

DISTRICT ELEVEN NORTHERN REGION

NORTHWIND



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)**



**Homeland
Security**

July, 2009

Contents

July 2009

← *Northwind* →

COVER: Auxiliarist David Talton (11N-01-07) and Sector San Francisco OS1 Ryan Roberts check out a pair of CG 378' high endurance cutters (Jarvis 725 in front, Rush 723 in back) from D14 who are sharing a dry dock in San Francisco, while on patrol on Auxiliary vessel "Silver Charm", June 5, 2009. The SF dry dock is the largest on the west coast of all North and South America, and the two "large" CG cutters have plenty of room to spare. *Linda Vetter* (11N-01-09)

I am pleased to welcome John Gordon to the publication team. He has an article in this issue as well as doing an excellent job as one of our proofreaders, a difficult and time consuming undertaking anytime — get you articles and photos early!
George C. Knies, DSO-PB

- 2 Editorials, Contents, Notices, and Masthead
- 3 ARCO-P / IPDCO Report
- 3-5 DCO and DCAPT Reports
- 5 Law Log by *Ronald E Walker, ADSO-LP*
- 6-7 Twenty Thousand Leagues Under the Sea by *Vic Beelik, ADSO-OP/APC*
- 8 Bumpy Roads Sometimes by *John Gordon, ADSO-PB*
- 9 USCG Members, Training State Rangers by *Mart Gardner, Div 7*
- 10 Division 1's OPTREX by *Steve Salmon, Ops. Div 1*
- 10 On-the-Water Support to Sector, *Steve Salmon, Aux. Sector Coordinator*
- 11 Open House Station Bodega Bay May 23rd by *Sheril & Tom Maxson*
- 11 Booze and Boating, Baad!!! by *George C. Knies, DSO-PB*
- 12 Flotilla 8-11 Boating Safety Week by *Anita Farnholtz, ADSO-OP/PWC*
- 12 Operations Corner by *Commodore Gail Ramsey, DSO-OPS*
- 13 Coast Guard Wins Armed Forces Cup (Sailing) by *PA3 Erik Swanson*
- 13-14 Memorial Day 2009 by *Shirl & Tom Maxson, FL-55*
- 14-15 Operation Delta Blitz by *Bill Kinsey, ADSO-PB*
- 15-16 Infamous Floating Alcatraz Story by *Gary Mull (circa 1990)*
- 17 Tall Ship Port Visit (Cuauhtemoc) by *George C. Knies, DSO-PB*
- 18-19 AuxAir QualS., Training and Flying by *Ron Darcey, ADSO-AV/PAT*
- Labor Day Transport / Communications Watch-standers at Patrol Boat Stations, *Steve Salmon Aux. Sector Coordinator*
- 19 Recent U.S. Coast Guard Notice in the Federal Registry
- 20 Coast Guard Auxiliary is 70 Years Old, *Thomas Nunes, Chief PA Dept.*

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Prior to submitting an article please have a second party proofread it. Prior to publication your article as it will appear in the Northwind will be made available for your approval.

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"
geoknies@att.net

2009 EDITION DEADLINES
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Editor in Chief
George C. Knies, DSO-PB

Deputy Editor
Bill Kinsey, ADSO-PB

Design and Production
George C. Knies

Web Master
Irene A. Wetzel, DSO-CS
Web: d11nuscgaux.info/
Northwind/index.html

Photographers this issue

Lee Beelik
Anita Farnholtz
Bill Kinsey
George Knies
Sheril & Tom Maxson
Harry McBain
Erik Swanson
Dave Talton

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

Proofreaders
Bill Kinsey
John Gordon

NORTHWIND
Commander (dpa-n)
U.S.C.G. Coast Guard
Island Bldg. 50-2
Alameda, CA 94501-5100

EDITOR: George C. Knies
TEL: (925) 939-0230



Victor J. Connell, ARCO-P / IPDCO

On June 1, 2009 located on Coast Guard Island, Alameda, CA, the FORCE READINESS COMMAND (FORCECOM) was commissioned as the first CG Command that oversees all individual and asset-level training in the CG's 220-year history.

FORCECOM is yet another step toward the Commandant of the Coast Guard ADM Thad Allen's revolutionary vision of the Coast Guard in the 21st century. In its current form, FORCECOM is still a part of the Pacific Area Command, and is charged with the current and future readiness of the CG's workforce – Active Duty, Reserve, Auxiliary, Civilian and Contractor to ensure all will be ready when called to execute their missions.

However, as envisioned when fully implemented, there will no longer be two CG Area Commands - Atlantic and Pacific, each with its own Tactics, Techniques and Procedures (TTP), but for the first time one command that is solely responsible for all aspects of national operational readiness and training. By training to a unified national standard, the CG will be able to take any boat, aircraft, or crew and be ready to get underway performing their assignment anywhere in the nation knowing exactly what to do and what is expected of them.

The CG Auxiliary will continue with our own reorganization efforts to align with FORCECOM in the coming months. We will also be reviewing how best to be ready to conduct our missions effectively and efficiently toward our goals to help keep America's waterways safe and to perform our recreational boating safety mission.

