle* returned to Bremerhaven for the first time since World War II in the summer of 2005, to an enthusiastic welcome.

Specifications

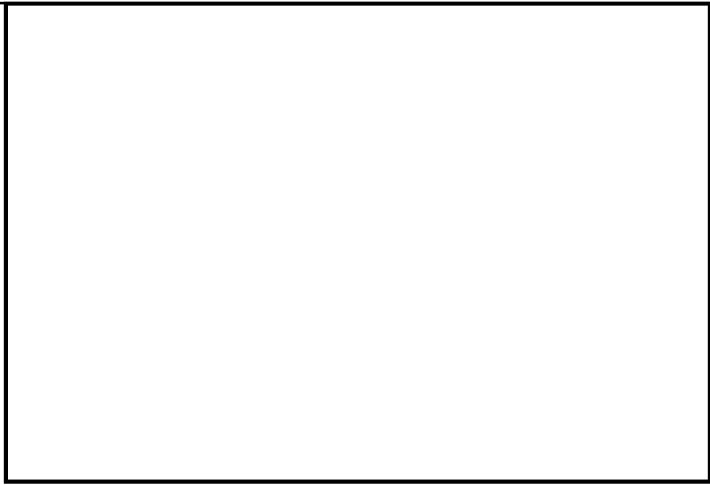
The design and construction of *Eagle* embody centuries of development in the shipbuilder's art. The *Eagle* is slightly larger than her sister ship *Gorch Fock*. The hull is steel four-tenths of an inch (10 mm) thick. There are two full-length steel decks with a platform deck below. The raised forecastle and quarterdeck are made of three-inch thick teak over steel, as are the weather decks. Her auxiliary diesel engine, at 1,000hp, is also somewhat more powerful than that of the *Gorch Fock*. There are two 320 KW Caterpillar generators that can be run single or paralleled. The *Eagle* has a range of 5450 nautical miles (10,000 km) at her cruise speed of 7.5 knots (14 km/h) under diesel power.

Like the great Cape Horn square-riggers built during the first three decades of the 20th Century - the twilight era of sail - the *Eagle* is constructed of modern materials. The *Eagle* has a steel hull four-tenths of an inch thick, two full-length steel decks with a platform deck below and a raised forecastle and quarterdeck. Its weather decks are made of three-inch-thick teak over steel. Its design and construction embody centuries of development in the shipbuilder's art. The *Eagle* eagerly takes to the element for which it was designed, effortlessly and gracefully driving under full sail in the open ocean at speeds up to 17 knots.

Continued next page

Length - 295 feet, 231 feet at waterline
Beam, greatest - 39.1 feet
Freeboard - 9.1 feet
Draft, fully loaded - 16 feet
Displacement - 1824 tons
Ballast (lead) - 380 tons
Fuel oil - 23,402 gallons
Anchors - 3,500 lbs. port, 4,400 lbs. starboard
Rigging - 6 miles, standing and running
Height of mainmast - 147.3 feet
Height of foremast - 147.3 feet
Height of mizzenmast - 132.0 feet
Fore and main yard - 78.8 feet

Speed under power - 10 knots
Speed under full sail - 17 knots
Sail area - 22,300 square feet
Engine - 1,000 horsepower diesel Caterpillar D399 engine
Generators - two-320 kilowatt Caterpillar 3406 generators
Training complement - 6 officers, 54 crew, 20 temporary active duty crew, 140 cadets avg.
Maximum capacity - 239 people
Major missions - Training vessel for Coast Guard Academy cadets and officer candidates.



Eagles Cadets furling sails

Current Commanding Officer Chris Sinnett, EAGLE's 25th Captain

The *New Member Deck*: A Resource To Help Orient New Members

Anthony Dymond, ADSO-CS/PS 11NR

The first year in the Auxiliary can be difficult for new members. They often feel like they have been dropped into a foreign country where people speak in TLA's (three letter acronyms) and talk about things like OPFACS, PATONS, and PCA-Fairs. It can be at least unsettling and possibly a little intimidating, particularly for those new members without a background in the military or boating.

Success in retaining new members depends on getting them oriented to the Auxiliary, integrated into the membership of their flotilla, and engaged through an action plan with goals and training. The ability of the flotilla's new member advisory team to do their job depends in part on how well and how quickly the new member begins to feel at home in this new environment. Even with friends in a foreign country, you won't want to stay if you are never comfortable and can't figure out how things work. It's the same with the Auxiliary. People stay when they're having fun, and it's hard to have fun if they're uncomfortable in the unfamiliar Auxiliary environment.

