

DISTRICT ELEVEN NORTHERN REGION

NORTHWIND



USCGC Eagle and Silver Charm Festival of Sail San Francisco July 23, 2008 Photo Eric J. Hebert, DSO-CS

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)



October, 2008

MISSION STATEMENT Publications serves 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 and editorials while providing a personal insight and approach to our missions and accomplishments.

The "Northwind" is published in a limited high definition printing for distribution to District Coast Guard commands and associated States Waterways Departments. Electronic versions are Web posted in two PDF formats, an express download (kb.) version and a mid-range (mb.) download printable edition. *George C. Knies, DSO-PB*

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Northwind

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Welcome New Flag Officers for 2009



Rodney E. Collins, DCAPT-e, Robert W. Hendry, DCAPT-e, Wayne C. Farnhotz, DCAPT-e, Angelo A. Perata, DCOS-e, COMO Michael L. Williams, DCO-e, COMO Victor J. Connell, ARCO-P-e, IPDCO

New Titles for many Auxiliary Leadership Positions

DCOS, DCAPT, and DCDR—As the Auxiliary realignment rolls out, one aspect is new titles for several leadership positions. DCOS is the District Chief of Staff, replacing the District Vice Commodore. DCAPT is a District Captain, the new title of our existing District Rear Commodores. DCDR is the new elected leader of a Division, a Division Commander, replacing the Division Captain. These title changes principally address the issue of stripes—in the sea services, four stripes is a Captain. However, the old Auxiliary four-striper was called a Commodore, and three-striper were Captains, which is the Commander insignia on the Gold Side. To avoid pushing too many changes too far down the chart, Flotilla leaders will still be called Commanders, which is a more functional definition, even though they will continue to wear the two stripes of a Lieutenant. For a brief overview of these changes, see:
http://www.auxnaco.org/documents/USCG_Auxiliary_Modernization_and_transformation-v6-08-FINAL.pdf.



Vic Connell, DCO, ARCO-P-e

As we wind down our boating season for 2008, I soon will be finishing my tour as DSO. This is a good time to reflect upon and note our district's successes over the past year, and also note some areas where we can improve.

Guided by our 11NR Strategic Plan for 2007-08, and due to your hard work, we have accomplished some significant goals in 2007-08:

After a difficult few years experiencing membership decline, we are now in a cycle of significant growth.

Our District Web Site has won a National Award, and has become a source of “one stop shopping” for all of our members informational and program area needs. This has significantly improved our communication with our members in all aspects of Auxiliarist activity.

Our District Publication *Northwind* has transitioned from a printed to an electronic newsletter which has enhanced our ability to communicate more information to our members faster and in a cost effective manner.

We have remodeled and rebuilt our District Store, creating a new storage space, upgraded to new inventory monitoring equipment, and rebuilt our management team – which will result in better service to our member's materials needs.

Continued next page

Our support to and communication with Sector San Francisco has improved significantly with the implementation of the embedded Auxiliary Sector Coordinator. We now have more Auxiliarists working in support of Sector missions and more efficiently than ever before.

We have successfully completed our 11NR Reorganization process, creating and planning to implement in 2009 - an administrative structure which is efficient, aligned with the goals of CG Modernization, and effectively supports our Sector, Group, Air Stations and small boat stations.

We have offered dozens of member training opportunities, including Elected Officer Training, two PCA Fairs, our District Conference Workshops, multiple OPTREXs and OPEXs throughout the year, and have the highest percentage of members trained in ICS 210 of any Auxiliary District. We have also offered training to several of our Partner Agencies.

Our ATON and Chart Updating Programs won 4 out of 5 National Awards this year.

Our Marine Safety missions have more Auxiliarists trained and active in this rapidly growing area than ever before.

Our aviation, surface operations, and land mobile crews and facilities have involved hundreds of Auxiliarists supporting several major events, including the Festival of Sail SF, San Francisco Fleet Week, the Sacramento Delta Big Cat Poker Run, and many other safety missions on our inland waterways and sole state waters.

I also think that we have some areas where we are not as strong as we should be and need to find ways to improve:

Our RBS programs - Safety Patrols, Public Education, Vessel Safety Checks, Program Visitations and Public Affairs metrics have fallen off a bit this year, undoubtedly due to our current national economic situation and the new challenges this is presenting to volunteerism. We will be working to find ways to revitalize this important and traditional set of missions.

New qualification requirements in operational activities have resulted in more members entering REYR status, and thus losing their ability to participate in certain missions. We are working to find ways to assist our members in maintaining their qualifications.

Diversity: we are not as diverse an organization as we should be. We need to continue to work on finding ways to attract members from different backgrounds to the Auxiliary in order to continue to grow, and successfully compete with other volunteer organizations.

I want to thank all 11NR members for your outstanding support and efforts during my term as District Commodore. Please continue to give the incoming District Bridge your best efforts in 2009-10 so that 11NR remains one of the best districts in America's best volunteer organization.



Micheal L. Williams, VCO

That First Flotilla Meeting

I thank each of you for the many hours of volunteer service you perform each year. As America's premier volunteer organization we have, as members, set high standards year after year. Since 9-11 much has changed. The missions we have undertaken and the programs we implement contribute immeasurably to boating safety.

An issue of major concern is our ability to spread the word of the volunteer opportunities that the Auxiliary offers. Many of us, me included, focus our efforts on the operational missions of the Auxiliary; I along with many of you love to be on the water. I believe that in order to grow as an organization we should become aware and conversant in all the program opportunities that the Auxiliary offers. As we engage members of the public we will be able to explain the various programs, what we do, why we do it, and invite them to join with us in this satisfying volunteer opportunity.

Continued next page

As we invite prospective members to attend our Flotilla meetings we have an obligation to demonstrate the fellowship we share and then commence the mentoring process. I remember my first Flotilla meeting many years ago. I had been recruited out of a BS & S class and I knew several of the instructors. They were there to greet me, and explain what was going on. They interpreted the many acronyms that we all seem to use. After the meeting, members approached and introduced themselves and made me feel welcome. It is due to that first meeting that I am a member today.

I ask each of you as you spread the word and discuss the Auxiliary with prospective members to remember the first Flotilla meeting you attended. Was it a good experience or one that could have been better. We only have one opportunity to make a first impression. Let's make certain that we as members make a good one.



Steve Salmon, RCO-OMS

The Festival of Sail was a resounding success for the Auxiliary, which received numerous enthusiastic compliments and statements of appreciation from members of the public as well as from "the gold side." A total of 107 Auxiliarists participated--as coxswains and crew on board Auxiliary vessels, as tour guides on the "Eagle," as "Coastie" operators and attendants at the public information booths, and as "Maritime Facility Supervisors" for the tall ships and shoreside attractions.

A special mention should be made of Auxiliarist Rick Saber, who as Port Operations Director worked for months to recruit and organize teams of Auxiliarists for 77 separate "watches" in six different locations, and Linda Vetter, who organized the vessel facilities.

Rick reported that "each and every watch was stood, on time, in immaculate and proper uniform, and demonstrating a positive image." Many Auxiliarists volunteered for extra time, or came in uniform on unassigned days to help out. CAPT Sinnett, Commander of the "Eagle," was particularly appreciative of those Auxiliarists who gave tours of the ship on Saturday, and then returned for a second long day on Sunday.

At the final Captains Meeting, the Auxiliary received a standing ovation and thanks for a job well done.

We are supporting Sector San Francisco in a number of other ways in addition to the operations mentioned above.

The Contingency Planning Department has asked for assistance in identifying possible Incident Command Posts that could be used in a disaster or other public emergency, and twenty-four Auxiliarists have volunteered to help in this effort.

The Incident Management Division has asked for help from volunteers who could be trained to serve as part of a response team for pollution incidents in their local areas. Twenty-five Auxiliarists have volunteered for this assignment, and twelve of them will begin their training by attending a HAZWOPER (hazard materials safety) course on August 23, taught by Auxiliarist Jerry Bynum.

The Aids to Navigation Team has asked for an Auxiliarist who could work on administrative tasks two days a week.

And Linda Vetter, the Patrol Area Coordinator for San Francisco Bay, is looking for three vessels to assist Station Golden Gate in a training exercise.



Jimmin Chang, RCO-MS

NACON was held at Orlando, FL during Aug 21st to 23rd, 2008. Our Commandant, ADM Tad Allen re-iterated his goals for the Auxiliary They are in order of importance: (1) promoting recreational boating safety, (2) homeland security support, and (3) logistical support. He noted that high gas price is not going to reduce mishaps. We should continue on building team and operational readiness for all hazards (Refer to his Guardian ethos).