The Commandant and our National Commodore will soon be changing our Auxiliary National Elected and Appointed staff administrative structure to align with many of the CG Modernization efforts. One of the many elements of FORCECOM which will affect many Auxiliarists will be GMT or "General Mandated Training". GMT will require Auxiliarists who are participating in certain mission sets to take and pass online training courses, in many sensitive areas such as sexual harassment prevention, internet security, information security, privacy security, and influenza awareness procedures.

As the Auxiliary strives to work out what "readiness" really means to our organization for the future, and how we will best align ourselves to support CG readiness requirements, one thing is for sure: "change" is the mantra for the CG's future. The increasing diversity of our missions and the complexity of today's maritime environment have created an ongoing challenge to stay *Semper Paratus*.



Michael L. Williams, DCO

Call for Service

With the July publication of the Northwind we are in the busiest time of our boating season. Many of our members have been active in safety patrol activity, and vessel examination stations during two major holiday periods. North American Safe Boating Week activities followed by Memorial Day and then the Fourth of July celebration mark the half-way point of our busy season. We all look forward to the Labor Day wrap up.

Continued next page ►

As we approach the end of the boating season it is time to consider our organization structure and the leadership positions that must be filled. August begins the election cycle. Elections for our Auxiliary National leaders will be conducted in 2010 or every other year. This year the District will hold an election for three District Captains. The election will be conducted at our District Board and Staff meeting 12 September. Division elections will soon follow and Flotilla elections will occur before December.

I encourage each member of the Auxiliary to seek out and support qualified members to serve as your leaders. Our support does not end at the night of the election but rather extends during the period of their tenure. The accomplishments of our Flotilla, Division or District are directly related to the support we provide to our unit's leadership team.

The future and strength of the Auxiliary resides in hands of our Flotilla members. I urge all new and seasoned members to prepare to assume leadership responsibilities. Discuss with your mentor or Flotilla leadership team the administrative requirement to serve. We really need members to step up and stand for election. It is important for members who have great talent and ability to answer this call for service to our Auxiliary. Without great leadership we cannot accomplish the missions we have been given.

I want to thank and recognize our elected leaders at the Flotilla, Division and District levels for their great support and accomplishments this year. We have been indeed fortunate to have a most highly professional District Staff that continues to work diligently to provide the highest level of support and expertise to their Division counterparts.

The Division Captains, our Chief of Staff and I with me look forward to attending your Division elections this fall. Thanks again for your service. ©



Robert W. Hendry, DCAPT

National Safe boating Week

HIGHLIGHTS

National Safe Boating Week activities were concluded on the weekend of May 31. The final report will be forthcoming soon. After a final review with Sector, all training, policy applications and assignment to duty issues have been satisfied for Marine Safety – Observation Missions. Initial orders have been prepared and distributed. The Delta Task Team, under the leadership of Bill Kinsey, is functioning.

DETAIL

All Divisions have had considerable activity leading up to, including and in the weekend following National Safe Boating Week. Congratulations on a job well done to the Divisions and members is in order. Jerry McAlwee and Bill Kinsey are in the process of finalizing the final report which will be published soon.

The Marine Safety – Observation Mission program has been a high priority with Sector. The first set of orders have now been issued to those who have satisfied training requirements. The Delta Task Team is supporting CG activities in the Delta area to help reduce accidents and injuries this summer.

PERSONAL GOALS

1. Support Divisions with National Safe Boating Week Events
2. Assist Divisions in launching major campaigns promoting America's Waterway Watch program
3. Attend two meetings and one event for each Division assigned
4. Assist fellow EXCOM members and perform tasks with professionalism and goodwill. ©



Can a flotilla own a boat and a trailer? This has been a recurring question for our legal staff in the last few years. The answer is "Yes, but you must follow Coast Guard Auxiliary procedures." The references below should be on your "must read" list, and when you have reviewed and decided how you can meet their requirements you should review your plans with your elected leaders and DSO-LP before proceeding.

AICoast 600/05 (December 2005) Change to Auxiliary Administrative Policies (<http://list.cgaux1sr.org/pipermail/1sr-l/2005-December/000208.html>) lays out the present basic rules applicable to units related to owning boats and trailers and accepting donations to meet expenses of ownership.

- (1) Auxiliary units may own boats and trailers suitable for and used exclusively in member training, operations, public education and other authorized Auxiliary missions and activities. Private use of unit-owned boats and trailers by Auxiliarists is not permitted under any circumstances. Strict compliance with this restriction is essential for the CoastGuard to accept liability for the operation of the vessel as a public vessel.
- (2) Unless the Auxiliary unit is capable of self-insuring or accepts the risk of complete loss, the unit must obtain a property damage policy from a private insurer to cover replacement cost or damage to the boat and trailer. The DSO-LP must review and approve this insurance.
- (3) The unit may accept offers of free use of physical space and advertising and other services related to ownership from public or governmental organizations such as schools and military bases. The senior elected officer of the unit should appropriately acknowledge and thank the potential donor upon receipt of such an offer whether or not it is accepted..
- (4) Similar offers from "semi-public" organizations (such as churches, homeowners associations and volunteer organizations), local commercial businesses (such as restaurants and retail stores) and private individuals or organizations require a prohibited source determination. This determination is described in Appendix E of the *Auxiliary Manual*. The senior elected officer of the unit must appropriately acknowledge and thank the potential donor upon receipt of such an offer, including an explanation that the offer must be reviewed before it can be accepted. The DCO and DSO-LP should be alerted to review such offers of donations promptly.
- (5) Fund-raising efforts and contracts in support of ownership expenses must be reviewed by the DSO-LP in consultation with the District Commodore and Director of Auxiliary. In addition to the legal steps necessary to acquire a boat, this guidance suggests the need to have a financial plan for expenses

of ownership by spelling out the need for supporting physical facilities, insurance and fund-raising in connection with ownership. The costs of these items should be estimated realistically and provided to the unit's budget committee, for inclusion in the unit budget.

