

DISTRICT ELEVEN NORTHERN REGION

NORTHWIND

TRAINING AT
6,200 FEET



Flotillas 11-01 & 11-05 Lake Tahoe Winter Operations

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, 2009

Contents

January, 2009

← *Northwind* →

Editorial: I am pleased to report that I received more than 300 photographs of D-TRAIN activities, from Harry McBain (see D-TRAIN Memories this edition). It seems food consumption was a priority for many. Our Nation faces an obesity crisis that does not exclude the Coast Guard or the Auxiliary. For many years I have addressed this problem affecting boating safety, i.e. capsizing mishaps due to overloading vessels, both recreational and commercial see article "Overloading your boat" in this issue. Unfortunately capacity plates for recreational boats still use the antiquated 150 lbs. per person rule.

CAPT Gugg, Sector Commander, has challenged members of Sector San Francisco to "lose a ton" (collectively, that is) by June 1, 2009. Sector's divisions will be competing against each other, and CAPT Gugg has also invited the Auxiliary to participate. In response, 26 Auxiliarists (collectively weighing over 5,300 pounds) have volunteered. Who will win?? Good luck, everyone! "Lose a Ton" Campaign.

George C. Knies, DSO-PB

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Articles published in the Northwind must be consistent with stated policies of the U.S. Coast Guard and Coast Guard Auxiliary.

The Editor

Send submissions to:

George Knies, DSO-PB—Microsoft "Word"

2009 EDITION DEADLINES
JAN 01 * APR 08 * JUL 01 * OCT 01

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Michael L. Williams, DCO

Greetings to my fellow Auxiliarists. This year's District Training Conference was a huge success. Many of you traveled great distances to attend. This record attendance can be attributed to the significant support of our Director of Auxiliary, Commander Chareonsuphphat and his dedicated staff. Our event planner, Phil Sanchez and his most capable, dedicated and innovative committee, consisting of Division 5 members planned, organized and hosted our most successful event in many years. Thanks to them for all their diligent efforts. Bob Peterson's performance as Master of Ceremonies was as

usual, extremely professional. The training sessions organized under the capable direction of Commodore Mike Maddox presented to our members a vast choice of workshops to attend. Thanks to our dedicated instructors who prepared for this important training opportunity.

Those who attended were privileged to hear Dr. Judith Youngman, who travelled from the Coast Guard Academy at New London, Connecticut to discuss the impact of the Coast Guard Auxiliary during times of national emergency. We appreciate her visiting with us, and being our lead speaker at our opening session so early in the morning.

Captain Paul Gugg, our Sector Commander visited with us concerning the status of Sector San Francisco during our awards luncheon. It is during our awards luncheon that we take time to recognize, in an official manner, the significant contribution of our members. Thanks to all the leaders who accepted their responsibility to recognize the members of their organizations for their great accomplishments.

Our evening event featured speakers were our good friend Ray Tsuneyoshi, Director California Department of Boating and Waterways, and Rear Admiral Paul Zukunft, Commander Eleventh Coast Guard District. Following their remarks performance awards were presented to individuals, teams, Flotillas, and Divisions for their accomplishments during 2008. I encourage you to visit our web site and learn more of our event and those who participated.

I encourage all our members to consider joining us next March in Rohnert Park, California to celebrate our accomplishments. It is a great time to attend several of our workshops and receive the latest information from the Coast Guard and our National leaders.

As we prepare for the 2009 boating season I urge you to be diligent, be prepared, take time to mentor and fellowship new members; and above all, enjoy being a member of America's greatest volunteer organization, The United States Coast Guard Auxiliary.



Robert W. Hendry, DCAPT, Prevention & Recreational Boating

Time sure does go by fast – 25% of the year is over. Next month features National Safe Boating Week activities (May 16-22). Thanks to all Division Commanders for appointing coordinators who will assist flotillas in this year's activities. Planning should be well underway as the launch date nears. Thanks to all the flotillas for the energy and time that is being devoted to this very important event. Recent tragedies reinforce the need to get out the safety message. Let's get the message out to "WEAR IT!"

Don't forget to take advantage of resources that might be available – life jacket display as an example and COASTIE. Don't forget to alert Steve Salmon, Auxiliary Liaison Officer, to Sector San Francisco, if Coast Guard resources are desired. There is no substitute for prior planning. Whether you are planning vessel safety checks, safety classes, public affairs events, dock walking or whatever, be sure to wear

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life jackets. Leading by example is a powerful visual that cannot be overestimated.

Take plenty of pictures as we will be putting together a report to highlight the good work that will be done. Let me know how I can be of assistance.

Have you heard of America's Waterways Watch program? If you have, I hope that you are busy implementing how your Division/Flotilla will assist the Coast Guard in this critical program. Sector San Francisco has specifically requested our support in implementing this program. There are best practices catalogued and available to assist you. Give your Division AWW coordinator a call to get a copy of these. This program involves everyone in the flotilla, in all activities. Your personal knowledge can be spread to your families, your coworkers, the boating public, people who live near/on the water, people who travel on the water, people who work near/on the water, homeowner associations, neighborhood watch groups, as well as marinas and yacht clubs. Let's get out and get this job done effectively and help keep America safe.

If you have not heard of the America Waterways Watch program, ask your Flotilla Commander and your Division Commander. They will have appointed a coordinator. Let's all get out and support this effort. It is the main thrust of mitigating the risk of a small vessel threat in our country. Be alert of suspicious activity on the water. We know what is normal and what is abnormal. Be on the WATCH. Call the National Response Center if you have any suspicions. The number to call is 800-424-8802 or 877-249-2824.

ENJOY OUR WATERWAYS AND KEEP THEM CLEAN AND SAFE!



Rodney E. Collins, DCAPT, Support and Response

April is the month for the Coast Guard Mutual Assistance Campaign and I have been honored this year to be selected as the 2009 Campaign chair for D11N.

In a message from the Commandant of the Coast Guard, Admiral Allen had this to say about the Coast Guard Mutual Assistance Program:

“Looking after Our Own, is this years Coast Guard Mutual Assistance (CGMA) Campaign theme. I can't imagine a more fitting theme for the 85th anniversary of CGMA. It underscores the importance of internalizing our Guardian Ethos – looking after our shipmates with the same level of dedication with which we safeguard the maritime public. I consider CGMA essential to the fabric of our Coast Guard community.”

The CGMA is an independent non-profit charitable organization dedicated to providing financial assistance, in times of need, to members of the Coast Guard family.

CGMA has provided more than \$148 million in assistance over their 85 years of service.