RADM Jody Breckenridge discussed the Coast Guard modernization program, and emphasized her Diversity Action Plan. She remarked that US demographics are changing and team CG needs to look like America. Our number one resource is our people. We need to build, nurture, and retain the best of America — a diversified workforce to fight the global war on terrorism. However, destiny for diversity is still way out on the horizon; we see the buoy, but still far out. Change is slow, too slow. Her Action Plan (ALCOAST 391/08) identified gaps for recruitment, and laid out 20 points for improvements.

In attendance also was the Chief of CG Diversity from HQ, CAPT Robert Stohlman. He participated in the Diversity workshops, and suggested need to be inclusive of gender, ethnicity, age, culture, social or even different professional back-grounds. One major issue identified is that elected officers need to pass down all relevant info for each and every member. A flotilla with focus in surface operations should share information on other topics, such as marine safety, interpreter services, etc, if there are members with slight interest in these different areas. The Auxiliary is in constant need for all skills, varying from disaster preparedness professional experience, to language skills, to musical talents as drummers or pipers (to serve on the semi-formal USCG Pipe Band.) We need to be inclusive and sensitive to members of all interests.

We should also work with members of different generations. It is exciting to see that ADM Thad Allen is experimenting with various new media tools such as, the photo-sharing website, Flickr, video-sharing website, YouTube, and the social networking website, Facebook. He and other senior officers in the Coast Guard already started to broadcast in YouTube videos and write blogs. As ADM Allen said in his interview with Navy Times, "Young kids coming into the Coast Guard demand ... what they have been using all their lives ... and if they enter an organization that is not evolving and updating the technology ... there is no incentive for them to join." On-line chat rooms are now used to simultaneously make all senior leaders in the Coast Guard aware of operational situations. ADM Allen said in an on-line conference call, "we should be restless and curious about new ways to do that." He also upgraded the traditional Commandant's Corner to version 2.0, with YouTube videos, and his daily blog called "iCommandant." I challenge our Auxiliary leadership from District down to the Flotilla level to follow suit and upgrade to version 2.0.



Wayne Farnholtz, DCAPT-e

As I see my role in the auxiliary, as District Captain in the Auxiliary, it is not about being "the boss", but will be about promoting the goals of those with whom I serve. I pledge to you that I will do my utmost to support members in any way I can.

There are many challenges ahead for the members as they embark on their Auxiliary careers and expand them, not the least of which is meeting requirements for positions or qualifications they seek. Our missions of Recreational Boating Safety and Coast Guard support require constant training and later, updated retraining. To alleviate many difficulties encountered in finding timely, appropriate classes in which to enroll I would like to encourage leadership in the auxiliary to explore maximum development

Continued next page

Classrooms and eTraining for better utilization of our members' time and expenses for travel. eTraining is also referred to as web-based training or just-in-time training. It consists of modularized up to date training courses, available over the web, anytime of the day or night, anywhere you have access to the Internet! The convenience of on-line learning is attractive to adults who need classes to meet their schedules and demands of working, family and social lives.

Goals of virtual classrooms, which I particularly like, are to provide expert instructors and instruction to the part of the population who would not be able to attend a physical campus, for reasons such as: (1) distance - where students live too far from a physical campus to attend regular classes; (2) flexibility – some students need the flexibility to study at home whenever it is convenient for them to do so.

Outstanding instruction can be recorded and played over and over to be accessible on student demand. Course materials can include printed material, books, audio and video cassettes, TV programs, cd-rom /software, and web sites. Support can be offered to learners from the instructor or a tutor online through e-mails if they are having problems with the course.

Some auxiliary courses and materials are already available on line and I encourage auxiliarists to explore these opportunities by visiting our auxiliary Member Training website. Let's all try to improve our skills and knowledge this year by taking a course, learning a new skill or taking a leadership position. Virtually, see you around.

Congratulations——

NACON 2008 Awards

- Victor Beelik, Editor of FL 11-04 (South Tahoe) “**Direction Finder** “ **won First Place for a Flotilla publication**
- Mike Lauro DSO-VE 11NR was awarded the national recreational boating safety award known as the Eagle Award
- Vic Connell was elected to the Area Commodore Pacific (ARCO-P) position

(There were more than 20 11NR members in attendance at the NACON Awards ceremony)

Sector SF Auxiliariist of the Year and Auxiliariist of the Quarter Awards

- At a Sector San Francisco All Hands Meeting on September 12, Linda Vetter (Flotilla 1-9) was recognized as **Sector's Auxiliariist of the Year for 2007.**
- Jerry Bynum (Flotilla 10-3) was recognized as Auxiliariist of the Quarter for the second quarter of 2008. Congratulations to both!

Michael L. Williams, DCO-e

Angelo A. Perata, DCOS-e



Congratulations to
our incoming District
Commodore and
District Chief of Staff



Tall Ships, Port visits, Parades and International Relations — Retrospective

George C. Knies, DSO-PB 11NR

Every three years the Tall Ships® visit the West Coast of the U.S. commencing their race and tour from Canada to Southern California. Many of the participating ships do so in conjunction with the American Sail Training Association (ASTA) sponsorship. In 2009 this event will take place on the East Coast, in 2010 on the Great Lakes, then returning to the West Coast in 2011.

My first involvement with this event was in 1999, the Sesquicentennial “San Francisco Gold Rush Sail” celebration. In 2002, 2005 and 2008 I participated as the Parade of Sail Coordinator for the festival organizer. This year’s event attracted fewer Class “A” foreign naval training tall ships (government vessels) and private tall ships due to world economic conditions. The past events provided the opportunity to visit sailing vessels from Indonesia, Columbia, Canada, Russia, Spain, Germany, Mexico, Ecuador, Japan, Chile, Sweden and a host of others. Each ship would host a “Captain’s Reception” that included their native foods and beverages and in some cases their music provided by their naval bands and crewmembers. In turn we would arrange tours of Bay Area Coast Guard facilities for naval cadets and crew members in conjunction with PACAREA International Affairs Office. (see comments and photos below)

Festival of Sail 2008 being a “Marine Event of National Significance” the Coast Guard was a key participant in the planning and execution of the event. The parade and cannon-battle planning commenced last year at Sector San Francisco bringing together Coast Guard Sector SF, Waterways, Inspections, Enforcement, VTS, Public Affairs, etc. with Festival of Sail, Port of SF and SF Pilots representatives.

The International Order of the Blue Gavel provided two “Media Boats” *El Nido* skipper Jim Aberer and *Dedicated*, skipper Jerry Zanoli, that operated within the “Regulated Area”. I was aboard *Dedicated* along with Desmond Thorsson, my radio operator, busily organizing the parade order and attempting to keep the bow to stern intervals reasonably close. A requirement for all parade participants was the Festival of Sail flag, five of which had to be delivered to late arrivals out in the marshalling area west of the GGB, two transfer attempts landed in the water, but were retrieved successfully. The parade started on time, and considering the potential speed differentials due to the mix of vessels, the parade proceeded fairly well.



Californian Bow

We were blessed with exceptional weather and a brisk wind that afforded many of the vessels the opportunity to unfurl most of their sails — well appreciated by the thousands of spectators along the SF waterfront. As in the past there is always a participant casualty or two, this year the *Californian* was the unfortunate recipient when she severed her bow-sprit.

The Auxiliary did itself proud as represented by the many accolades included throughout this publication.

I have been asked why there was only one foreign ship this year— Money! The cost of fuel crossing the Pacific and the Atlantic was the main deterrent. These are sailing vessels; however, there are time considerations and the prevailing winds do not cooperate all the time, thereby necessitating auxiliary power. Even when under sail the ship will have her generators on continuously. Like our recreational boating public the foreign vessels are staying closer to home this year, and I don’t see the situation changing for years to come. We were fortunate in having so many west coast vessels available and interested in participating in our festival. In the past six years we had the opportunity to host and join with many international Naval Training Ship crews and cadets, lets hope that we can once again renew these most valuable Port Visits in the not too distant future. ©



Mexican Naval Cadets from the Barque Cuauhtemoc

Attending briefing, lunch and tour of USCG Cutter, Coast Guard Island





Mexican Training Barque Cuauhemoc



PACAREA Int. Affairs Officer & George Knies, USCGAUX (Center) with Officers and Cadets of the **Spanish** Topsail Schooner **Juan Sebastian De Elcano** at Coast Guard Island, USCGC MORGENTHAU tour, briefing and lunch



USCGC MORGENTHAU



Pallada, Full Rigged Ship, **Russia**



Esmeralda, Barquentine, **Chile**



HMS Carlskrona
Swedish Cadets





Rear Admiral Paul F. Zukunft Commander, District Eleven U.S. Coast Guard

As Eleventh District Commander, Rear Admiral Zukunft is responsible for all Coast Guard missions in the 3.3 million square miles of coastal and offshore waters extending 1000 nautical miles off of California, south to the Colombian and Ecuadorian border in South America. Prior to reporting to his present command, RADM Zukunft was the Director, Joint Interagency Task Force (JIATF) West after serving as Chief of Staff of the Fourteenth Coast Guard District in Honolulu. Rear Admiral Zukunft graduated from the United States Coast Guard Academy in 1977 with a Bachelor of Science degree in Government; from Webster University in 1988 with a Master of Arts degree in Management; and from the United States Naval War College in 1997 with a Master of Arts degree in Strategic Studies and International Affairs.