ANSC Form 7003, Facility Inspection and Offer of Use (<http://forms.cgaux.org/archive/a7003f.pdf>), includes the vessel examination checklist and instructions regarding procedures required to accept a vessel as an operational facility. A preliminary review by a vessel examiner can pinpoint the upgrades needed to qualify, and then the equipment and installation costs can be estimated professionally and provided to the unit's budget committee. If your plans include a trailer, you also need **ANSC Form 7065, Vehicle Facility Offer for Use** (<http://forms.cgaux.org/archive/a7065f.pdf>), to be executed by the owner of each vehicle and the drivers used to trailer the boat. The vehicle owner should verify that the tow hitch is adequate for the gross weight of boat and trailer and that the vehicle is insured to the required limits for towing them.

Auxiliary Manual Chapter 5, Section H Solicitations, Gifts and Donations, and Appendix E, Prohibited Source Determination and Analysis

<http://fellowship.d11nuscgaux.info/AUXmanualAuxManApdxE.pdf>

[http://fellowship.d11nuscgaux.info/AUXmanual/\(AuxManCh05.pdf](http://fellowship.d11nuscgaux.info/AUXmanual/(AuxManCh05.pdf)

spell out the legal details of accepting donations for expenses of acquisition and maintenance. If services are involved, the fair market value must be determined. There are dollar-value limitations on the amounts and sources of donations that can be accepted and the manner in which they can be accepted. In general, the relevant dollar amounts are: up to \$2500, which can be accepted by the DCO after review; \$2500 to \$5000 which can be accepted by the District Commander after a prohibited source review as described in Appendix E; and over \$5000, which can be accepted as authorized by the Commandant. While cash gifts in these amounts may not be expected, the market value of donations of property (such as the boat and trailer) and services might easily exceed these amounts.

Understanding and planning how you will meet these requirements before you commit to acquiring a boat for your flotilla will be big timesaver when you go to your DCO and DSO-LP. Having your own flotilla unit facility should be quite a draw for recruiting and a useful adjunct to training. Imagine a cadre dedicated to keeping your SAR vessel in tip-top condition and appearance, just like the Gold Side -- not to mention always having a facility available. Just understand the applicable procedures going in and don't run aground in legal shoal waters. ©

TWENTYTHOUSAND LEAGUES UNDER THE SEA...

Vic Beelik, ADSO-OP/APC

No... this is not the science fiction tale that Jules Verne wrote in 1870... it is a new adventure that the Undersea Voyager Project under the leadership of Scott Cassel CEO of the project and William Kohnen, President/CEO of SEAmagine Hydrospace Corporation the designer and builder of the sub, based in Claremont, CA, is undertaking to explore the depths of our water covered world.



William Kohnen received his Masters degree in Electrical Engineering at McGill University in Montreal Canada. He became interested in underwater exploration and formed his company where he and his team proceeded to build a series of unique underwater exploration vessels. The Undersea Voyager project, managed by Scott Cassell, is embarking on a five-year expedition to study the Earth's oceans.

Prior to their around-the-world exploration voyage, the team



is making their highly anticipated stop in South Lake Tahoe, with the intention to dive the blue depths of Tahoe down to 150 to 200 feet during the month of May.

The Undersea Voyager Project (UVP) is utilizing a submarine and a remotely operated vehicle to conduct experiments in Lake Tahoe. The project is supported by scientists from the University of CA, Davis, University of Nevada in Reno and the University of CA Scripps Institute of Oceanography in La Jolla CA.

The submarine to be used in Tahoe is a two person submersible craft. Unlike the old fashioned submarines, where flooding of ballast tanks helped to submerge the craft, this submarine operates, as Mr. Kohnen put it, more like an underwater helicopter. The craft has a positive flotation at all times. A vertical propeller positioned in the centre of the craft actually pushes water upward forcing the craft to submerge maintaining a desired depth. Slowing the vertical prop lets the



craft rise. In case of a power failure, the craft, due to the positive flotation, will surface automatically. Lateral motion and maneuverability is accomplished by two separate battery powered motors.

The pilot and observer are housed in a two inch thick plastic transparent spherical housing which opens as a hemisphere. The special molding technique used to fabricate the sphere was developed by W. Kohnens firm.

Continued next page ►

Air supply, at normal atmospheric pressure, is constantly refreshed by a scrubber that removes the exhaled carbon dioxide, and the resulting nitrogen is constantly mixed with fresh oxygen. The sub is designed to stay submerged for as long as eight hours. A bright, state of the art, LED light cluster is used to illuminate the surroundings as needed. Navigation of the craft is aided by “forward looking” sonar that can detect even small obstacles. Of course the craft has a magnetic compass and sonar communication with appropriate surface vessels.