CGMA strives to promote financial stability and the general well-being of people throughout the Coast Guard community (Active Duty, Retired Military, Selected Reserve, Auxiliary, Civilian & NAF Employees, Public Health Service Officers serving with the Coast Guard).

In what ways does CGMA help?

Continued next page ►

- Interest-free loans
- Personal grants
- Education assistance grants & loans
- Baby Layettes
- Free confidential financial counseling and referral services
- Survivor Benefits Information Service

In 2008 over 5,590 loans and grants totaling \$4.9 million were provided. Of this number over \$763,000 was provided to fellow shipmates and coworkers impacted by the Hurricanes last fall. An additional \$418,000 was provided for education assistance programs.

CGMA is funded through individual contributions and investment returns. CGMA receives no funding from the government.

The 2009 CGMA Campaign will run between 1 April and 30 April. When you receive your package in the mail please take the time to give something for this “WORTHY MISSION” that annually enhances our “PROUD TRADITION” and gives meaning to our concept of “ONE COAST GUARD FAMILY” .

When you give, you are looking after your own.

Boy Scouts of America & U.S. Coast Guard Auxiliary Agreement Signed

Agreement will provide additional boating and water safety outreach.

WASHINGTON & IRVING, TX ? The U.S. Coast Guard Auxiliary and the Boy Scouts of America announced today that the two organizations have signed a Memorandum of Agreement. The two organizations will collaborate on projects that support recreational boating safety and promote citizenship training and character development, including public education programs, water safety educational outreach, and volunteer support. The agreement calls on the two organizations to work together in educating members in a wide variety of boating and nautical subjects and promoting citizenship training and character development. The Auxiliary is currently working with Boy Scouts in recreational boating safety areas such as, National Scout Jamboree, boating safety classes, providing vessel safety checks for Scout boats, and holding “Safety at Sea” training events for Sea Scouts. Future plans include programs to develop safe boaters, promote boating safety, and collaborate on water quality initiatives.

ARMS (Auxiliary Resource Management System) *Jeff Price, DSO-CM*

:This interactive site is fully controlled by the DSOCM and the Auxiliary Watch Officers under the direct Supervision of the OTO, DIRAUX and the CDO at Sector SF. This site that has been established contains several Mobile responders that have stated that they want to be a part of the emergency call out process. The old style of utilizing the 11 NIR roster to make call outs has been replaced by this site. This site emails the communicator with his or her availability for the next 24 hours. These members are only viewed by the DSO-CM and Watch Officer to insure the privacy of the person that has signed up. We are always looking to add more communicators so if you are interested please let me know and I will get you online with this process. I cannot promise that you will be called out for the SAR, but I can tell you that your services can and will be utilized should the need arise. This service has provided Sector SF with several comms related incidents from D/F to SAR and everything in between. All SO-CM and FSO-CM are encouraged to pass this information along to their membership. This site is the only one of its kind in the entire Coast Guard Auxiliary. We are currently experiencing some ISP issues with the following providers: Comcast, Yahoo and AOL. We are working to get these UNSPAMMED! ©



Victor J. Connell, ARCO-P / IPDCO

Why Bother to Be an Auxiliarist?

I have heard from some of my fellow members over the past few years that it has become much more difficult to be an Auxiliarist. Others point out that we are currently in “a perfect storm” of economic and administrative disincentives to being an Auxiliarist – what with PSIs, ICS courses, new qualification requirements, and now a national and world economy in severe recession, or maybe even a depression!

And on top of all that, we are reorganizing the Auxiliary in order to align with CG Modernization? What’s up with that? And what about our Auxiliary funding – what are we going to do during this current climate of increasing budget restraint?

Why can’t it just be like it used to be? Why do we have to go over all these bumps in the road and jump through all these hoops? When will all this craziness settle down so that I can catch my breath and once again just

enjoy being a volunteer in the Auxiliary? ***OK...take a deep breath...yes, that feels better.***

The fact of the matter is that we cannot go back to the way things used to be. Our world and maritime environment have become more complex. And we know that there will be new challenges and obstacles to overcome in coming years. Change is becoming the “new norm” in the Coast Guard and the Auxiliary. We are going to have to adapt to new circumstances on short notice, some of which will undoubtedly be uncomfortable.

But here is the wonderful thing – despite all this change and the demands that our current environment present to being a volunteer, there are many people who will embrace the challenge and find ways to continue to find meaning and satisfaction in our mission. It has been that way since 1939 when we were first stood up to support the Coast Guard during WWII, and it continues to be that way today.

Somehow, despite all these challenges, the majority of Auxiliarists continue to volunteer. Why do we do that? There are many reasons. We are an increasingly diverse group of volunteers who have different reasons for volunteering. For some, it is patriotism – those members wish to serve their country during a time of increased need through volunteer service to the Coast Guard. For others, it is saving lives – which we do through our SAR operations and our recreational boating safety missions involving public education, vessel examinations, program visitations, and public affairs events.

For some it is the opportunity for camaraderie or leadership – the opportunity to work together towards common goals with others while wearing the uniform of the Coast Guard Auxiliary. For others, it may be the opportunity for training – learning better seamanship, navigation, first aid, communications, and many, many other skill sets. It is likely and understandable that some of us may have to cut back on our time commitment as volunteers, as we deal with all the other many challenges in our lives... but I encourage you to stay with us in some capacity, and volunteer as you can. It does not matter whether you volunteer a little, or a lot, your efforts are important and your leaders and the CG greatly appreciate whatever you can do for our missions.

I encourage you to read our CG Guardian Ethos, and think about it - and remember that as we are going through tough times, an important part of our Guardian Ethos is to support each other, as well as to defend and protect others.

So...Bravo Zulu! – Here’s to those hardy individuals who will find a way to continue to volunteer for the CG Auxiliary, and enjoy doing it! ©

D-Train Awards for 2009

AIDS TO NAVIGATION AND CHART UPDATING - 2008

Recognition for Outstanding Achievement in furthering the Aids to Navigation and Chart Updating Programs

1st	James B Duncan	1532 Points
2nd	Linda R Haynes	470 Points
3rd	Larry Y Kubo	285 Points

CHART UPDATING FLOTILLA TROPHY - 2008

Most Outstanding Performance in Aids to Navigation Program

Sacramento Flotilla 35 **1592 Points**

COMMUNICATIONS AWARDS - 2008

Fixed Land Radio Watch Standing

1st	Stephen E Harrison	1386 Hours
2nd	John K McEwen	801 Hours
3rd	Michael W Marseille	332 Hours

LAND MOBILE TROPHY - 2008

Communicator-in-Command

1st	William D Martin	632 Hours
2nd	James W Morford	213 Hours
3rd	Michael F Nolan	139 Hours