Rear Admiral Zukunft has served extensively in the cutter fleet and commanded three cutters while patrolling throughout the Atlantic and Pacific theaters. He commanded the USCGC CAPE UPRIGHT where he confiscated over 40 tons of marijuana and rescued over 1000 Cuban migrants in the Straits of Florida during the Mariel boatlift; served as Executive Officer of USCGC BEAR where he supervised the interdiction of more than 800 Haitian migrants and 10 tons of cocaine; commanded USCGC HARRIET LANE where he interdicted more than 3000 Haitian, Cuban, Dominican Republic and Chinese migrants and 3 tons of marijuana; and commanded USCGC RUSH where he deployed to China, the Bering Sea, and the Eastern Pacific to forge international search and rescue agreements, protect living marine resources in the Bering Sea and confiscate over 5 tons of cocaine while interdicting a mother ship off the coast of Central America.

shore assignments include Operations Officer, Vessel Traffic Service New Orleans; Chief of Port Operations, Marine Safety Office Corpus Christi where he supervised a \$100M Superfund clean-up; and Commanding Officer of the Training Quota Management Center where he supervised the execution of advanced training programs for all officer and enlisted personnel.

His staff assignments include Chief of Operations Oversight at Coast Guard Atlantic Area where he promulgated the Coast Guard's STEEL WEB counter drug strategy culminating in the interdiction of more than 130 tons of cocaine while directly supervising the operations of 29 medium and high endurance cutters. He also served as Chief of Operations, Coast Guard Pacific Area and directed the interdiction of more than 110 tons of cocaine in 2005 while supervising a fleet of 18 cutters. In addition, he served as Chief of Operations at the Fourteenth Coast Guard District where implemented a multiagency maritime security regime in the wake of 9/11 and coordinated the deployment of Coast Guard personnel and cutters in support of OPERATION IRAQI FREEDOM.

Rear Admiral Zukunft is a native of North Branford, Connecticut. He wears the permanent Coast Guard Cutterman pin and his personal awards include the Legion of Merit, Meritorious Service Medal with "O" device (five awards), Coast Guard Commendation Medal (two awards) and Coast Guard Achievement medal with "O" device (two awards).

Rear Admiral Zukunft's Officiak bio

Captain B. M. Gugg U.S. Coast Guard, Commander, Sector San Francisco

Dear Commodore Connell,

From July 23 to the 27th, San Francisco successfully hosted over 20 tall ships during the internationally acclaimed 2008 Festival of Sail in the San Francisco Bay. Due to the magnitude of this event, Sector San Francisco relied heavily on other agencies and organizations for support in the execution of on-water safety enforcement, and shore-side public relations and educational opportunities.

Chief among these organizations was the Coast Guard Auxiliary. Over 100 Eleventh District Northern Region auxiliarists, some hailing from as far away as Carson City, NV, selflessly volunteered copious amounts of their time and energy for the success of the Festival. Auxiliary volunteers performed a variety of assignments including safety zone enforcement, public affairs outreach, logistics, berthing support, and tour guiding onboard the USCG Barque EAGLE. In all of these missions, auxiliarists demonstrated nothing but the highest caliber of service and their efforts received lofty praise from all parties, including the Commanding Officer of the EAGLE, CAPT J.C. Sinnett, other high ranking Coast Guard officers, and prominent members of the San Francisco Bay maritime community.

In particular, I would like to thank Mr. Rick Saber and Ms. Linda Vetter for their outstanding leadership in organizing the Auxiliary's efforts ashore and afloat. Mr. Rick Saber served as the Port Operations Director for the event, and worked for months to recruit and organize a team of auxiliarists for 77 separate shore-side watches taking place in six different locations. Ms. Linda Vetter, the Patrol Area Coordinator for the San Francisco Bay, skillfully worked with Sector's Enforcement Division to provide approximately 15 vessels to augment the active duty and other governmental agency enforcement assets, charged with safety zone enforcement. Both members displayed an exemplary work ethic and great devotion to the mission at hand.

All auxiliarists who supported the Coast Guard in this very complex event brought credit to the Coast Guard and the Coast Guard Auxiliary through their unwavering dedication, their unflinching professionalism, and their unparalleled enthusiasm. Their commendable service was of great assistance to me and my staff, and of great value to the Coast Guard and the nation. Please extend my hardy thanks to the members of D11 Northern Region that helped us during the Festival and continue to do so daily!

PA Activity Bill Kinsey, DSO-PA 11NR

Festival of Sail—AUX 11NR Public Affairs supported the USCG Sector San Francisco public affairs booths at the Festival of Sail in San Francisco 23-27JUL08. Members from around District 11NR participated with LTJG Lauren Kolumbic for Coastie duty and as booth watch standers. ADSO-PAs 11NR Steve Dolgin, Eric Hebert, Jerry McAlwee, and Diana Serchia served double duty as photographers and booth watch standers, and perhaps did even more than that here and there. Our thanks to Bill Becker, Gail Giacomini, Victoria Hudson, Frank Martinez, Gary Murray, Nedla Powers, Randy Powers, Steve Salmon, Richard Celia, David Talton, Leonard Noriega for taking the watch at the booth and with *Coastie*.

USCGC Bertholf commissioning 04 AUG 08: ADSO-PAs Steve Dolgin, Eric Hebert, Jerry McAlwee, Harry McBain, and Diana Serchia, and Mike Taylor SO-PA 5 all attended the cutter Bertholf commissioning ceremony and captured many photographs of the activities and displays there. Suitable photographs have been forwarded to George Knies DSO-PB for inclusion in this issue of the *Northwind* and Irene Wetzels DSO-CS 11NR for posting on the District 11NR website

Big Cat Poker Run 9-10AUG08: The AUX 11NR Public Affairs Team for shore-side boating safety public outreach in the Sacramento-San Joaquin Delta during the Big Cat Poker Run high-speed powerboat event made many contacts with members of the boating public discussing boating safety subjects ranging from ski flags and lifejackets to safe operating practices in the narrow waterways of the southern delta.

CWO Timothy Larsen, OTO of D11N and **CWO** Jeff Gunn, OTO of D11S put their heads together in 1995 and developed the PWC (Personal Water Craft Program) for the Coast Guard Auxiliary. They qualified members of D11N and D11S' as well as flying to Georgia to qualify members in D7.

After Mr. Larsen's retirement, a few hours each year were put in by very few members on their PWCs until Wayne and Anita Farnholtz appeared on the D11N scene. They bought two PWCs, patrolled Clear Lake, and trained more members in the fun and inexpensive way to contribute to "on-the-water" safety for the Coast Guard and the public.

They found the public far more responsive to someone at their eye level when it comes to suggesting that young children should wear life jackets, that an orange flag truly will make their vessel far more visible and show they have someone in the water, besides being able to suggest to boaters various other safety issues that save lives. Giving directions to various locations from the altitude of a PWC is far easier than being on a large boat and looking down at those asking the questions.

The ranks of PWCs operators in D11N are growing thanks to the Farnholtzs, as is the number of PWC patrol hours and the number of positive contacts with the boating public.

The Farnholtzs wrote a syllabus and taught a "Personal Water Craft (PWC) Ground School" at Lake Powell where they presented this course to the Utah State Park rangers in 2007, to Flotilla 3-9 in May of

2008 and again at the February 2008 Past Captain's Training Fair.



Anita Farnholtz coming out of Antelope Canyon at Lake Powell.

Wayne and Anita are now becoming familiar with the Delta and becoming aware of the challenges this massive waterway presents.