The crew is planning to transect Lake Tahoe, evaluating three tsunami-producing fault lines underneath the lake. The team will also study animal and plant life, explore historic shipwrecks and perform water quality evaluation.



Sonar images show very few indications, if any that these faults have been explored. The submarine will stream live, high-definition video and images of the pilot, crew and underwater findings, along with communication to the support boat, sharing their observations via live broadcast and gathering footage for a documentary. (Look for it on Google Ocean)



UVP will also visit Lake Tahoe's adjacent Fallen Leaf Lake, to explore an ancient submerged forest. Several dozen trees, whose carbon dating shows the majority of trees being approximately 1,000 years old, with several trees being much older.

Utilizing a manned submarine, a remotely operated vehicle and a volunteer dive team, UVP will conduct experiments down to 1,600 feet below Lake Tahoe's surface. These procedures will serve as training for crew, prior to their 27,000 mile circumnavigation of the world's oceans, in addition to gathering vital information about the lake to share with the local community and beyond.

UVP headquarters will be based out of South Lake Tahoe for the month of May, 2009 while captain and crew conduct dive projects and report on findings.

The Coast Guard Station and the Coast Guard Auxiliary Sierra Division have responded positively to the project. The CG Safe Boat with a crew of four and the Auxiliary vessel “Yule Tide” under the command of Coxswain Jack Leth, with Dee Dee Kicade and Tom Henderson as crew, are serving as patrol vessels and are ready to help in case of an emergency



SEMPER PARATUS ©

Bumpy Roads Sometimes,

Even in a Maritime Outfit

John Gordon, *ADSO-PB*

The Auxiliary is a tremendous organization, energetically supporting the U.S. Coast Guard's missions and serving the boating public directly. Whether providing safe-boating training, examining vessels, facilitating communication, or assisting boaters in need, the Auxiliary is an effective community resource at a bargain price. I am very proud to be a small part of those efforts. Like any large, complex organization, however; the Auxiliary has its unique challenges. The purpose here is not to overemphasize those challenges; rather, the objective is to acknowledge them and focus on practices and solutions that optimize our collective performance.

Most obvious and significant, the Auxiliary is an organization of volunteers. In every large enterprise, establishing and accomplishing goals are complicated, multi-layered processes. Like big companies, the Auxiliary has a sound structure and established communication channels.

Unlike paying companies, however, Auxiliarists are not recruited specifically for their skills. Instead, interested persons exhibiting a broad range of experience and qualifications are welcomed into our ranks.

These community-minded individuals willing to donate their time and capabilities are the critical caulk that fills the yawning gaps between government programs and commercial services. Our communities and our country could not function fully without the efforts of volunteers, and, as we know, in the Auxiliary, members can select among dozens of ways in which to contribute—a self-matching of skills to needs—and they decide how much time they donate. It is a brilliant arrangement.

Though all reasons for joining the Auxiliary are legitimate and honorable, not everyone volunteers for the same reasons. For some, the Auxiliary is a high priority in their lives. They join to be active, and participate in core Aux' activities. Some join to participate if and when time permits. Others join to attend meetings and offer input, without taking on formal, ongoing duties. Still others join to be a part of the group, but they are rarely seen. A few join because they like the uniform. For sure, there are many more membership variations than these.

These differing member "roles" and interests make meeting organizational objectives more challenging. Put another way, because the members determine in what *numbers* and in what *areas* they will contribute, goals that are simply thrust upon them will not be met. Unlike the corporate world, compensation and promotions are unavailable as motivators or behavior modifiers, as are formal performance evaluations and, heaven forbid, threats of demotion or termination. These realities clearly define our "workforce" and our culture, and the vast majority of Auxiliary leaders understand this.

Yet, in my Auxiliary experiences from Florida to California, I have occasionally seen elected officers who perceive that their Auxiliary assignments anoint them with *authority*. (Unfortunately, the attractive and official-looking Auxiliary uniform sometimes contributes to this self-perception). Accordingly, they try to control and direct members by lecturing, pressuring, dictating, even threatening. Fortunately these approaches are rare, but they are as instructive as they are overstating

In the Auxiliary, the only performance feedback and "compensation" tools are recognition, often in the form of group acknowledgement, certificates and, when appropriate, citations and ribbons. For most, however, the internal "psychic rewards" associated with contributing to a worthy outcome are the paychecks. An overbearing leadership style can easily diminish this feeling of individual satisfaction and ultimately lead to reduced performance or member involvement.

Aside from temporary, operations-related activities, the only authority in the Auxiliary is that which is granted by other Auxiliarists, regardless of the number of stripes on their shoulder boards. *Leadership* in this volunteer organization—an enterprise with fewer structured motivational tools—comes down to:

Collaboration – asking for input, considering all inputs, seeking consensus.

Flexibility – accepting and respecting the variety in levels of member participation; encouraging involvement without seeking to punish passivity or point out performance shortfalls, unless there is significant damage to the unit or a blatant violation of policy. (Then, providing such feedback should be done privately.)

Recognition – spreading sincere, specific praise for work done well.

Model Behavior – pitching in when a need arises, treating all with dignity and respect, keeping the "good of the organization" above one's own needs.