It is not that most of this information they need isn't available. There is plenty of information, some of it targeted toward new members. But other useful information is in multiple websites or buried in thick manuals. For a new member, this material can sometimes be difficult to locate, extract, and understand. Other important information is local or anecdotal and will be transmitted only if it occurs to someone to tell the new member. To the new member, there appears to be a vast amount of complex background information to be mastered, and this in itself can be discouraging.

The New Member Deck website (<http://members.d11nuscgaux.info/index.php>) is an effort to rapidly orient new members to the Auxiliary, and is based on one new member's travels through the first year in the Auxiliary. The first section is the "New Member Orientation," which is presented in seven pages written in a casual style with plenty of pictures. For example, one page, "USCG Stations in the District," provides an opportunity to not only look at where the stations are located but also to get a sense of the varying Coast Guard missions and equipment. In a few minutes a new member can watch a video of a 47MLB being driven through the surf, and also learn about other boats, aircraft, and helos as well as

missions such as search and rescue, boating safety, law enforcement, environmental protection, and aids to navigation.

Another section in the New Member Deck is "New Member Information," which adds onto the orientation. What is an OPTREX? – here is a look at members working in the classroom and on boats. What is a Mustang? – learn something about when and how we use flotation equipment, including seeing Auxiliarists floating around in dry suits in freezing water.

Two other somewhat experimental pages are "How To" and "Did You Hear About." "How To" tries to give a brief description with links explaining how to get things done, such as becoming Basically Qualified, Boat Crew Qualified, a Vessel Examiner, go on an Auxiliary patrol, offer your boat for Auxiliary use, and make an action plan for yourself (in case your flotilla needs a little nudge). Not knowing specifically how to go about doing things can be an obstacle for new members, and this page is targeted at reducing this barrier.

Much of who we are and what we do can best be captured by fun, interesting, and educational stories from Coast Guard and C.G. Auxiliary experiences. The "Did You Hear About" page uses stories to provide a new member a sampler of the things they might get involved with in the Auxiliary. It is also a good occasion to provide some worthwhile background information. For example, not only is it fun to watch the Blue Angels during Fleet Week, but also here is a chance to show a new member several of the important roles the Auxiliary plays. Another example is towing. A member might be interested in becoming boat crew. In any case, they will certainly hear about towing, so we provide some words and pictures describing how and when we tow another boat. Through all of these stories runs the thread that this is who we are and what we do and how we serve our community, the Coast Guard, and our country.

The New Member Deck hopes to leave a new member with not only a better understanding of the Auxiliary and its organization and missions, but also with a sense of their role in the Auxiliary. They have a better understanding of what might be expected of them and what they should expect from the Auxiliary, and they are better prepared to take a positive and proactive role in their Auxiliary career. ©

Rules of the Road

Danger lurks to starboard

Situational ambiguity can lead to conflicting actions. Two vessels approaching on reciprocal or nearly reciprocal courses are considered to be head-on when one sees the other ahead or nearly ahead — seeing both sidelights and/or mastheads in or nearly in line being the determinants at night. Necessarily a bit fuzzy at the edges of the sectors delineating meeting from crossing, ColReg 14 can result in uncertainty on the bridges of those vessels in what is arguably one of the two most dicey approach aspects; the other being at the edges of crossing and overtaking to starboard. Collision history suggests that the boundaries of those sectors should flash mental yellow lights. Why?

This article will look at fine crossing to starboard and leave crossing versus overtaking to starboard for another time.

Vessel A (63,000 tons) was outbound on course 142° T/16 knots under a starry night and peaceful sea. The unusually clear visibility allowed binocular search to pick up vessel B at about 14 miles showing two mastheads nearly in line (sidelights unrecorded). No plot was started. Thus at the time no info regarding B's course was available (leaving unanswered whether they were on reciprocal courses). A came right 3° to 145° T, placing B about 3° to port — presumably to effect a port-to-port passage as required in what he likely saw as a meeting situation.

Vessel B on 322° T/16 knots noticing a radar contact (vessel A) at approximately 10° to starboard at roughly 15 miles. At about 10 miles he picked her up visually, mastheads open to the right on about the same bearing. A short time later she showed her green sidelight. There was no plot but A estimated her closest point of approach (CPA) to be three-quarters to 1 mile to starboard.