Delta Formation on the Delta

Auxiliarist served as Linguist in the North Pacific Coast Guard Forum **Jimmin Chang, RCO-MS**

In September I served as linguist in the North Pacific Coast Guard Forum (NPCGF), initiated in 2000, is a venue to foster international cooperation of Coast Guard agencies through sharing of information and combined operations in Maritime Security, Fisheries Law Enforcement, Drug Trafficking, Illegal migration, and Search and Rescue. Current membership includes agencies from Canada, China, Japan, Korea, Russia and United States. Members meet twice each year. USCG is the host of the 9th annual forum in 2008. The NPCGF Expert's Meeting was held in Seattle, during March 24th to 27th, and the NPCGF Principal's Summit Meeting was during September 8th to 11th, 2008 in San Francisco.

In these meetings, the language barrier could cause major communication problems, but organizing unit found a pleas-

ant surprise when they looked at the ranks of Team Coast Guard. Active duty, reserve and Auxiliary members with the appropriate language skills were identified to assist in the events.

I served as the Head Coast Guard Chinese Linguist during the Expert and Summit meetings. Linguists provided interpretation services, beginning with picking up the delegation at the airport terminal, and were involved in the receptions, work group meetings, as well as tours to local attraction and Coast Guard assets and bases. They helped coordinate daily schedules, and resolve any issues and requests. Their work did not end until the departure of the delegation through air-line check-in and airport security checks.

Continued next page

In the Expert's meeting in Seattle, I accompanied the 14 Chinese delegates to visit the Port of Seattle facilities, Washington State Ferry and Coleman container terminals, the Seattle Joint Harbor Operations Center, Lake Washington Chittenden Fish Ladder and Locks, Boeing Aircraft factory, USCG ice breakers, and Coast Guard Sector Seattle. In the Summit meeting in San Francisco, I accompanied 19 Chinese delegates to the cruise on San Francisco Spirit around Alcatraz and the Golden Gate Bridge, demonstration of Coast Guard HC-144, HC-130, and HH-60J in search and rescue and maritime security evolutions, tour of the USCG Cutter BERTHILF, visit to Coast Guard Island and the Farewell dinner at the Oakland A's baseball game in McAfee Coliseum.



(From right to left) VADM Pekoske, Commander U.S. Coast Guard Pacific Area, Auxiliarist Jimmin Chang, ADM Thad W. Allen, Commandant of the U.S. Coast Guard, with Col HaiShan Zhao, and M-GEN WeiMing Chen, of the Border Control Department of Ministry of Public Security, People's Republic of China, were in a bi-lateral meeting during the NPCGF Summit Meeting in San Francisco on September 11, 2008. (Photo by Petty Officer 3rd Class Kevin Neff, U.S. Coast Guard)

Auxiliarist served as Linguist for the Russian-American Chain Coordination

George Baranstef Flotilla 12-1 1NR

On May 19 –21, 2008 I provided English interpreter support during the Russian-American Chain Coordination Council meeting, an international conference on radio-navigation systems at the USCG Navigation Center in Alexandria, Virginia. Working with fellow Auxiliarist John B. Chomeau, We provided linguistic support for the USCG and Russian participants. This included considerable preparatory work to assist the USCG action officers in planning the conference, and working as interpreters during the conference sessions and social events.

The use of two interpreters was a good choice. I have native fluency in Russian, so I took on the task of providing most of interpreting during the sessions. Both of us have considerable experience working with the Russians during conferences, ship visits, cutter patrols, and other activities, so it was a fairly easy transition to the linguistic services required. We were also assisted for a period by LT Boris Montatsky, USCG who is a Russian immigrant and former member of the USCG Auxiliary, now serving at TISCOM.

Considering the highly technical terminology involved in this conference at least one of the interpreters needed to have a technical background. Moreover, the task of providing a near-simultaneous rendition of Russian into English and English into Russian at such a high-level conference demands a linguist with native fluency.

The RCCC was hosted by the NAVCEN. The theme was Russian-American cooperation regarding LORAN

at Loran Station Attu, Alaska. A joint report of the session is available for review and is summarized below. The meeting highlighted the importance of Positioning, Navigation, and Timing (PNT) in the world's economy and fostering international cooperation.

The RACCC session conformed to a 1989 Memorandum of Understanding (MOU), between the Russian Inter-navigation Committee and the U.S. Coast Guard, stipulating that both agencies will coordinate joint activities to maintain compatibility and ensure information exchange required for RAC operation. The MOU also specifies that the RACCC sessions are to meet at least once a year with their venues alternating between Russia and the United States. However, the last session was in Moscow in 1999 so this year's session ended a long hiatus and recapped what has happened with LORAN since 1999.

The session had two noteworthy social events: A dinner reception at TISCOM's Wardroom and a Potomac River cruise on an Coast Guard Auxiliary vessel crewed by Coast Guard Auxiliarists.

Both sides agreed that RAC activities help improve the navigation of marine vessels and aircraft in the RAC region. Both sides also agreed to formally review and reaffirm the governing MOU, explore creating a joint Technical Working Group, exchange RAC operational information, improve the operational RAC communication process between countries, and consider using the Far East Radio navigation Service's operating guideline in place of the RAC Operations Manual. ©

Illegal Aliens in Our Waters By Don Walsh

There is a huge illegal immigrant problem in this country and it doesn't involve human beings. Marine organisms brought to our shores by ships from overseas are wreaking havoc with our inland freshwaters. Today 97 percent of world trade is carried by some 33,000 large cargo ships. Opportunities for these illegal aliens are better than ever.

As the world's largest trading nation, the United States has been particularly affected. It was in the Great Lakes in the late 1980s that the problem of invasive species first gained major public attention. Today, more than 185 non-native species live in the Great Lakes, with a new one arriving every eight months.

The zebra mussel is a primary culprit, and its story makes an excellent case study. This very successful foreigner originated in the drainage basins of the Black, Caspian, and Aral seas. First reports of zebra mussels in North American waters came in 1988 from Lake St. Clair, connecting Lake Huron with Lake Erie. No effective remediation was taken, and very soon colonies formed throughout the Great Lakes.

Today, damage is profound and not easily remedied. Water intakes and out-falls are severely restricted, fishnets are clogged, and fixed structures overgrown by colonies that can reach numbers as high as several hundred per square foot. Like most shellfish, these are filter feeders. Their filtering does clean the waters, but it also removes important nutrients needed for fish stocks and other indigenous species. It is estimated that three decades of zebra mussel infestation have cost the United States and Canada more than \$1 billion in economic losses.

The mussels have migrated out of the lakes and down the Mississippi as far as New Orleans. They have spread into rivers and streams connecting with the lakes and are found in at least 20 states. Zebras have a slower spreading cousin,

the quagga mussel, also colonizing in the lakes.

Since 2007, they have been found in Southern California and Arizona along the Colorado River. Clearly ships did not infect the Colorado. Instead it was pleasure boats and sport fishermen that transported these aliens.

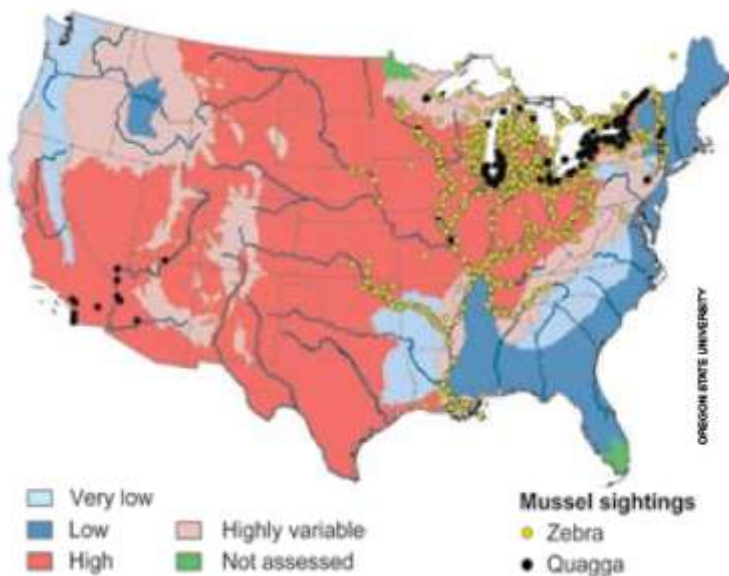
The illustration shows the spread of zebras and quaggas in the United States and areas at risk for future invasion. This massive movement has happened in less than 30 years, but a tiny sliver of time in nature's calendar.

On a global scale, infestation by alien species adversely affects virtually all maritime nations. Each year thousands of invasive organisms are transported by ships, many thriving in new parts of the world. The economic cost of these aliens is enormous.

Both the UN's International Maritime Organization and the U.S. government have continuing efforts to develop standards, regulations, and laws to mitigate the problem. It is very doubtful, however, that the problem can be completely eliminated. As one expert said, "Invasive species are somewhat like a computer virus, easy to get but impossible to remove."