Perspective – repeating the mantra: "*We are all volunteers, doing what we can.*" Repeating it again...and again. As a work colleague used to say when under stress, "*This management stuff isn't all it is cracked up to be,*" inferring that directing the work of others was supposed to be glorious and fun. There is some truth in his words; leading others can be gritty, complicated work. However, by understanding the desires of the group members, appreciating the overall culture of the organization, and by applying a leadership style consistent with those, a leader can have tremendous impact and experience significant satisfaction from the group's accomplishments.

©

John Gordon is a retired Fortune 500 human resources executive,

U.S. Coast Guard Auxiliary Members, Train State Rangers

Mart Gardner, Div. 7

Each year the U.S. Coast Guard Auxiliary, and the State of Utah Department of Natural Resources does something totally unique to the daily routine found in either organization. It all starts months in advance, about January, when the lakes are solid with ice and daytime highs stretch to reach 30 degrees. That is when the two get together and start plans to hold a training event known as "Ranger Training".

Now I'm not talking about a on-day event or even a single weekend event, this Ranger Training will take place on two bodies of water some 500 miles apart, in two States, made up of a total of five days, over a four to five week period. The training will run the gauntlet of weather conditions from cold windblown snow, to hot sunny days, all in the name of training. Much like the U.S. Coast Guard this training goes on no matter what the weather Last April on the second day of training, the night Search and Rescue (SAR) had a full moon, calm waters, little wind, with mild temps. Afterwards one of the Rangers said "to bad it was so nice we really missed the bad weather. We missed the real challenge this year."

it can go from glass to six foot waves with little or no warning. Now add darkness and city lights, and you have a real challenge to find your way back to the harbor at night, let alone trying to find someone in the water. For example, this year as four Ranger boats worked to find targets on the water, they would turn on the red and blue lights just to spot each other. No help, the high power red and blue lights just mixed into the lights of the shoreline cities and disappeared. Looking for someone in the water is like trying to pick up your car keys at night while standing in front of the car with the head lights on bright; night vision....no way!



Members of Division Seven took on the role of instructors for Utah's Ranger Training. Teaching such things as search patterns, radar use, and charting with a little Team Coordination Training known as TCT and Boating Skills tossed in for good measure. After the class room training, the Auxiliaist divide-up and go out on the State boats as observers to see how the Rangers put their skills to use. ©



The focus is on the Utah Department of Natural Resources Rangers, and the skills used by the U.S. Coast Guard Auxiliary, developed by the U.S. Coast Guard. It's the time-proven boating SAR skills that bring these two together each year. The State of Utah holds this yearly training to insure their Rangers have the best possible training. Most often the Ranger is alone on the water when the call comes in for help. The skills learned during Ranger Training help save lives when it is just one Ranger, and a lost boat, in the dark, far from the nearest city.

The first part of the training takes place on Utah Lake in April. Besides the weather in Utah, just coming out of winter, you have a very large lake, 12 feet or less in depth that can turn bad in minutes. Each year this lake takes a number of lives as



First training day 20 kt. Winds and Rain

“Don’t worry,” an old salt told me. “It never rains on the first day of the Vallejo Race.”

But it did, and it was also the first day of Division One’s Operational Training Exercise (OPTREX). Despite the rain (and the Vallejo Race’s committee boat blocking the dock), however, members came anyway. A total of 44 Auxiliarists attended one or both days of the event, held at the Berkeley Yacht Club on May 2-3, 2009.

For on-the-water activities, we had *Outrage* from Flotilla 12, *Manatee* and *Woodstar* from Flotilla 14, *Farallon* from Flotilla 17, and *Silver Charm* from Flotilla 19. Thanks to their coxswains and crews (and qualification examiners Mark McLaughlin, Eric Jacobsen and Margaret Wall), we successfully completed requalification check rides for four coxswains (Linda Vetter, Terry Blanchard, Cheryl Warner and Sue Fry) and three crew (Richard Celia, Ray Freedell and Vera Laintz). Another coxswain (Dave Talton) also finished his initial qualification. In addition to performing as platforms for the check rides, *Outrage*, *Farallon* and *Manatee* also provided on-the-water boat crew training and practice for numerous other Auxiliarists in attendance.



On shore, six members started Saturday’s activities by demonstrating or practicing their marlinespike skills, and then did some navigation practice, including the plotting of search patterns. On Saturday afternoon, Bob Hendry conducted the 2009 Operations Workshop, followed by the annual TCT (Team Coordination Training) workshop. Carol Paz then gave a seminar on communications protocol and the new TCO (Telecommunications Operator) qualification.

That evening, Jim Fisher demonstrated another important skill: barbecuing! We had excellent barbecue chicken and hamburgers, with all the trimmings, and a chocolate cake for dessert. CDR Chareonsuphiphat (Director of the Auxiliary) and his family joined us for the fun. This wasn’t the only meal provided; the Division “bridge” (DVCDR Simone Adair, assisted by DCDR Mary Kirkwood) served us breakfast and lunch on both days as well!