So, at this point, two vessels are approaching nearly (but not quite) head-on, A apparently assuming a meeting situation and thus edging to starboard to effect a port-to-port passage, and B assuming that a safe starboard-to-starboard passage was developing. The night was clear, the visibility virtually unrestricted, the seas calm, and both were radar equipped with each detecting the other at sufficient ranges.

This situation is one of the most threatening encounters, that of two vessels meeting on what are assumed to be reciprocal (or nearly so) courses, each holding the other slightly to starboard. The danger develops because of the possibility that the two vessels will interpret the situation differently. Vessel X sees it as a meeting situation and comes starboard for a port-to-port passing. Vessel Y sees it (since each is already slightly to starboard of the other) as a green-to-green and either holds her course or comes to port to open the CPA a little. Situational ambiguity resulting in conflicting maneuvers.

The Rules frown on starboard-to-starboard passing, especially when one or both vessels seek to increase the CPA of the other by opening to port. Court interpretations have held that since Rule 14 takes effect when two power-driven vessels are approaching “so as to involve the risk of collision,” it follows that the risk must have been seen to exist if one or both vessels opened to port in an attempt to increase the CPA; otherwise she (they) wouldn't have felt compelled to change course to lessen the perceived risk. Hoisted by their own petard, as the saying goes.

Part of the quandary results from the wording of the Rule. Sidelights may legally show 3° across the opposite bow and between that and yaw, perception can and does blur the distinction between meeting and fine crossing. It's not by chance that ColReg/Inland Rule 14 (head-on) is in a special subcategory, the “if you're in doubt, assume it” club (the other doubts being overtaking (Rule 13) and collision

(Rule 7). It's worth a reminder that Rules 13, 14 and 15 apply ONLY if the vessels hold each other visually; initial detection by radar in restricted visibility doesn't count — in that case the situation defaults to Rule 19, unless they have become visible at a reasonable range.

Another contribution to possible uncertainty was the terminology of Rule 8(d) requiring that “action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance.” From that, a mariner could reasonably infer that a turn to port would be acceptable as long as it did result in such a distance. Concentrating as it does on the actions taken to avoid collision: (a) do it early and (b) make it obvious and of such magnitude so as to pass at a safe-distance passage, it left a tempting gap to port through which vessels have steamed into the jaws of collision.

(Vessels approaching and sighted at such a distance where no collision risk exists are not yet subject to the rules and a turn to port is not proscribed.)

Recognizing that “Rule 8(d) was being applied in isolation of the other steering and sailing rules,” the IMO in its Safety of Navigation Circular 226 (9/02) amended ColReg Rule 8(a) by adding the italicized phrase: “Any action to avoid collision shall be taken in accordance with the rules of this part and if the circumstances...” With that amendment, the IMO was drawing attention to the fact that the “Rules of this part” included ColReg 14 with its mandate for BOTH vessels meeting to turn starboard and Rule 7 by which, if there's any doubt that you're “meeting,” believe it! Professor Craig Allen in *Farwell's Rules of the Nautical Road* (Eighth Edition) emphasizes that the IMO's action to amend paragraph 8(a) was meant to make it clear that paragraph 8(d) was not to be applied in isolation of the other Rules.

Thus the danger inherent in a starboard bow meeting is the possibility of one vessel seeing it as a meeting, and (adhering to Rule 14) turns starboard. The other sees it as a close starboard-to-starboard and either holds her course or turns port to widen the CPA. In many collisions, it isn't so much what one of the vessels does — it's when she does it, i.e., failing to take “early and decisive action” so as to allow both to maneuver out of a misunderstanding (as one admiralty court expressed it).

Returning to the two vessels approaching at over 1,000 yards a minute, except for its magnitude, A's course change to starboard was appropriate, but the miniscule change was insufficient to be picked up by B visually or by radar and thus too small to make A's intent obvious to B, and most critically, insufficient to achieve a safe passing distance. B, on the other hand, accepted the idea of a CPA to starboard of less than a mile.

The inevitable happened. As the vessels closed, it became apparent to A that she wasn't getting across B's track, so she came right further, presenting her beam to B's bow, which penetrated A's hull.

The conflicting actions taken by vessels in a meeting/tight-crossing encounter that result from its inherent ambiguity have been referred to by one writer as “the Dance of Death,” illustrated all too starkly by this tragedy. Seeing it as a safe starboard-to-starboard passing, one vessel stood on while the other judged it as meeting and the requirement to pass port-to-port. The small and indistinct course change and late execution of an emergency turn by one vessel, compounded by the nonexistent lookout on the other, resulted in conflagration and death. ©

Author Jim Austin Naval Academy Graduate, served aboard both a destroyer and cruiser. He holds a U.S. Coast Guard master's license and writes frequently on ship collisions as seen through the twin lenses of the navigation rules and maritime law. He's a retired physician living in Burlington, Vt.