There are a variety of operational and technical means being tested to prevent further importation of these aliens. They range from adding chemicals to ballast tanks to filtration of the tank water using devices that generate chlorine, UV radiation, or ozone. The simplest scheme is to pump out ballast water at sea before entering port. Most of the organisms are freshwater animals and flushing the tanks with seawater should kill them. A more effective technique is to refill the tanks with saltwater rather than just flushing them.

Any system chosen for on board clean-ups will represent added operating costs to ship owners. An alternative is to ban dirty vessels from visiting our ports. That's a poor idea, but it creates an incentive for the ship operators to invest in necessary ballast clean-up equipment. On land or at sea, the problem of introduced non-native species is a very old one. For as long as people have moved around the world they deliberately or accidentally carried with them species that thrived in their new homes, most often at the expense of native species that were driven out. In the United States the annual economic and clean-up costs of invasive species is in the order of \$138 billion. *Perhaps someone can develop a recipe for cooking zebra mussels?*



Dr. Walsh, a marine consultant, is a retired naval officer and oceanographer.

AuxAir Squadron 11N

U. S. Coast Guard Auxiliary Aviation
Private Pilots in Uniform

"Count on Us" Ron Darcey

Aux-Air has successful Livermore "Fly-in"

Bravo Zulu to all who made Livermore Airport Open House Saturday 20 September a success for AuxAir: And yes Gene has returned; can't stay away for

long. Local radio station KKIQ made hay of the event by interviewing Dennis and myself - Gene was scheduled but bugged out just as the reporter handed Dennis the mike. We had to handle that difficult task ourselves and Gene made himself scarce for awhile to let things cool down. I would bet Dennis will comment during the Squadron Dinner next Tuesday.

Saturday dawned with a 1200 foot overcast; reason Ross flew in Friday...and a cool wind but things warmed considerably by 1100.

The ever faithful assisted in setting up the canopy and arranged the exhibit in splendid fashion. Aircraft on line were Ross's 182, Genes 210, Leo's Yankee, Dennis's 401 and my Lus-

combe. Soon to join us was Rory, Lee and Vic in the 310 to round out our aircraft exhibit. They took a few hours out of their morning patrol, before resuming after lunch.

Just after noon, the gold side drove in with a 65, made a rescue demo for the crowd and departed never touching the deck. They really missed a great lunch.

Squadron Pilot and Aircraft Assets:

Dan Lavi,	Beech Musketeer /
Randy Parent,	Piper /
Gene Wheeler,	Cessna 210 /
Ron Darcey,	Luscombe /
Dennis Caponigro,	Cessna /
Bob Tucknott,	Cessna 182 /
Doug Kerr,	Bell 47 Helicopter /
Leo Gross,	Grumman /
Hal Seibert,	Cheyenne /
Gordon Evans,	Seneca /
Pat D'Incognito,	Cessna 172 /
Walt Lyall,	Cessna 182 /
Bruce Clegg,	Cessna 180



Air patrols have increased to six weekly, with more aircraft and crews available for missions and a significant increase in requests for familiarization flights by Coast Guard personnel.

Sector San Francisco's Intelligence Department is now sending a list of "vessels of interest" to the Air Operations Officer on a regular basis, with a request that the vessels be photographed if they are encountered during a normal, scheduled patrol. ©



The OLD meets the NEW - Eagle and the soon to be commissioned Bertholf,



USCGC Bertholf (WMSL 750)

San Francisco
July 23, 2008
Festival of Sail

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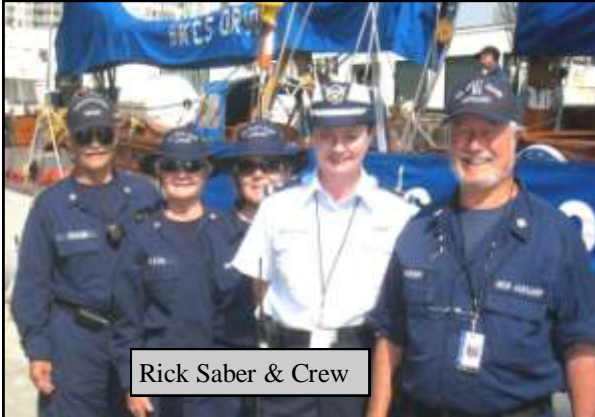


SF Fireboat Phoenix

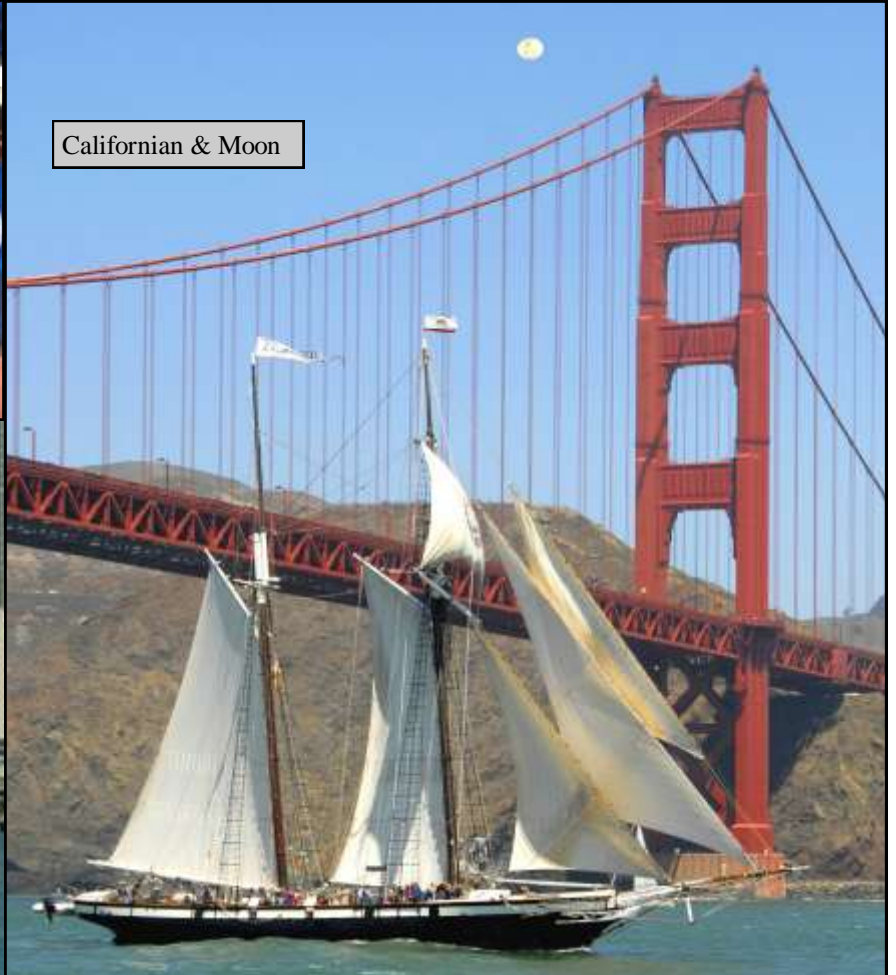
Eagle



Bounty



Rick Saber & Crew



Californian & Moon



Eagle

2008 Coast Guard Auxiliarist of the year Bill Kinsey, DSO-PA Receives Navy League U.S. Award

Confronted by a unique situation ---- whale herding ---Rear Commodore Kinsey developed, implemented and maintained a group of 88 Auxilarists to assist Sector San Francisco efforts to rescue two humpback whales, known as Delta and Dawn. The mission was to herd the wayward whales from the Sacramento River back to San Francisco Bay and into the Pacific Ocean. The operation took place over several weeks involving numerous state, and federal agencies, and was a success with a happy ending.

Rear Commodore Kinsey is cited for providing exceptional leadership and oversight for the highly publicized national event. A unified command structure was able to deploy the assets of the several agencies for a successful mission.

The focus of his tenure in the Coast Guard Auxiliary has been two-pronged: to find mission opportunities in all aspects of the Auxiliary's authorized activities, and to develop well-trained teams to execute these missions. He has accomplished his goal in maintaining a number of programs in support of 11th District and Auxiliary Public Affairs events and distinguished himself by serving in a key surface operations role in both elected and appointed Auxiliary offices.



RADM Paul F. Zukunft * Bill Kinsey * Jeanne Sharkey NLU

Bill Kinsey has many qualifications and has served in many positions to assist and augment District operations. His actions exemplify the Coast Guard's core values of honor, respect and devotion to duty.