On Sunday, while the on-the-water activities continued, Bob Hendry, Rick Saber and Bart Rugo set up the life jacket display and the literature table (in the rain!) as part of our contribution to the Berkeley Yacht Club’s Safety Day. Members also provided free Vessel Safety Checks. Inside the clubhouse, Auxiliarists and BYC members attended an excellent seminar on man-overboard procedures and hypothermia, followed that afternoon by a four-hour class in CPR, conducted by Auxiliarists Dave Naumann and Rita Gormley from Division Four.

Thanks are due to the Berkeley Yacht Club for the use of their facilities, and to all the members who attended and helped. It was a productive weekend, with some good fellowship as well! **Photo by Michael Mattis** ©

On-the-Water Support to Sector

CAPT Gugg and other Sector officers have expressed great appreciation to the seven vessels (*Chamaeleon*, *Lifesavers*, *Manatee*, *Melody*, *Search Engine*, *Silver Charm*, and *Sunrise*) that provided on-the-water support during the annual Blessing of the Fleet and Opening Day on the Bay. They have also commended the efforts of the seven vessels (*Bella Luna*, *Chamaeleon*, *Footloose*, *Lifesavers*, *Silver Charm*, *Spending 3.2* and *Sunrise*) participating, a few days earlier, in a multi-agency test of equipment designed to detect radiation sources aboard a small vessel. To quote from the patrol commander’s report, “The Auxiliary units ... performed flawlessly, remaining flexible and open to change throughout the exercise. ...Facilitators also praised the Auxiliary efforts and stated that the exercise could not have succeeded without their prodigious support.”

Stephen R. Salmon, Auxiliary Sector Coordinator

OPEN HOUSE – STATION BODEGA BAY May 23, 2009

Shirl and Tom Maxson Photos by Shirl Maxson

Over 550 people attended the event at Coast Guard Station Bodega Bay this year. Cool weather with just a hint of fog made for a pleasant day at Doran Beach on the Pacific Coast about 60 nm north of the Golden Gate.



Helo 6555 Ready to Lift Off

Coast Guard Helo 6555 and Sonoma County Sheriff's Helo flew in for tours.

The Station's two 47 ft. Motor Life Boats and a 25 ft. Safeboat were open to viewing as was the 87 ft. Coast Guard Cutter Sockeye. The Bodega Bay Fire Dept. displayed 2 engines and their 1st Responder Unit. Station personnel demonstrated heaving line, dewatering, fancy knot tying, fire fighting and plug and patch skills.

Flotilla 0505 and the Commercial Fishing Vessel Coordinator Manny Ramirez handed out Safe Boating information. This was a terrific conclusion to National Safe Boating Week! ©

BM3 McCullough, FN Haskill at "Plug and Patch" Demo



Manny Ramirez

Boaters are reminded of the dangers of drinking and boating. Make good judgments; the consumption of alcohol negatively affects the ability of the operator and passengers to respond in case of an emergency on the water. The effects of sun, wind, waves and a boat's motion in the water can add to an operator's impairment. Intoxicated boaters can face both federal and state charges with penalties of up to one year in prison and \$100,000 in fines. *George C. Knies, DSO-PB*



Booze and Boating Baad!!!

Flotilla 8-11 Boating Safety Week

Here is a collection of Flotilla 8-11 boating safety week photos. They visited just about every school in the County; kindergarten through third grades, to talk about being safe on and near the water. They also accomplished 17 vessel exams and distributed free life jackets.

Photos by Anita Farnholtz, ADSO-OP/PWC ©



Jill Munger and Dee Dee McDonald teaching international sign of distress,



Charlie Kresa showing off the 25 ft. rescue boat,

HOW DO I TAKE GUESTS ON BOARD MY FACILITY? Print the Liability and Release Form on the “Forms and Download” page of the following link <http://ops.d11nuscgaux.info/opsforms/LiaRelRev.pdf>. Fill it out completely, scan and email or fax it to ENS Marcus Brown (for Sector San Francisco) with a cover sheet to his attention at Marcus.W.Brown@uscg.mil or Fax# (415) 399-3554. ENS Brown will sign and return it to you. Contact info for Group Humboldt will be forthcoming. Note: This is a change in procedure and DIRAUX is no longer involved. Include the form when you submit your 5132 reimbursement claim.

SEW-ON COXSWAINS DEVICE There has been much controversy about the color of the “sew on” Coxswain device. The question was asked to the National level and the response is the color should be “gold”. I realize that many have the “silver” color sew-on device, and you may continue wearing it until no longer serviceable then you should change to the correct color. ***Commodore Gail Ramsey, DSO-OP***

Coast Guard wins American Armed Forces Cup

ALAMEDA, Calif. – (Left to right) Ltjg Ryan Hawn, an MH-65 Dolphin helicopter pilot from Coast Guard Air Station San Francisco, Lt. j.g. Christiana Hawn, the assistant patrol boat manager from the Eleventh District, Lt. j.g. Jesse Stewart, of Contingency Planning and Force Readiness at the Eleventh District and Bryan Chavez, a sailing instructor at Club Nautique, compete in a sailing race May 27, 2009. In appreciation of the men and women in the Armed Forces, Club Nautique, a sailing school in Alameda, invited the Navy, Army, Air Force, Marines, and the Coast Guard to compete head-to-head in a series of sailboat races for the American Armed Forces Cup trophy. After competing in five races, the Coast Guard took first place, winning the trophy. (Coast Guard photo/PA3 Erik Swanson) ©