COMMUNICATIONS/OPERATIONS - 2008

Most Combined Communicator Hours

1st	Stephen E Harrison	386 Hours
2nd	John K McEwen	801 Hours
3rd	William D Martin	632 Hours

LAND MOBILE CALL OUTS - 2008

1st	Jeff C Price	368 Hours
2nd	Michael F Nolan	33 Call Outs

OPERATIONS, AIR CREW-OBSERVER AWARD - 2008

Dennis A Caponigro 91 Hours

OPERATIONS, PILOT AIR PATROL AWARD - 2008

1st Eugene N Wheeler 143 Hours
No qualifiers for 2nd and 3rd

OPERATIONS, TOTAL "IN-AIR FLIGHT TIME" 2008

1st Eugene N Wheeler 143 Hours

OPERATIONS, VESSEL COXSWAIN - 2008

1ST	Linda L Vetter	243 Hours
2nd	Vern T Maxson	235 Hours
3rd	Mart E Gardner	218 Hours

OPERATIONS, PATROL CREW AWARD - 2008

1st	Shirley C Maxson	269 Hours
2nd	Terry M Blanchard	253 Hours
3rd	Lonnie B Singer	223 Hours

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OPERATIONS, PATROL PWC OPERATOR AWARD – 2008

1st Wayne C Farnholtz 38 Hours
No qualifiers for 2nd and 3rd

PAST COMMODORE JACK C BULLOCK MEMORIAL
OVERALL OPERATIONS TROPHY - 2008

Most Outstanding Performance in Overall Operations
Pamela V Berger FL 78

OPERATIONS FLOTILLA TROPHY -2008

For Outstanding Operations Performance
No Qualifier

STEVE MITCHELL MEMORIAL AWARD, MARINE SAFETY AND ENVIRONMENTAL PROTECTION - 2008

For Outstanding MS/MEP Performance
Embarcadero Cove Flotilla 12-91

MEP – MS- CVS AWARD – 2008

1st	Robert E Lund	1140 Hours
2nd	Michael F Nolan	600 Hours
3rd	Sue K Fry	374 Hours

RBS PROGRAM VISITS, FLOTILLA TROPHY -2008

For Outstanding RBSPV Performance
Sonoma County Flotilla 55

PROGRAM VISITS AWARD - 2008

1st	Garry N Murray	1033 Visits
2nd	Michael J Lauro	460 Visits
3rd	Phillip E Grove	311 Visits

VESSEL EXAMINATION AWARDS - 2008

1ST	Charles M Duncan Jr	385 VSCs
2ND	Phillip E Grove	291 VSCs
3rd	Anthony T Budlong	238 VSCs

VESSEL EXAMINATION TROPHY - 2008

For Outstanding VSC Performance
Modesto Flotilla 10-02

PERSONNEL SERVICES, FLOTILLA TROPHY - 2008

Most Outstanding Performance in Personnel Services
Stockton Flotilla 10-03

MEMBER TRAINING, FLOTILLA TROPHY - 2008

Most Outstanding Performance in Member Training
Sacramento Flotilla 35

PUBLIC EDUCATION AND MEMBER TRAINING

INSTRUCTOR HOURS - 2008

	1ST Michael L Maddox 165 Hours	
2nd	Milton R Entwistle	120 Hours
3rd	Joyce W Bell	82 Hours

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PUBLIC EDUCATION, FLOTILLA TROPHY - 2008
Most Outstanding Performance in Public Education
San Ramon Valley Flotilla 12-91

PUBLIC AFFAIRS, FLOTILLA TROPHY - 2008
Most outstanding Performance in Public Affairs
Redding Flotilla 39

BEST OF THE WEB – 2008
Most outstanding Division Web Site
Sierra Division 11

BEST OF THE WEB – 2008
Most outstanding Flotilla Web Site
Napa Flotilla 52

COAST GUARD OPERATIONAL SUPPORT – 2008
1st Stephen E Harrison 1396 Hours
2nd William S Kinsey 1200 Hours
3rd John K McEwen 801 Hours

COAST GUARD ADMINISTRATIVE SUPPORT – 2008
1ST Anita M Farnholtz 380 Hours
2nd Wayne C Farnholtz 303 Hours
3rd Stephen R Salmon 285 Hours

TRAINING AID TROPHIES - 2008

Best of Type I **North Solano County Flotilla 53**
Best of Type II **Redding Flotilla 39**
Best of Type III **Sausalito-Tiburon Flotilla 12**
Best of Type IV **New Mendocino County Flotilla 87**
Flotilla with Most Training Aids Displayed **North Solano County Flotilla 53**
Best of Show **North Lake Tahoe Flotilla 11-01**

PUBLICATIONS, DIVISION TROPHY - 2008
Most Outstanding Division Publication
Utah Division 7

PUBLICATION, FLOTILLA TROPHY - 2008
Most Outstanding Flotilla Publication
New Lake County Flotilla 88

OUTSTANDING PHOTOGRAPHY OF AUXILIARY
ACTIVITY, NORTHWIND – 2008
Sonoma County Flotilla 55

DISTRICT HISTORIAN, FLOTILLA TROPHY - 2008
Most Outstanding Flotilla History Book
Sacramento Flotilla 35

PAST COMMODORE JOSEPH J WEST TROPHY - 2008
Most Improved Flotilla in all major programs
Elk Grove Flotilla 3-10

DIRECTOR'S TROPHY – 2008
Outstanding Division
Utah Division 7

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DISTRICT COMMANDER'S TROPHY - 2008
Outstanding Flotilla
The Thirty-Niners Flotilla 39

DISTRICT COMMODORE'S TROPHY - 2008
Outstanding Auxiliarist
Roger D Haynes

CALIFORNIA STATE AWARD FOR DISTINGUISHED SERVICE - 2008
California Department of Boating and Waterways Award
Jim D Blackburn

USCG Auxiliary Interpreter Corps Deploys: Aboard USCGC Dallas In Support Of Humanitarian Aid Mission to Georgia.

No, the Coast Guard was not bringing care packages to Atlanta. Rest easy, all is well in the Peach State. United States Coast Guard Auxiliarist Alicja Power of Traverse City, Mich., deployed to the Black Sea aboard the US Coast Guard Cutter Dallas to help deliver the more than 76,000 pounds of humanitarian supplies, including soap, shampoo, toothbrushes, baby wipes, toilet paper, medicine and other necessities provided to save lives and alleviate human suffering in the Republic of Georgia, this past September.

USCGC Dallas (WHEC 716) was part of the combined US Navy Task Force 367, the maritime element of "Operation Assured Delivery"; the United States military's ongoing effort to support the Georgian government's request for humanitarian assistance.