The Navy League of the United States recognizes and commends you for your outstanding service to the Coast Guard and the Coast Guard Auxiliary. Your volunteer efforts are valuable to both organizations and admired by your shipmates. — *Award Text* —

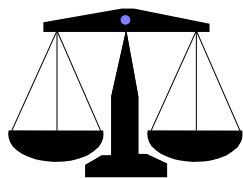
Sector Support ————— Stephen R. Salmon, Sector Coordinator

We are supporting Sector San Francisco in a number of other ways in addition to on-the-water operations.

The Contingency Planning Department has asked for assistance in identifying possible Incident Command Posts that could be used in a disaster or other public emergency, and twenty-four Auxiliarists have volunteered to help in this effort.

The Incident Management Division has asked for help from volunteers who could be trained to serve as part of a response team for pollution incidents in their local areas. Twenty-five Auxiliarists have volunteered for this assignment, and twelve of them will begin their training by attending a HAZWOPER (hazard materials safety) course on October 18, taught by Auxiliarist Jerry Bynum.

Continued on page 20



LEGAL CORNER

OUCH, CRUNCH, AND UH-OH! AUXILIARISTS' CONCERNS ABOUT INJURY, DAMAGE AND LIABILITY PROTECTION

By Joanna Leighton Nevesny, ADSO-LP

Here are some often recurring questions:

If something you have done, or not done, injures or damages, or is claimed to have injured or damaged, another person or their property (called a third party claim), when will the Coast Guard provide you with protection from liability?

If your property is damaged, when will the Coast Guard compensate you? And for what property?

If you sustain an injury or illness, when will you be determined to be a federal employee in order to receive medical and disability compensation by the Department of Labor (DOL)?

The quick answer to all three is ~ *when you are under orders*. The legal standard, though, is “assigned to duty” for which there are many variations that provoke further questions.

Are You “Assigned to duty”?

You are participating in a water, air, or mobile patrol for which written orders have been received from an Order Issuing Authority (OIA).

You are attending a training for which you have been issued orders.

You are participating in a Marine Domain Awareness patrol for which you call in to the appropriate Coast Guard unit to report the start and conclusion.

You are attending an official Auxiliary meeting.

You are asked verbally by an authorized Coast Guard member to carry out a particular duty or activity.

You are assigned by an Auxiliary officer to assist in a training/public outreach event.

You routinely provide assistance in a Coast Guard office.

You've come in uniform to lend a hand at a Boat Show for which your Flotilla is providing an educational and recruiting booth, but are away from the booth looking at all the boats.

You are traveling to or from a Flotilla meeting or Coast Guard office work.

As you can see, that list of some, but certainly not all, Auxiliarist activity is a bit of a sliding scale in an “assigned to duty” determination. From OIA written orders (pretty much a given), to standing orders, to verbal orders (which would be helpful to you to get in writing after the mission), to participating in official unit business (yes) to a Flotilla assigned task (most likely), to regular work (an “implied” assigned to duty), to are-you-really-working?? (probably not) to routine travel (not, but nor would any government employee). These examples are not meant to give you bright lines, but to convey a general degree of likelihood that your activity will be determined to be an assignment to duty.

And, of course, it is essential that you promptly report any incident for which you may be responsible or have sustained a loss or injury. Prompt reporting not only insures a more effective investigation into the circumstances, but may be critical in the determination that you were assigned to duty at the time.

LIABILITY PROTECTION

Auxiliarist: The Coast Guard will assume liability for an Auxiliarist and defend against a third party's claim for personal injury or property damage provided that the Auxiliarist was “assigned to duty” at the time the loss occurred. Importantly, however, because such a determination is not always certain, Coast Guard protection should never be relied on as a substitute for insurance you are personally required or advised to have.

The Auxiliary Itself: Each Auxiliary unit is legally considered to be “an instrumentality of the United States” as long as that unit is acting within its legal role of assisting the Coast Guard. Each Auxiliary unit may own property such as boats, trailers, and administrative support equipment. In general, such property is not considered to be the property of the United States, but it will be considered to be U.S. property for purposes of liability protection ~ as long as the involved property is used entirely for Auxiliary/Coast Guard purposes.

Continued next page

PROPERTY DAMAGE

Auxiliarist's Facility: Damage to a facility along with its trailer and towing vehicle or a mobile patrol vehicle while under orders will be reimbursed, as will catastrophic loss in proportion to use. A detailed discussion of facility damage and claim issues can be found in the January 2008 edition of *Northwind*.

Auxiliarist's Personal Property: A claim for damage of equipment related to patrol or personal property lost because of circumstances related to the patrol (such as a facility taking on water) will be reimbursed. (If the claim is \$200 or less, OIA operating funds may be used for reimbursement). Other property claims may be reimbursed depending on the circumstance of the loss or damage, whether it was reasonably protected from loss or damage, and its relationship with the activity being performed. Prompt reporting and documentation will help determine if the claim will be reimbursed.

Flotilla owned property: Repair of damage to that property, with the exception of "administrative support equipment", will not be reimbursed (in distinction to liability coverage). This is a Coast Guard Headquarters fiscal policy decision at this time. If a Flotilla wishes to own a vessel to be offered for use as a facility, the membership must determine whether to self-insure or to purchase insurance for any damage or loss of that property

AUXILIARIST INJURY

Because Auxiliarists are often put at risk of physical harm, injury or illness arising out of their duties in support of the Coast Guard, the compensation system provided to Government employees by the U. S. Department of Labor (DOL) is available to us.

As always, "assigned to duty" forms the initial determination. The Coast Guard will complete an investigation upon which the DOL will make a determination. Once the DOL determines that the Auxiliarist was injured while assigned to duty, the DOL will assume payment of medical expenses and will, if applicable, engage in a disability determination.

Should you sustain an illness or injury while on duty, medical providers should be informed that you are covered by the DOL even though that status is pending. The Coast Guard will complete an investigation to validate that your illness/injury occurred while assigned to duty (obviously, prompt reporting is essential). The DOL will review the investigation and its conclusions in making its own determination that you have sustained a work-related injury or illness.

Practical realities come into play here. If it takes a long time for the DOL to evaluate and pay, you may be billed for payment of your medical costs. To prevent this happening, also provide your medical providers with your medical insurer information so that your insurer may be billed. You would be billed for any deductibles. Ultimately, with a DOL decision in your favor, the DOL will either 1) pay your care providers (at a rate they must accept) or, 2) reimburse your insurer the portion it would have paid the providers and fully reimburse you for your deductible costs. This is a complicated area. Coast Guard Legal Headquarters has prepared an informational paper on this subject that you can review for specific detail.

Please be assured that Auxiliarist involvement in third party liability, property damage (AUX facilities excepted), and duty related injury or illness is infrequent considering the number of Auxiliarists and the amount of work we perform nationwide. Yet "what if?" thoughts do occur to many of us. This article attempts, in a very general way, to clarify some of those questions. I can be reached at (510) 437-3348 should you wish to discuss anything further.

Continued from page 17

Air, Surface and Land-Mobile Coordination.

Coordinated training patrols by Auxiliary air, surface and land-mobile facilities are continuing. On July 26, an AuxAir facility searched for and identified a vessel facility, located a data marker buoy placed overboard by the vessel facility, and completed two exercises to locate and identify a land-mobile facility. They also vectored the vessel facility to a small boat in the vicinity for a welfare check, and verified communications by all parties involved. ©



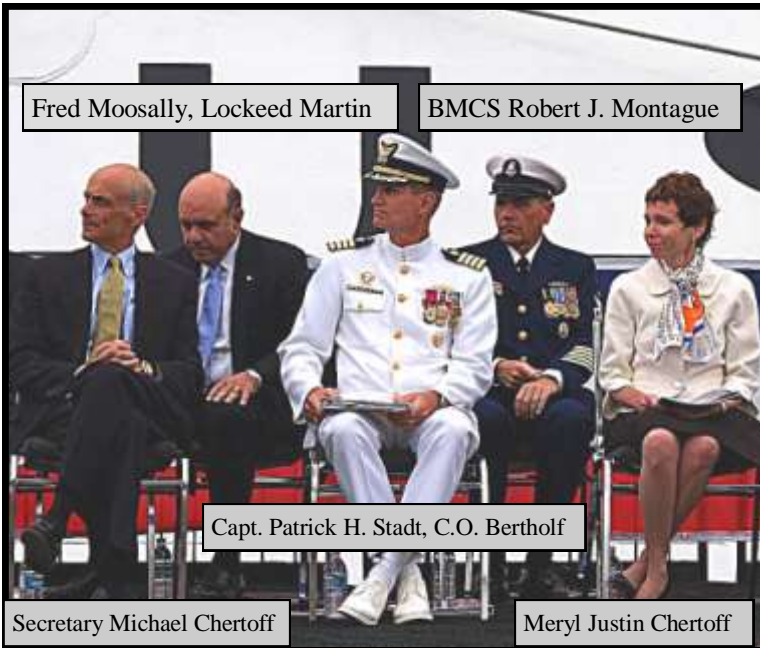
USCGC BERTHOLF (WMSL 750)