MEMORIAL DAY 2009 *Shirl and Tom Maxson. Flotilla 55*

Members of Auxiliary Flotilla 55 joined active duty personnel from Coast Guard Station Bodega Bay in April to tidy up Historic Life-Saving Ranch Cemetery in Pt. Reyes National Park. The cemetery is located on the west side of the road that leads to the USCG PacCom (Pacific Communication Antenna Farm) off Sir Francis Drake Blvd. approxi-



Left to right: Chaplain Smothers of TRACEN Petaluma BMCS Gagnon, OINC at CG Station Bodega Bay, BMC Watson, XPO at CG Station Bodega Bay, BM1 Armstrong, CG Station Bodega Bay, BMC Wedge, CG Station Bodega Bay, Student from TRACEN

mately 11 miles from the Bear Valley Visitor Center.

Tidying up involved removing weeds, some being stinging nettles, then a truckload of wood chips were spread on the path between the G Ranch family plot and the Lifesaving Service plot. The owner who felt these 4 men deserved a fitting-resting site donated the land in the early 1800's. Later a 5th man was interred in front of the four, but it is not known if he served at the Drakes Bay Lifeboat Station of Fort Point further to the south.



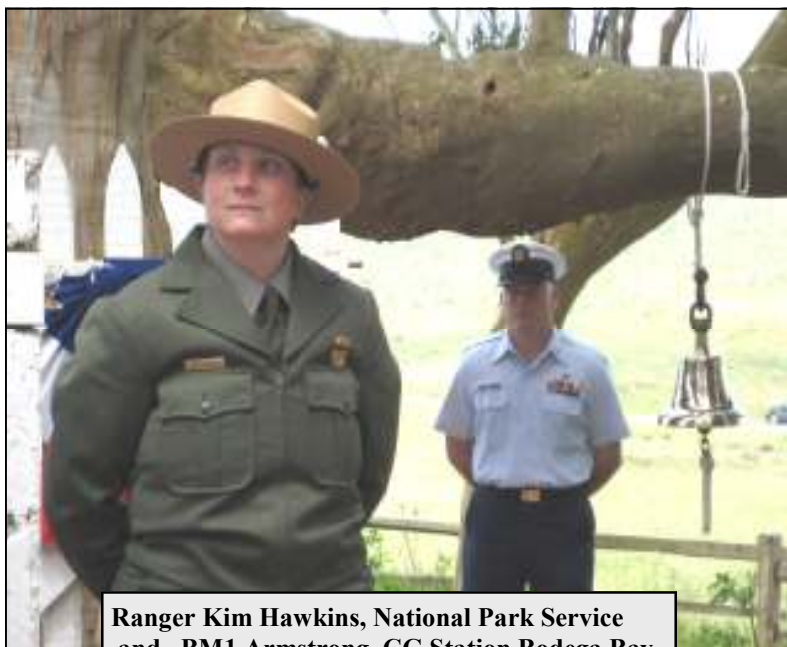
Display describing the Life Boat Station and activities circa 1800 Prepared for the Memorial Day Service by Station Bodeg Bay

Continued next page ►

His grave represents the "Unknown Guardian of the Coast.

To celebrate Memorial Day Coast Guard members from Two Rock Training Center (TRACEN) in Petaluma, Coast Guard Station Bodega Bay and Auxiliarists from Flotillas 51 and 55 attended a formal ceremony honoring the fallen men. A cool pleasant wind moved through the Eucalyptus trees that shade the graves providing a peaceful background for the speakers.

Kim Hawkins, from the National Park Service, gave a moving historical background describing the duties and the equipment at the Life Saving Station and of the four known members who lay here. Senior Chief Gagnon, OINC of Coast Guard Station Bodega Bay, spoke of changes from those early days to today. To conclude, Chaplain Smothers, from TRACEN, gave a moving prayer and as the name of each man was called out, BM1 Armstrong of CG Station Bodega Bay tolled the bell.



Ranger Kim Hawkins, National Park Service and BM1 Armstrong, CG Station Bodega Bay

Refreshments were served at the site of the former Lifeboat Station, now a museum at Drakes Bay. ©

OPERATION DELTA BLITZ

Bill Kinsey, ADSO-PB Photo credits: PA3 Erik Swanson USCG

On 30-31 MAY 09, U.S. Coast Guard Station Rio Vista along with other USCG personnel and assets, Coast Guard Auxiliary vessel examiners and shoreside support personnel, and law enforcement officials from Contra Costa, Solano, San Joaquin and Sacramento counties, conducted a two-day recreational boating safety/law enforcement operation in the San Joaquin River area of the Delta, near Discovery Bay and Orwood Tract, 30-31MAY09. The California Department of Fish & Game, the California Highway Patrol and



Suisun Police Department also participated in the event. Vessel Safety Check stations were established at Discovery Bay and Orwood Resort, and 55 VSCs were conducted over

the two-day period. Vessel Examiners included Marty Crowingshield, Georgie Scheuerman, Rick Scheuerman (all of FL 12 -91), Jim Goff SO-VE 3, and Steve Cramer, Linda McCarty, Chuck McCarty, Nedla Powers, Randy Powers (all of FL 53).