"The crew of Dallas really wants these goods to make a difference in the lives of the Georgian people," said Capt. Robert Wagner, commanding officer of Dallas. "When we received the order to deliver these supplies, the men and women of this ship responded quickly at every turn."

Alicja Power deployed aboard the Coast Guard Cutter Dallas from Aug. 19 to Sep. 23, 2008. Ms. Power, a member of the USCG Auxiliary Interpreter Corps belongs to the Twin Bay, Michigan Flotilla. She served on the Dallas as one of their Russian/ Ukrainian interpreters.

When not volunteering her time with the Coast Guard, Ms. Power uses her linguistic skills (in addition, to the aforementioned languages, Alicja also speaks Polish and French) in her professional translation/interpreting business.

Navy Task Force 367, part of "Operation Assured Delivery", included the amphibious command and control ship USS Mount Whitney, U.S. Coast Guard Cutter Dallas, and US Navy destroyer USS McFaul. All three ships were used to transport humanitarian aid to war torn Georgia.

USS Mount Whitney (LCC/JCC 20), home-ported in Gaeta, Italy with a hybrid crew of U.S. Navy sailors and U.S. Military



Alicja Power and Ukrainian Naval Officer

Sealift Command civilian mariners, delivered more than 17 tons of aid, including 4,000 blankets donated by the U.S. Agency for International Development, juice, powdered milk, and hygiene products.

USS McFaul (DDG 74), an Arleigh Burke-class guided missile destroyer home ported in Norfolk, Va., delivered 82 pallets with about 155,000 pounds of U.S. Agency for International Development. Supplies included hygiene items, baby food and care supplies, bottled water, and milk.

Although U.S. Navy C-9, C-40 and C-130 aircraft have flown tens of thousands of hygiene kits into the country, whereas ships can carry much more cargo per mission than aircraft, which have a capacity of three to 12 pallets per sortie.

"Our job was to get the supplies to Georgia as quickly as possible," said Navy Capt. John Moore, Commodore of Combined Navy Task Force 367 and commanding officer of the USS McFaul. "The entire crew realizes the significance of their efforts in helping to provide comfort to the people of Georgia."

Alicja's assignment aboard the Dallas included interpreting during port visits in Batumi, Georgia; Sevastopol, Ukraine; and in Burgas, Bulgaria. During her off duty time Alicja observed the life on board of Dal-

Continued next page

During her off duty time Alicja observed the life on board Dallas, participated in as many activities, drills, and musters as possible, and enjoyed every minute of her shipboard assignment with the active duty Coast Guard.

Alicja says her Black Sea deployment as a translator aboard Dallas was "a very rewarding and memorable experience".

Ms. Power believes she was very well prepared professionally, technically, logistically, and emotionally for this demanding deployment.

Alicja credits the success of her mission to her Auxiliary mentors with previous translation experience; the enthusiastic support of fellow Auxiliary Interpreters, "...my delightfully open, sincere, and brilliant pen pal, Auxiliarist Richard Turrin the French translator, already serving aboard the Dallas.

The Dallas crew takes pride in her reputation of achievement and excellence. This pride stems from a history rich in tradition, service, and accomplishment. Through the leadership and efforts of her officers and crew, the Charleston, S.C., based Dallas continues to set new standards to meet the diverse range of missions for which she deploys.

Prior to deployment, Ms. Power expected life aboard the Dallas to be "a sort of boot camp for translators on an unstable surface and institutional food". She was pleasantly surprised that the living accommodations, although necessarily Spartan, turned out to be cozy. Alicja said "The only problem was not being able to sit on one's bed due to the spacing between bunks, and four bouts of sea sickness successfully remedied by pills".

Alicja found the food surprisingly varied and creatively prepared. There was always something to be enjoyed by everybody. In fact, the Commodore of Task Force 67 awarded the Dallas' food service an Award of Excellence, "The cooks really extended themselves for him and his two accompanying officers when they hopped on board of our vessel." Alicja said she was grateful to be so well fed, without having to worry about food preparation and the dishes.

Alicja found the travel arrangements and transit to and from the boat flawless. She was fascinated by life aboard of a working Coast Guard cutter and the routine of the Coast Guard day, both previously unfamiliar to her. The wardroom officers were courteous and tried to involve Alicja in their camaraderie and professional tasks, their duties and fatigue permitting. She usually shared breakfast with the captain, the executive officer (XO), and some of the junior officers. This gave her the opportunity to ask many practical questions, which was useful later when spending time in various departments on the Dallas.

Ms. Power reported that she "was pleased to utilize my translation skills during such a memorable mission. I enjoyed being part of the delivery of the humanitarian aid to

Georgia, the people seemed genuinely grateful for our help."

Alicja was pleased to meet the leadership of the Ukrainian Coast Guard and the Bulgarian Border Police during formal meetings and receptions. She said "It was good to catch a glimpse of Sevastopol, Constanta, Burgas and Izmir, although I wish we had stayed at least two days in Constanta and Izmir. It was really helpful to have port briefs prior to liberty at each port; it helped everybody be sensitive to the local culture and the political and economic climate, and to consider the

factors of personal safety". Alicja says she was

"honored to get to know the young people working aboard Dallas. I have grown to

appreciate and respect their competence, professionalism and hard work. I was impressed with the 25 hard working women aboard the vessel. If invited again as a volunteer interpreter, I would certainly consider contributing my services". Ms. Power reported "I will always remember and treasure the time spent with Dallas, and I am grateful for the opportunity to grow both professionally and personally".

She and her husband Thomas joined Team Coast Guard in 1995 to put their skills as pilots to use in support of the Coast Guard's Search and Rescue (SAR) and Ice Patrol missions. Thomas is a Coast Guard Auxiliary Aircraft Commander and Alicja is training in the Air Observer program. Alicja qualified for the Auxiliary Interpreter Corps in 2005.

Alicja Power was awarded a Spats Eebow Award, an unit award, for outstanding support during the Black Sea and Assured Delivery missions in Georgia by the crew of USCGC Dallas; the Coast Guard Auxiliary Achievement Medal, and an Excellence in Service Award by the Commodore of Navy Task Force 67, Commodore John Moore, for whom she served as personal interpreter in Georgia and Sevastopol.



Alicja Power and Captain Wagner, C.O. USCGC Dallas (716)

AUXPAO News USCG Foreign Service Directorate interview

Photos by Alicia Power ©

Maritime pot pourri

On March 23, 2009 the **U.S. Coast Guard and Mexican Navy** recovered more than eight tons of marijuana, seized a smuggling boat, and took four suspected smugglers into custody after disrupting a smuggling operation in international waters off the coast of Baja California, Mexico.