COMMISSIONING
AUGUST 4, 2008
LEGENDS BEGIN HERE



Bertholf family member, Sec. Michael Chertoff, ADM. Thad W. Allen Commandant USCG Meryl, Justin Chertoff, Ship's Sponsor



Fred Moosally, Lockheed Martin

BMCS Robert J. Montague

Capt. Patrick H. Stadt, C.O. Bertholf

Secretary Michael Chertoff

Meryl Justin Chertoff



Congressman Elijah E. Cummings
Chairman of the House Subcommittee on
Coast Guard and Maritime Transportation



Capt. Patrick H. Stadt, C.O. Bertholf

ADM Thad W. Allen, Commandant USCG



National Search and Rescue competitions (NSAR)

Vic Connell, DCO

I am very proud to announce that AUX 11N took 1st Place and 11S took 2nd Place at the first AUX National SAR Competition today in Cape May, NJ. I was lucky to see it all first hand; all the teams enjoyed a beautiful fall weekend at TRACEN Cape May with great hospitality, sunny warm days and calm waters.

Our team was composed of three members from District 8, who won the District competition (DSAR) in June: **Thomas O'Connor from Flotilla 8-6**, and William Barlow and Alan Porteous, both of Flotilla 8-11. Some of them competed in the International Search and Rescue competitions several years ago, so the team has experience as well as talent.

It turned out that the mystery event was firefighting, and lucky for us, two of our team members are firefighters! Our 11N team from Crescent City won the first ever NSAR Cup and bragging rights for the next year. The team members get their names inscribed on the NSAR Winner's Cup, which they keep in their possession for the next year (the cup is huge!).

Coastal Patrol Craft returned to the Navy — Compilation by DSO-PB George C. Knies

VIRGINIA BEACH, Va. - Command of patrol coastal ships *USS Tempest* (PC 2) and *USS Monsoon* (PC 4) was returned to the U.S. Navy from the U.S. Coast Guard during a ceremony held at Naval Amphibious Base Little Creek Aug. 22.

Tempest has been on loan to the Coast Guard since December 2005, and *Monsoon* was on loan since October 2004. Both ships were transferred back to naval control during a ceremony that exemplified the interoperability of the two services.

"The Navy and the Coast Guard have a great working relationship," said Cmdr. Stephen Coughlin, commander, Patrol Coastal Squadron. "We're really in the same business, and it's an honor to work with people this professional."

During the time with the Coast Guard, both ships traveled more than 160,000 nautical miles and spent more than 700 days underway in support of counter drug, illegal alien migration interdiction and coastal security. These operations resulted in the successful seizure of 1,700 pounds of cocaine and the interdiction of more than 500 illegal immigrants.

"This very strong bond that the Navy and Coast Guard shares goes back hundreds of years; it's something we cherish," said Coast Guard Capt. Norman Custard. "The use of these ships has immensely helped us achieve our missions to ensure homeland security."

The two ships will be utilized by the Navy as training platforms to get crews ready for operating PCs overseas in support of Maritime Security Operations. Currently, there are several PCs forward deployed to the Middle East operating in infrastructure protection missions.

Three other Cyclone Class Navy patrol boats, *Tornado*, *Shamal* and *Zephyr* on loan to the Coast Guard will continue flying the Coast Guard ensign for the next four years

The Coast Guard will keep three of five Cyclone-class patrol boats under its jurisdiction until a new ship class, called the **fast response cutter**, is built under Coast Guard's Deepwater modernization program, Commandant Adm. Thad Allen told congressional lawmakers during an oversight hearing.



Continued next page

The Coast Guard was to return the ships to the Navy at the end of fiscal 2008, according to a 2004 agreement between the two services.

But the Coast Guard faces a shortage of operational hours with its patrol boat fleet and is negotiating to keep the ships to meet mission requirements, Allen said.

The PC-179s, as the Coast Guard calls them, each support up to 2,500 operational hours per year for the Coast Guard. The Coast Guard stood to lose 25,000 hours — more than a year — of operational capability if the Navy had recalled all five PC-179s. **Originally three of the Coast Guard's five PC-179s were home-ported in Pascagoula, Miss., and two were stationed in San Diego.** Under the terms of the agreement with the Navy, the Coast Guard returned one San Diego-based boat and one Pascagoula boat. It will then move its remaining San Diego-based boat to Pascagoula, ensuring that three remain on the Gulf Coast.

Under the original agreement, the coastal patrol boats were commissioned as Coast Guard cutters, with the Navy retaining ownership and paying for long-term maintenance and depot management, while Coast Guard crews manned and operated them.

The ships, first commissioned in 1993, were intended to serve as special operations platforms for Navy SEALs. SOCom decided to transfer the nearly brand-new ships to the Coast Guard, and in 2000, the first ship in the class, Cyclone, was **donated to the service. But the Coast Guard, which had been downsized and suffered budget cuts in the 1990s, couldn't afford to operate the vessel.**

SOCom planned to decommission the remaining 13 Cyclones, but after the Sept. 11, 2001, terrorist attacks, the Coast Guard and Navy eyed them for homeland security patrols. SOCom returned ownership to the Navy, and they deployed with Coast Guard law enforcement detachments on board for foreign and domestic patrols.

In the past year, the Navy has renewed its interest in the Cyclones for shallow-water gunboat operations. The Navy operates four PC-179s in the Persian Gulf and four out of a new riverine facility in Little Creek, Va. ©

NAVY'S first Littoral (Brown Water) Combat Ship, "Freedom" (LCS-1)

Compilation by DSO-PB George C. Knies

The agile 378-foot Freedom, designed and built by a Lockheed Martin led industry team, is conducting **Builder's Sea Trials in Lake Michigan. The trials** – which are a coordinated effort between the U.S. Navy and the Lockheed Martin team – will include operational testing of **the vessel's propulsion, communications, navigation and mission systems, as well as all related support systems.**

The ship is a semi-planning mono-hull 377 feet (115 m) in length, displaces 3,000 tons and can go faster than

40 knots (50 mph/70 km/h). The LCS core crew will be 40 sailors, usually joined by a mission package crew and an aviation detachment for a total crew of about 75. It is designed to be a fast, maneuverable and networked surface combatant for missions such as mine warfare, anti-submarine warfare, surface warfare and humanitarian relief.

The flight deck is 1.5 times the size of that of a standard surface ship and uses a Trigon traversing system to move helicopters in and out of the hangar. It has two ways to launch and recover various mission packages: a stern ramp and a starboard side door near the waterline. It has a roll-on/roll-off ramp. The mission module bay has a 3-axis crane for positioning modules or cargo. The fore deck has a modular weapons zone which can be used for a 57 mm gun turret or missile launcher. A Rolling Airframe Missile launcher is mounted above the hangar for short-range defense against



Continued next page

craft and cruise missiles, and .50-caliber gun mounts are provided topside.

Displacement: Approx. 3000 tons (full load)

Length: 379 ft (115 m)

Beam: 57.4 ft (17.5 m)

Draft: 12.1 ft (3.7 m)

Propulsion: 2 Rolls-Royce MT30 36 MW gas turbines, 2 Colt-Pielstick diesel engines, 4 Rolls-Royce water-jets

Speed: 45 knots (sea state 3)

Range: 1,500 nmi (2,800 km) at 50 knots (60 mph/90 km/h), 4,300 nmi (8,000 km) at 20 knots (20 mph/40 km/h)

Endurance: 21 days (336 hours)

Boats and landing craft carried: 11 m RHIB, 40 ft (12 m) high-speed boats

Complement: 15 to 50 core crew, 75 mission crew (Blue and Gold crews)

Armament: BAE Systems Mk 110 57 mm gun RIM-116 Ring Airframe Missiles Honeywell Mk 50 Torpedo NETFIRES PAM missile in the ASuW module 2 .50-cal guns

Aircraft carried: 2 MH-60R/S Seahawks MQ-8 Fire Scout

"Freedom" is currently conducting sea trials as Coast Guard Station Sturgeon Bay Response Boat crews provide security for the 379-foot combat ship.

The Coast Guard crews are responsible for enforcing a Naval Vessel Protection Zone, which is a 500-yard regulated area of water surrounding large U.S. naval vessels that is necessary to provide for the safety and security of these U.S. naval vessels.