"Senior Resource Guide"

Article published in local Newspaper, by **Betty Strach, Flotilla Commander 11NR 08-08 Lake County**

"No more phone calls, no more visits, no more text messaging!" The young and old are merging, a funny twist on an old litany. Some of these old but young at heart are a part of the Lake County United States Coast Guard Auxiliary. These seniors tweak the notion that retirement means an idle ending to an active life. They are text messaging along with other "young at heart" activities.

This group teaches boating safety. They do complimentary vessel exams, patrol on the lake, engage in search and rescue incidents and other marine services. The youngest member is seventeen years old. She is also a senior, pun intended! The oldest members are octogenarians.

This membership has more college degrees than not. The level of formal education ranges from Bachelor degrees through Doctoral degrees. Those who have

shared their history acknowledged backgrounds in civil service, health services, education and corporate experience. Many shared their history in the military. Men served in WWII, the Korean Conflict, and Viet Nam. Others had careers in education, teaching at all levels, elementary through college. One member retired after 30 years with Xerox, and another worked 45 years in banking and holds a law degree. Many have careers in some facet of law enforcement, even though the Auxiliary does not do law enforcement per se.

In this organization, the sky is the limit. A volunteer can participate at the local level and move up to a national level. There is something for everyone in this division of Homeland Security. For seniors who are looking for an interesting and challenging activity, with an endless opportunity to grow and learn, this is a place for them.

If anyone is interested in joining the US Coast Guard Auxiliary or would like more information, please contact our Personnel Services Officer, Rich Thomas of Thomas Associates at 707-489-0466.

Semper Paratus, (always ready) ©

Member Training, February 2008 PCA Fair Mike Maddox, PCO

In conjunction with the PCA Training Fair in February, D11N held the first AUXSC&E class of the year. This four-day class is derived from the Coast Guard's SC&E class (taught exclusively by the National SAR School Staff) and is a replacement for AUXSAR. Despite numerous difficulties, mostly associated with the lack of printed training materials and charts and the security measures surrounding the exams, all 21 students successfully completed the course. Steve Salmon saved the day by finally acquiring and printing the final exams.

Members who successfully completed the class and are currently IT and OPS qualified may teach the course. Since the training materials are not yet available from ANSC, the Student Study Guide, textbook, workbook, and practice plotting problems can be downloaded from the MT page on the District Web Site as PDF files. Units that desire to hold this class should contact one of the members below for assistance. Joyce Bell, Bob Peterson, Steve Salmon, Margaret Wall, Hannelore Maddox or me. The 13218 chart is required for the course.

Steven Chan (schanhb@pacbell.net) has agreed to serve as ADSO-MT/W where he

will attempt to keep a District wide member training calendar up-to-date and posted on the Member Training page of the District Web Site. If your Flotilla and Division MT Officers will e-mail a notice to Steven about any member training activities planned where members from other units are welcome, then it will get posted on the District Web Site. The initial (very rough) example is available for viewing. Many thanks are due to Irene Wetzel DSO-CS for making this facility available.

The Coast Guard has a new e-learning site: <http://64.207.134.26/usr/moodle/>. There is a good introduction to SAR, SAR Fundamentals (e-SAR) that is available to members. Members need to use their ID number and generate a password for the site. e-SAR has three modules, which taken together make a good primer for AUXSC&E.

The <http://www.auxetrain.org> site has been shut down and users are vectored to the new D7 Director's Site that, at present, does not contain much of the training material that was present on auxtrain. The National T-Department site has some of the presentations that were on the auxtrain site. The National E-Department site has power-point presentations for public education classes. Flotillas and Divisions that have lost or misplaced their MT CD with the power-point presentations for the specialty courses may contact me for a replacement.

SAN FRANCISCO BAY RESCUE BY "BAY QUACKER"

San Francisco Chronicle (SF Gate) Wednesday, March 5, 2008

(03-04) 21:52 PST San Francisco -- Two canoeists who capsized in the Bay this afternoon were hauled in by an amphibious tour vehicle about 400 yards north of Pier 50 and are in good health.

Captain Ingemar Olsson and a landing craft full of tourists had entered the Bay at about 2:45 p.m. when Olsson spotted two men in life vests trying to swim to shore with a partially submerged canoe.