A Coast Guard C-130 Hercules patrol aircraft from Air Station Sacramento, Calif., detected a suspicious vessel about 60 miles west of Isla Cedros. The Coast Guard Cutter Aspen, homeported in San Francisco, was diverted to investigate. They launched an interceptor boat with a law enforcement team made up of the Aspen's crewmembers and Maritime Safety and Security Team Galveston members.

The smugglers tried to flee, throwing bails of contraband overboard. The interceptor boat crew was able to stop the smuggling vessel and took the crew and contraband into custody.

A Mexican Navy patrol boat responded to the scene and rendezvoused with the Aspen. Mexican authorities took custody

of the suspected smugglers, a sample of the contraband, and the suspects' vessel.

Aspen's crew, with continued aerial coverage from the C-130, remained on scene and recovered 16,588 pounds of marijuana, an estimated \$15 million value.

"The crew did an outstanding job," said Cmdr. Steven Witroek, commanding officer of the Aspen. "I am really impressed with their ability to switch mission focus from working aids to navigation to prosecuting a counter-drug seizure. The crew teamed up the MSST members onboard to achieve our goal of stopping illegal drugs from entering the United States," he said. "We had outstanding coordination among all the facets: the C-130 from Sacramento, the Aspen's crew, MSST Galveston, the District communication center and the Mexican Navy."

The Aspen transported the marijuana to San Diego, where it was handed over to Marine Task Force personnel.

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LITTLE KNOWN NAVAL HISTORY.....

Or over 225 years of Naval Tradition, unhampered by progress



The U.S.S. Constitution (Old Ironsides), as a combat vessel, carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. She carried no evaporators (i.e. fresh water distillers!).

However, let it be noted that according to her ship's log, "On July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum."

Her mission: "To destroy and harass English shipping."

Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum.

Then she headed for the Azores, arriving there 12 November. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine.

On 18 November, she set sail for England. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchant ships, salvaging only the rum aboard each.

By 26 January, her powder and shot were exhausted. Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whisky distillery and transferred 40,000 gallons of single malt Scotch aboard by dawn. Then she headed home.

The U.S.S. Constitution arrived in Boston on 20 February, 1799, with no cannon shot, no food, no powder, no rum, no wine, no whisky, and 38,600 gallons of water. ® **GO NAVY**



For an organization such as the Coast Guard Auxiliary that deals with a small number of money transactions, personal checks are a safe and convenient way of handling financial transactions. However, particularly in hard economic times, anyone who accepts personal checks in payment for goods or services should be prepared to deal with an occasional returned check. Prompt and tactful handling is the key to avoiding the loss of time and money that results from turning the check over to a collection service or an attorney. Most people will be concerned if their bank, credit union, or savings and loan dishonors their check and will want to correct the problem promptly and privately.

In an Auxiliary unit a finance officer (FN) will be the person most likely to encounter a returned check, since the FN usually administers the unit checking account. From a practical standpoint, the tactful way to request payment is to have the person who accepted the check make the first contact with the person who wrote the check, who is referred to as the "issuer." The most effective way to make contact is either personally or by telephone so that the issuer is dealing with someone he or she already knows. The person who makes contact should simply tell the issuer that the check has been returned unpaid, and then provide the issuer with the check number, to whom it was payable, the amount, the date, and the reason given by the bank for returning the check. The person who makes contact should offer to mail the issuer a copy of the check and then send a photocopy of both sides of the check. The dishonored check itself should not be returned to the issuer until the amount of the check has been fully paid, because it will be needed if the debt is referred for collection.

Since writing a check on an insufficient balance or on a closed account has serious legal and financial consequences, the issuer has a strong incentive to correct the problem promptly and privately. The situation should not be discussed in the presence of others and should be treated as an honest mistake. The check should be referred to as "returned unpaid", not as a "bounced", "bad" or "bum" check, and dealt with as resolving a mutual problem rather than collecting a debt.

The bank which returns the check will normally give only one of two reasons by stamping the back of the check either "insufficient funds" (often abbreviated "NSF") or "stop payment." "Insufficient funds" can result from the issuer's error, but also if an expected deposit was not received or deposited when expected or if another check, a withdrawal or a charge against the account has brought the account balance down below the amount of the check. The returned check may be the first indication that issuer has of a more serious problem which may require some time and effort to correct.

"Stop payment" orders are issued when a check or checkbook has been reported missing or stolen, an account is being closed, or a legal proceeding involving the issuer is under way. The issuer may also request a stop payment order if there is a dispute whether the debt is actually owed, the goods or services involved were satisfactorily provided, or the amount is incorrect. These are referred to as "good faith disputes" to indicate there is a legitimate reason for the issuer to withhold payment until the problem is resolved. Only the reason the bank has stamped on the returned check should be mentioned to the issuer. Nothing should be said that suggests the issuer is avoiding paying the debt.

If the issuer is an Auxiliary member and does not agree to pay the debt and the check was given for goods or services to be provided by the Auxiliary, such as a future class enrollment or an order of goods, ask the issuer if you may cancel the transaction because payment was not received. In cases involving member dues, there is a disenrollment form, ANSC 7035, which must be sent to the District Staff Officer for Personnel Services (DSO-PS) if the debt remains unpaid by the deadline of October 1 each year. However, before sending the form, review the situation with the unit officer whose activity is involved to make sure the nonpayment is not an inadvertent mistake and the issuer member understands they will be disenrolled from the Auxiliary. In the case of class enrollment, the education officer or the instructor may prefer to advise the issuer to pay in cash before admission to the course. This should be done privately, not in an open meeting or the presence of others, out of respect for the issuer's privacy.

Continued next page

Where the check is given for a future event, such as a Change-of-Watch or a class, but the unit holds it until after the event has occurred, the unit has lost an important opportunity to obtain prompt payment. Checks should be deposited promptly, not held until all other payments have been received. Prompt deposit will help avoid losses from dishonorable checks.

.When the issuer pays the full amount due in cash, you can return the original check to the issuer immediately. If the issuer offers another check in payment, the original returned check should be held until the new check has cleared. If and when the debt is paid, be sure to thank the issuer for taking care of the matter. ©

OVERLOADING YOUR BOAT

Outdated Capacity Plate Designations

George C. Knies DSO-PB

Did overloading of a 21 foot center console “Everglades” low freeboard boat contribute to it’s capsizing in four to five-foot seas in the Gulf of Mexico with two NFL players and two friends recently? I have ten years Gulf of Mexico fishing and CGAUX patrol experience aboard my “Grady White” West of Naples Florida. I learned rapidly to appreciate rapid weather and sea state changes. At the time of this capsizing the crew was attempting to retrieve the anchor that was fouled. and they were not wearing PFDs. Unfortunately, the total weight of the four occupants, the sea state and design of the boat contributed to this tragedy.