"The Naval Vessel Protective Zone does not limit people from viewing the ship but it does identify a no-travel buffer zone for everyone's' safety," said CDR Billy Mitchell, Assistant Branch Chief for Enforcement of the Coast Guard Ninth District.

Coast Guard Crews from Stations Michigan City and Wilmette Harbor are also assisting with the security details.



The Coast Guard christened the second National Security Cutter (NSC), *WAESCHE* August 2nd at the Northrop Grumman Shipbuilding yard in Pascagoula, Mississippi. *WAESCHE* is more than 65 percent complete, and construction will continue for the remainder of the year. It is slated to begin sea trials in 2009. *BERTHOLF*, the first NSC, was commissioned on August 4th at its homeport in Alameda, California the ship will remain on special status until 2010, when it is to be fully accepted into the fleet.

The Coast Guard is expected to build eight NSCs. The third, *Hamilton* is under contract. The cutters are funded through Deepwater, a 25 year, \$24 billion program to modernize the services aging fleet, aviation and electronics.

Fleet Week San Francisco will be October 9-14

Fleet Week will feature both the U.S. Navy's "Blue Angels" and the Canadian Forces "Snowbirds" in addition to U.S. Navy ships and "Team Oracle" aerobatics. The parade will be on Saturday, October 11, from noon to 1300, followed by the air show, with the Blue Angels scheduled for 1500. The air show will be repeated on Sunday, October 12, from 1300-1500, followed by the Blue Angels at 1500 again. There will also be an "Italian Heritage Day" parade on Sunday from 1230 to 1500. Note that the dates no longer conflict with the National Search and Rescue competition scheduled for October 3-5 in Cape May, New Jersey. So if you were reluctant to sign up for the District SAR competition (DSAR) because of the conflict, worry no longer!

Farewell **Chief Warrant Officer 4 (Bos'n) Kenneth Frost, Operations Training Officer**
D11 Auxiliary-Northern Region

CWO4 Kenneth H. Frost enlisted in the CG in 1978 and attended boot camp in Alameda. After boot camp, I went directly to Radarman (RD) "A" school where I spent the next 6 months on Governor's Island, NY. After completing school I headed back south to New Orleans where I was stationed at COTP New Orleans. Here I stood SAR desk watches and kept track of special interest ships entering the Mississippi River. An avid boat lover, I spent every opportunity on the 41' and 32' patrol boats as a crewman while conducting escorts or patrolling security zones.



In 1983, I transferred to CGC BIBB, out of New Bedford, MA, as an RD2. Here I discovered blue water operations while conducting a high-risk rescue of a sinking tug-boat in the middle of a hurricane, in 30-foot seas.

In 1985, I transferred to CGC BARQUE EAGLE. Sailing in a tall ship is an experience that he will cherish for his entire life. Eagle participated in OPSAIL 86 when the Statue of Liberty was re-dedicated. Next Eagle deployed on a nine-month trip to Australia in 1987 & 1988, visiting 23 different ports including Tahiti, Bora Bora, the Samoan Islands, and Tonga.

In 1988, I headed for Fleet Training Unit (FTU) Little Creek Norfolk, VA as a first class. I conducted warfare, seamanship, navigation, and damage control training on various Coast Guard and Navy ships.

In 1992, I was Officer in Charge of Recruiting Office Dallas with detachments in Oklahoma City and Little Rock. During the next 5 years he worked very closely with the Auxiliary and received promotions to Senior Chief then to Warrant Bos'n (CWO2). In 1997, as a Bos'n Warrant, I returned to CG Island and reported to the CGC SHERMAN as First Lieutenant. In 1999 I went to PACAREA (pi) as an Intelligence Watch Officer and Admin Officer and Safety Specialist. In 2005 His final tour of duty was Operations Training Officer D11 Auxiliary North.

There will be a farewell ceremony for Bos'n Frost on October 31 at 1000 in the Point Welcome Room, Coast Guard Island followed by a reception at the Berkeley Yacht Club at 1230.

Welcome Aboard **Chief Warrant Officer 2 (Bos'n) Danny Wayne Kilburger, Operational**
Training Officer D11 Auxiliary-Northern Region

CWO2 Kilburger graduated from boot camp in 1984. His first assignment was Training Center Governor's Island, NY. After completing BM "A" school, Mr. Kilburger (then Petty Officer 3rd class) reported to Station Lake Tahoe, CA. where he conducted Search and Rescue and Law Enforcement operations. His next assignment was Coast Guard Group Monterey, CA. where he continued his duties in Search and Rescue and Law Enforcement. In 1993, CWO2 Kilburger transferred to CG Cutter LONG ISLAND (WPB-1342) where he, in addition to his previously mentioned duties, served as Officer-of-the-Deck. After advancing to BM1, Mr. Kilburger transferred to Aids to Navigation Team San Francisco, CA. where he served as the Executive Petty Officer. From here, CWO2 Kilburger reported to the Coast Guard Cutter MUNRO (WHEC-724) where he supervised a 42 member deck force. Upon advancement to Chief, Mr. Kilburger reported as Officer-in-Charge of Aids to Navigation Team Astoria, OR. where he commanded a nine member crew responsible for servicing aids-to-navigation from Westport, Washington to Garibaldi, Oregon including the Columbia River.



Recently, CWO2 Kilburger completed duty as a Fisheries Law Enforcement Instructor at the Pacific Area Training Team Alameda, CA. On July 1st, Mr. Kilburger reported for duty as the incumbent District 11 Auxiliary Operational Training Officer.

Continued next page

Summary of Professional Accomplishments:

- Qualified Coxswain on the 55' ANB, 44' MLB, 41' UTB, 30' SRB, 25' MSB, 21' and 18' TANB
- Qualified Deck Watch Officer on CGC Long Island (110' Patrol Boat) and CGC Munro (378' High Endurance Cutter)
- Qualified Officer-in-Charge ATON and Multi-mission ashore
- Held certifications as Boarding Officer, Emergency Medical Technician, Landing Signal Officer, Damage Control Locker Leader, Fire Fighting Team Leader, FAS/ RAS Rig Captain, Basic and Advanced Minor Aid Maintenance Technician, Aid Positioning Technician, and Rescue Swimmer
- Awarded Coast Guard Commendation and Achievement Medals, Letter of Commendation, and (8) Good Conduct awards

Academic accomplishments include an Associate of Arts Degree with a concentration in Criminal Justice June, 2003; Bachelor of Science in Liberal Studies with a concentration in Sociology June, 2006; Currently, attending Graduate School working toward a Master of Business Administration with a concentration in Organizational Behavior

California Department of Water Resources and Federal Bureau of Reclamation proposal Franks Tract Project

California Department of Water Resources (DWR) and Federal Bureau of Reclamation (FBR) intend to implement the Franks Tract Project to improve water quality and fisheries conditions in the Sacramento-San Joaquin Delta (Delta). The project consists of constructing and operating a flow control facility in the Franks Tract Project area that would allow better management of hydrodynamic (flow) conditions to improve salinity levels and habitat conditions for fish species of concern in the central and south Delta.

DWR, lead agency under the California Environmental Quality Act (CEQA), and Reclamation, lead agency under the National Environmental Policy Act (NEPA), have determined that an environmental impact statement/environmental impact report (EIS/EIR) will be prepared. Responsible and trustee agencies under CEQA may include the California Department of Fish and Game (DFG), Central Valley Flood Protection Board (formerly the Reclamation Board), Central Valley Regional Water Quality Control Board, and State Water Resources Control Board.

DWR and Reclamation need to know your views regarding the scope and content of the environmental information in connection with the proposed project. Four public scoping meetings for this project will be held to receive public comments at the following times and locations:

Monday, October 6, 2008 10:00 a.m.–noon
Federal Building
Cafeteria Conference Rooms C-1001 and C-1002
2800 Cottage Way
Sacramento, CA 94236

Tuesday, October 7, 2008 6:00–8:30 p.m.
Memorial Building
610 St. Francis Way
Rio Vista, CA 94571

Wednesday, October 8, 2008 6:00–8:30 p.m.
Contra Costa Library
501 W. 18th Street
Antioch, CA 94509

Thursday, October 9, 2008 6:00–8:30 p.m.
Stockton Memorial Civic Auditorium North Hall
525 North Center Street
Stockton, CA 95202

NORTHWIND



The USCGC *Eagle* (WIX-327) & the USCGC *Bertholf*

Department of Homeland Security
United States Coast Guard Auxiliary
DSO-PB 11 NR
2333 Lariat Lane
Walnut Creek, CA, 94596-6518

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