Olsson, a Merchant Marine who works for Bay Quackers - a sightseeing company that retrofits the World War II -era vehicles for tours - said he believed the men might be in trouble and maneuvered his vessel nearby.

"They said they needed help and they looked exhausted, so we pulled them and the canoe in," Olsson said. "That water is very cold."

The Coast Guard declined to identify the men and provided few details about their ordeal, but said that they were in good health following the incident.

"From what we understand, they were in the water for no more than 10 minutes," said Coast Guard Petty Officer Erik Swanson.

Olsson said that he had never rescued anyone in his two years with Bay Quackers, but that the company had just practiced rescue maneuvers on Monday.

"We knew exactly what to do; it worked exactly like the drill," Olsson said.

-Robert Selna

Ingemar Olsson, is a resident of Martinez and the Vice Chair for Martinez Marina Commission. He is a member of the local US Coast Guard Auxiliary, Flotilla 57 (Diablo Flotilla), serving as a coxswain and vessel safety examiner. His current profession is as a Captain for a small amphibious vessel, doing up to 4 tours a day with tourists on the San Francisco Bay.

Before coming to the U.S.A. he lived and worked in Sweden and at the age 16 he joined the Swedish Merchant Marine and at 18 the Royal Swedish Navy's Amphibious Corps (a close cousin to the U.S. Marines).

After 28 years of service he left Sweden and emigrated to the U.S. in 1990. In 1991 he married Dr. Deborah A. Kimbrell, who today is a well known research scientists at UC Davis.

Several years ago he became an officer in the U.S. Merchant Marine. Two years ago he started working as a captain for the San Francisco Duck Tours, they have several WWII DUKW updated amphibious vehicles doing land and sea tours in San Francisco Bay Area.

On March 5th during the 2 PM tour with 12 passengers on board - tourists from Japan and the U.S. - he spotted two struggling persons, dragging a canoe 400 yards north of the Eastern end of Pier 50 in the China Basin. The outgoing current was very strong, so they made very little headway, swimming

Bay Quacker Duck

towards the shore line, and with the water temperature in the low 50-ies, He did not believe that they would have made it to the shore.

He was about 600 yards away when he first spotted them; a sailing vessel passed them about 250 yards to the east, without stopping. It took him approximately 6 minutes to reach them. Both men in their 30's were wearing flotation devices, welcomed his assistance and commented that the cold water and strong current had exhausted them.

Ingemar's rescue statement: "I lowered the aft ladder we normally use to embark and disembark the passengers with and pulled them on board. I gave them blankets to keep them warm and dragged up their canoe on my vessel and then started moving towards the ramp at the Bay View Yacht Club, south of Pier 50 at Mission Rock, where we normally land the

Duck on our tours.

After 10 minutes, the Coast Guard showed up with one of their smaller patrol vessels, a Zodiac, and I communicated with them and it was agreed that I would continue to the shore with the rescued persons and that the Coast Guard would follow me.

The exciting factor for me was that it was a very low tide at 3:30 PM that day, so low that I could get stuck in the silt just before the landing ramp. My planned time to reach the ramp was at 3 PM, with ½ hour margin to the beginning of the low tide.

Well, the rescue took about 20 minutes, so when I came in for landing I felt the wheels touching the bottom silt. I pulled on the throttle and it worked, we made it.

After we came up on land, I checked with the two guys that they were warm enough, it was a sunny day, and then they pulled off their canoe and started walking towards the Mariposa Hunters Point Yacht Club's ramp, where the Coast Guard waited for them, it was at that time too low water for the Zodiac to come to our landing ramp.

Before I left for the rest of the tour with my passengers, who were both excited and happy over the successful rescue, I saw both an Ambulance and San Francisco Fire Department's vehicle coming towards us, so I knew that the two were in good hands." by Ingemar Olsson, FI 57

Captain Ingemar Olsson

PICTORIAL POTPOURRIE

Steve Salmon, interview

CAPT John Bingaman

Bill Kinsey

CDR David Chareonsuphiphat

Who is that on the floor?

Robin Freeman
Madam of Ceremonies

RADM Craig E. Bone, congratulates
Fred Goodwin Flotilla 12-3, the 2008 Com-
modore PICYA

My turn now!
It's my turn now!!!

D-Train Awards Ceremony

Navy League Sea Cadets D-
Train Honor Guard

Captain David Swatland & Steve Salmon

Navy League Sea Cadets
Honor Guard D-Train

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