In the late 90s I participated in the investigation of several incidents of pontoon and deck excursion/tour boats capsizing in the Naples/Fort Myers Florida area due to overloading. More recently there were several small ferry and tour boats that capsized on the East Coast that caused fatalities due to overloading. The National Transportation Safety Board (NTSB) has recommended that vessel capacity plates reflect the overweight/obesity problem now prevalent in the U.S.

According to the National Center for Health Statistics, between 1999 and 2000 the average American male weighed a whopping 190 lbs. Our female counterparts should not smile as the average female tips the scales at 163 lbs. We are getting bigger rapidly and the capacity plates on our boats haven’t kept up. Recreational boat manufacturers are currently using 150 lbs. per person.

In 2004, the NTSB recommended that the Coast Guard revise its average body-weight standard of 140 lbs. after a tour boat capsized in Maryland. One year later the standards faced even more scrutiny after another capsizing in New York, in both cases the NTSB found that each passenger weighed nearly 30 to 40 lbs. more than the average weight that the capacity limits were based upon.

Following the New York incident, then Governor George Partaki demanded that the Coast Guard revise its weight standards and directed New York to raise its weight standard to 174 lbs. per passenger for tour boats.

It is glaringly apparent that there is an obesity epidemic in the U.S. affecting children as well as adults. I have been involved in Aviation Safety issues for over fifty years. I have written many articles addressing the obese passengers that require a seatbelt extension to meet the *fasten seatbelt FAA rule*. Should you be seated next to a grotesquely obese person who was encroaching on your territory you have two alternatives, move to another seat, if none available get off the aircraft. Aircraft weight is an economic as well as a safety factor. I have argued—why should a 150 lb. passenger pay the same fare as a 350 lb. passenger!

The safety conscious boater should take the prudent course and apply the aforementioned NTSB weight criteria, especially on boats of 26 feet or less. Use common sense and not the outdated capacity plate when loading your boat. Should other states follow that of the state of New York?—You bet!!! ©



Auxiliary Aviation, Flotilla 3-1

and the

SQUADRON CONCEPT

By Ron Darcey ADSO/MT/PA

Auxiliary aviation has a long and storied history in District 11 North and certainly can be considered as among the more active operational Auxiliary components in the AOR. While District Auxiliarists have knowledge that AuxAir exists, few are truly aware of its structure, mission profile, operational capability or what is involved with becoming an aviator. It is the Squadron Concept that provides the unity, structural foundation and training syllabus that welcomes Auxiliarists from all Flotillas to take part. An important factor of AuxAir is the unit's dedication in support of Auxiliarists on the surface (water and land mobile).

The Auxiliary has had an aviation presence from its beginnings and although miniscule in comparison to surface Auxiliarists (fewer than 250 aircraft throughout the nation today as opposed to over 5,000 Auxiliary small craft facilities); nevertheless AuxAIR continues as an important and vital component of the Auxiliary and our active duty colleagues, offering a broad range of operational mission profiles. Here in D11 AuxAir reaches back over 30 years and during that period, has matured into a highly professional and operationally capable organization.

Flotilla 3-1

The catalyst that initiated and really moved an Auxiliary aviation organization into District 11 was Flotilla 3-1, formed in 1995 and takes residence at Coast Guard Air Station, McClellan Airpark, Sacramento. As originally organized, 3-1 intended from its beginnings as an aviation specific Flotilla to provide an Auxiliary aviation unit to the District. Although specialty aviation directed, 3-1 has two aviators in the land mobile mission, one of whom fulfills ferry audits, and another that regularly conducts small boat inspections. The Flotilla is fortunate in that the air station provides their facility for monthly meetings, training and allows aviators based throughout the District to fly in, rather than drive to attend AuxAir activities. During Flotilla meetings and training sessions it's not uncommon to see ten or more Auxiliary aircraft parked among Coast Guard C-130s. Understandably, Aux aviators are proud of their affiliation with the air station and their Coast Guard hosts. However because of 3-1's dedication to aviation, many Auxiliarists interested in the aviation program, but belonging to other Flotillas have not participated for two reasons First, most surface Flotillas do not provide aviation training and second, there was, and remains a belief that to become an Auxiliary aviator one must belong to 3-1; not true, the Squadron Concept is a resolution to this issue. Almost one third of the District's Aux aviators are from other Flotillas and at any one time, the Squadron is training, members and recruits throughout the District. Second, aviation is a specialty with specialty training and operational requirements beyond surface Flotillas primary boating objectives. Although it's possible to gain aviation qualifications by self study, it is more rewarding when assisted by an aviation mentor and aviation based classroom academics; stories abound of experienced pilots and non-pilots with deep aspirations of becoming an Aux aviator who simply gave up through the self-training process and left the program or even the Auxiliary.

Enter the Squadron Concept.

Credit must be given to Coast Guard Air Station San Francisco for the formation of the Squadron Concept that originated in 2006 essentially to combine the District's aviators by easing the process of communication and passage of orders. The Squadron is simply a group-email (aviation list) method of contact. It establishes unit organization that is specifically aviation oriented and provides greater control and unity for aviators from all Flotillas. The concept also establishes AuxAir as a separate structure wherein the DSO-AV and Aux aviators are in closer contact regarding Auxiliary aviation, operations and training.

All operations require orders from Air Station San Francisco and all missions issued via the aviation list, communicated weekly by the Squadron's operations officer. The Squadron Concept provided another, vital opportunity for Auxiliarists interested with entry into AuxAir which provides centralized aviation training and qualification. The Squadron Concept also provides the venue for yearly standardized refresher and aviation training and safety programs necessary to maintain proficiency and annual qualifications. To compliment the AuxAir association, the squadron holds regular dinner meetings in which air operations, mission updates, safety notices and other aviation information is conveyed.



L>R Dennis Caponigro, Brian Clift, Ron Darcey, Gene Wheeler and James Morford

Squadron 11N Training

Because aviation is a demanding activity and, because D11 aviators consistently strive for optimal efficiency, training is an important component both for routine GA (general aviation) flight, FAA requirements and the specialized dictates of Coast Guard air operations. Each year all aviators must attend one of two regularly held Safety Workshops conducted by the Squadron's Flight Safety Team. Safety

Continued next page

Workshop is a mandatory academic training syllabus held once in April at CGI and October at Air Station Sacramento. Curriculum consists of crew resource management (CRM), aeronautical decision-making, aero medical facts for flight crew, emergency procedures and a guest speaker lecture on aviation safety. Each year the Safety Team holds the annual swim test at CGI. Both the workshop and swim test are required to maintain aviation qualification. Also each Aux pilot must re-qualify each year in the standard Coast Guard (STANCHECK) in-flight review.

The Air Education Training Course (AETC) was instituted in 2006 to provide refresher and recurrent training in all operational tasking, hone mission skills and provide a standardized approach to Auxiliary aviation training and mission objectives. AETC's primary mission is to assure all aviators do things the same way. AETC is held at Air Station Sacramento and features a fellowship barbecue lunch hosted by Flotilla 3-1 on the air station's patio. AETC is not mandatory but all aviators are urged to participate.



Air Training Education Course (AETC) FI 3-1, FC Ron Clark, Briefing

District 11N AuxAir Operations

Of course the basic mission of the Auxiliary is recreational boating safety and SAR, operations that are the Squadrons primary activity but includes frequent, specialized aviation missions. To quote the Air Training Text: The efficiency of using aircraft in combination with surface craft is a responsive and cost effective way to provide the Coast Guard with a team effort. The relatively slow speed of the typical Auxiliary aircraft facility ideally suits it for searches for small vessels or debris. Light aircraft fuel consumption permits AuxAir aircraft facilities to search a given area with far less fuel consumption than that of Coast Guard aircraft. The use of Auxiliary aircraft facilities for selected search missions also conserves Coast Guard units for more hazardous or specialized missions."

AOR for the squadron is immense, covering the coast from the California/Oregon boarder south to Morro Bay, over the greater Bay Area and into the expansive labyrinth of the



L>R Brian Clift, Ron Darcey & James Morford, Individual Mentoring session

San Joaquin Valley. On any three to four-hour patrol, Aux aircraft will commonly cover upwards of 400 hundred miles or more.

While boating safety is the bottom line, AuxAir supports the DHS mission as well; port and harbor security, environmental protection, ATON verification and especially during winter months, Delta levy, the 50-mile offshore mission, and when called upon, conducting area FAM and VIP transportation. In addition to routine Auxiliary operations, AuxAir participates in the a number of specialized Coast Guard missions such as Rotary Wing Air Intercept (RWAI) training providing target aircraft and flight personnel to assist Coast Guard helo crews maintain skill level and qualification. Other missions include First Light call out and in 2007, NOAA requested Resident Orca observation and recording operations and in mid-2008, SITREP (Sighting Report) mission from Sector. More of these missions and other AuxAir operations in forthcoming in North Wind issues.

It is the intent of these articles to provide a greater insight of AuxAir operations, recruitment, training and qualification and, to welcome Auxiliarists interested in joining the AuxAir program. One of the most important operational objectives of the squadron is to facilitate a closer association with our surface



L>R Ron Saldivar & Hal Siebert

Continued next page

units in both training and operations. By Combining our resources (air, sea and land) units we can provide the most effective team in fulfilling our multi-missions. **By Ron Darcey, ADSO/MT/PA**

Although this SAR occurred four years ago, those involved believe it to be a story worth recounting.

At approximately 2120 on the night of 12 April 2004 Aircraft Commander Dennis Caponigro eased the throttles forward on his twin-engine Cessna 401 and seconds later lifted it up into a cold, dark California sky. While Caponigro busied himself with ATC, Co-Pilot John Theilen opened guard. Caponigro and company had just departed Coast Guard Air Station, McClellan Airpark in Sacramento for the short forty-minute flight back to the crew's home field in Livermore following their Flotilla 3-1 meeting.

In the cabin just behind the flight deck, Gene Wheeler and I sat quietly watching the progress of aviation candidates, David Fernandez, and David Oppenheimer as they plugged in to monitor Coast Guard radio, noted the intensity of their labors as they jotted all things required on their patrol logs. Each was on the last phase of their Air Observer qualification check list. Just as we leveled off at 3500 feet, Group (now Sector) San Francisco requested SAR assistance for a distressed pleasure craft gone missing since mid-afternoon and assumed stranded on deserted, Sherman Island that lay across channel from the City of Antioch. The crew quickly accepted the case and a few degrees heading change had the Cessna on course for the island. It was a spectacularly clear night with a bright full moon I recall looking into the darkness below wondering how we could ever find a small boat on an island without lights. There were four young men without emergency equipment; their only means of communications, a faltering cell phone.

Communications with Group and Station Rio Vista began to heat up with what scant information could be passed to us. Waiting for our arrival was a boat from Rio Vista that had been conducting the SAR for several hours repeatedly sweeping Sherman's thickly covered brush tangled shoreline with no luck. Without flares, a flashlight or even a match, there would be little chance we could locate the missing foursome.

Drawing closer to the blackened island, a communications relay was established among Station Rio Vista, the missing boaters and us. In short order it was learned that the craft and its four youthful occupants, clad only in t-shirts and shorts had been swept ashore by a strong afternoon current after losing power. They became bogged down in tall tulle grass. With temperatures falling rapidly concern of the brutally cold San Francisco Bay wind, fear of hypothermia urged all resources to make a speedy rescue.

Although communications via the cell phone was difficult, We discovered that the boaters had an automobile flare available. After a quick briefing in the aircraft, Theilen relayed instructions to the boaters to wait until the we had completed a full turn overhead before lighting the flare so the brilliance of its ignition could be easier to spot. Once over the island, Caponigro set up the GPS, went on instruments and started a gradual left turn, while Theilen called altitude, speed, and rate of bank while working communications. In the rear cabin three sets of Auxiliary eyeballs peered though the Cessna's left side plexiglass windows for sign of the flare.

Halfway into the first turn a flare was observed. Ordering all to keep their eyes glued to the flare, Caponigro eased the airplane off to set up a straight-in run for an accurate fix. As the Cessna returned over the fix, lat/long was transmitted to Rio Vista and confirmed as received correctly. We lingered only a few minutes until the surface troops had the fix and on their way for recovery: Time from request for assistance to flare ignition; 19 minutes. Relieved, Auxiliary aircraft facility Cessna 401MR turned for home after a job well done.

Several weeks later during the aviator's bi-monthly Squadron Dinner Meeting, 24 May, 2004 all crew members were presented the Coast Guard Air Station Group San Francisco Commander's Intend Award and a Bravo Zulu by Air Station Commander, Daniel Abel.

SAR Post-Script: The four young boaters had set off in the early afternoon for a warm ride in sunny Suisun Bay only to lose first their generator, then their battery. Caught by a brisk westerly wind, without paddles the boaters were quickly swept deep into dense tulle willows on Sherman Island, and then grounded by the receding tide. They were so far into the weeds it took Coast Guard personnel over five hours to complete the rescue. ©

SPECIAL ANNOUNCEMENT FROM SECTOR SAN FRANCISCO:

LCDR Lusk - Sector Command Center Chief has asked ALL members of this Auxiliary (radio operator or not) that have marine radios either in their home or vehicle to listen in whenever possible on VHF CHI6. There have been increasing numbers of FALSE MAYDAYS that have come in. Should you happen to hear the MAYDAY call contact Sector Command Center at 415-399-3530, reporting your location, signal strength of transmission.

We can really make a difference because we can narrow the search field down dramatically. Should the potential violator give a LAT/LONG or geographic location, record it. All ADSO-CMs email addresses have been updated on the Districts web site under Departments. As always, PLEASE START YOUR QUESTIONS AT THE DIVISION LEVEL FIRST. Please let the SO-CM have the first crack at helping you out. If you have no SO-CM then please feel free to contact one of my Officers. This protocol maintains the integrity of "The Chain of Management". Jeff Price, DSO-CM ®

District 11NR member assists in aftermath of HURRICANES IKE and GUSTAV

Bill Kinsey, ADSO-PB

Beth Francis of Flotilla 57 is an Emergency Medical Technician with American Medical Response, and she was deployed in that capacity to assist with medical evacuation of Hurricane Ike and Hurricane Gustav victims in Texas and Louisiana in August and September of 2008.

Receiving orders from FEMA in Atlanta on 28AUG08, Beth drove all that night to Alexandria, LA where she and her crew were assigned into teams. From then it was on to Beaumont TX for Gustav, where they got their ambulances so they could evacuate hurricane victims from homes or hospitals.

Between 28AUG and 23SEP, Beth and her team were assigned to cases and evacuations in Alexandria and Lafayette, Louisiana; San Antonio, Houston, Beaumont, Port Arthur, Port Texas, Kountze, and Galveston, Texas. They lived out of the back of an ambulance, eating MREs, with the occasional opportunity to freshen up at a Flying J shower facility.



"We so love those people" says Beth.



On the subject of the entire experience, Beth stated "For the most part I really enjoyed every part. In Port Arthur, the USCG and USCGAUX were there on the fan boats going in to places we couldn't." Bravo Zulu, Beth!



TRAINING AT 6,200 FEET

Flotillas 11-01 and 11-05 by Vic Beelik * Photos Vic Beelik & Denis Hogan

MARCH 11, 2009, a beautiful but cold morning on Lake Tahoe. The snow covered mountains surrounding the blue lake sparkle in their white cover. A lone duck sitting near shore is wondering what all the excitement is all about on this quiet morning.

Auxilliary vessel “Camie Marie” under the command of Coxswain Jack Leth, Flot. 11-01 was launched at the Cave Rock NV, launch ramp to participate in training exercise with CG vessel “CG 25579” from Station Lake Tahoe in Tahoe City CA.



“Camie Marie” owned by Bill Stolz, of Flot. 11-05, and crew DCOS 11NR Angelo Perata, Rich Kishpaugh

Flot. 11-05 drove long distances to Cave Rock at an elevation of 6,200 feet above sea level. The temperature was round 32°F, not too bad for this time of the year. Of course a 900 type survival suit is a requirement

and a warm hat and gloves are recommended.

More Photos Next Page



CG 25579 BM2 Marci & BM2 Season & “Camie Marie”

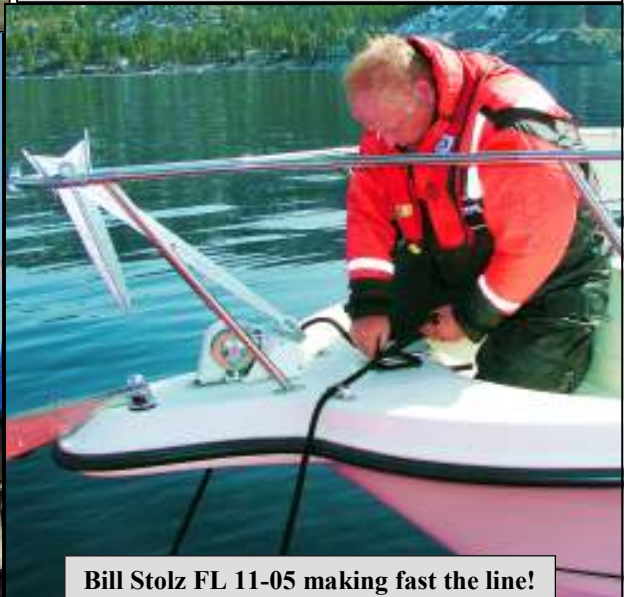
©



AUX CREW L-R BM2 Season and BM2 Macri



Crew of "Camie Marie" going through the check list



Bill Stolz FL 11-05 making fast the line!

Disaster Drill

Stephen R. Salmon, Auxiliary Sector Coordinator

On March 7, 2009, Sector San Francisco conducted a disaster drill involving Auxiliary members from throughout the District. The scenario was a severe earthquake, with both Station San Francisco and Station Golden Gate damaged, and the Golden Gate and Bay Bridges closed. Sector made four requests of the Auxiliary:

- 1) That we account for all our members;
- 2) That we supply five vessels, four to provide transportation between Yerba Buena Island and Jack London Square, and one to provide transportation between Station Golden Gate and San Francisco;
- 3) That we supply four Auxiliarists to assist with logistics on Yerba Buena Island;
- 4) That we place all land-mobile units on standby to listen for any distress calls that the Coast Guard might not hear.

Within 18 minutes of the request, all available land-mobile units (plus three fixed land stations) were on standby. Within 32 minutes, six vessels (*Silver Charm, Lifesavers, Sunrise, Maverick, Willy Willy and Melody*) were available, with the additional Auxiliarists for assistance in logistics ready to board

In the meantime, in accordance with our Incident Response Plan, I called all Division Commanders, asking them to account for their members, giving first preference to the larger divisions (with more members to call) and those closest to the presumed area of the earthquake.

There were remarkably few problems and misunderstandings, given the scale of the exercise and the number of people involved. Except for two flotillas, all had reported by 1400 that afternoon (most by 1100). Over half the members were contacted directly (746 out of 1461). In 333 other cases, a message was left; in 109 cases, there was no answer; and in 28 cases, the number used was a wrong number. In one case, the member was in distress, 911 was called, and the member was immediately transported to the local emergency room. ©

D-Train Memories



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NORTHWIND



USCG Cutter Tern, passing Alcatraz, San Francisco Bay

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

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First Class

April, 2009