Assisting with communications for the operation and standing the comms watch for the entire event, were Jeff Price DSO-CM 11NR and Mike Nolan of FL 15.

Known as a haven for thousands of California boaters annually, the Delta Region is considered one of the state's "hot spots" in terms of water recreation, according to the California Department of Boating and Waterways.

Law enforcement activities for the operation, with which Auxiliary personnel were not involved, resulted in the contacting of 136 vessels, 84 vessel boardings, and issuance of 56 citations.

Coast Guard boating statistics show that the overall number of boating-related deaths in recent years fell in California; however, the number of boating accidents has grown. The most common causes of boating accidents include intoxication, careless or reckless operation, passenger behavior and excessive speed. ©



The Infamous Floating Alcatraz story written by Gary Mull in 1990
(Over the years I have been asked about a fabled article relating to "Floating Alcatraz") well here it is!..... George C. Knies, DSO-PB

Here now is the story the true story, of Alcatraz. In the early 1700s, when the Spanish first began exploring what is now Northern California, they came upon San Francisco Bay and were stunned by its beauty and obvious advantages as a safe harbor as tourists are still stunned today. That it would make a fabulous harbor for a settlement was clear even at first glance. A small Spanish settlement was begun, and western civilization had come to San Francisco Bay.

Father Junipero Serra and others began preaching their wares and the settlement prospered. The Spanish were concerned about protecting their settlements and trading posts, and began looking around for a suitable place to install a small garrison. A large promontory in the area that is now Baker Beach was selected as the best place to build a fort to protect the entrance to the Bay.

For a number of years, a garrison which varied from a little over 50 to well over 600 men manned the fort on that promontory, guarding the Bay against unwanted incursions.

It was in the great storm of 1772 that the

Spanish discovered that the promontory on which they had built their fort was not attached to the mainland, but actually seemed to be what is called now in geological circles a floating island. In fact, they had built their fort on what apparently was a large pumice plug, blown loose at some time from a volcano in some gigantic eruption. There are theories that the volcano in question is Mount Rainier, which was certainly far more active in prehistoric times than it is today. Pumice, as everyone knows, is a fairly light, very porous rock having a density of just about 58 pounds per cubic foot, or a little more than 10 percent lighter than seawater. In other words, this stone can actually float, as is usually demonstrated in high school physics class. In fact, as it turns out, what we call Alcatraz Island is not an island at all, but a very large hunk of some prehistoric eruption which is composed mainly of pumice at its core but, of course, with crusts of heavier igneous rocks in its shell. It isn't as buoyant as a ping-pong ball, but it is buoyant enough, as the Spaniards discovered in the 1772 storm, when the waves washed what we now call Alcatraz Island off the beach and moved it farther east, even closer to the Bay entrance.

Luckily, for some reason, it seems fairly sta-

ble in its present "upright" position, and the Spanish fort was not damaged, although the garrison was pretty shaken psychologically to find themselves winding up six miles further east at the end of the storm.

In those days, of course, science was a good deal less highly developed than it is now, and the Spanish saw this as an omen warning them that the way they were treating the native inhabitants of the area was not in keeping with the Christian beliefs they espoused and many students of the social sciences and the history of that time are convinced that this gave rise to the incredible efforts to treat the natives more kindly by establishing missions and churches up and down the coast for their education and betterment. In any case, the Spanish fort and garrison stayed in that location for a long while, as can be seen in the very well known mural at Mission Isabella which shows the fort in that location and, of course, shows no island where we now have Alcatraz. When I first visited Mission Isabella and looked at the mural, for a long while I couldn't figure out what looked so odd about it. Of course, the City of San Francisco with the built up skyline, Coit Tower, the Pyramid, and the Golden Gate Bridge are not there, and it is interesting to see a view of the area when

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there was nothing but hills, grass, etc. However, it finally dawned on me that Alcatraz Island was missing, and this was another clue that had not been connected previously to explain the mystery

It was in the mid-1800s when California became a state that the U.S. federal government decided to move the fort and garrison from China Beach further into the Bay to what is now called Fort Point.

Very few people realize that Fort Point derived its name from the original fort built on the pumice plug rather than the fort that was built on solid land later on.

The fort was rebuilt and expanded, I think, in about 1865 or so, at which time the old fort was completely torn down to make way for the new one. The U.S. Army took advantage of an extremely high tide and decided to move the fort even further into the Bay and anchored it offshore. It served as a perfect blocking fort for the San Francisco Bay entrance, but as there became less and less need for a fort, it was moved to its present location, using the original Spanish anchor chains and anchors to secure it. The original Spanish chain was a fantastic piece of iron work, apparently forged by one of those magnificent steam forges in use during that time. The links are severely worn away where they would join with one another. The links were raised by a fisherman in 1923 when he fouled it with his gear. The link will soon be on display next to the section of cable from the Golden Gate Bridge in the San Francisco Golden Gate Bridge museum.

Anchoring

The original Spanish anchoring array was a group of three anchors at approximately equal angles from the island, which served until the famous attempted escape from Alcatraz prison portrayed in the movie with Clint Eastwood.

It is interesting to note that, at that time, even though Alcatraz was no longer used by the Federal Bureau of Corrections, they still had a secrecy blanket on the fact that the basic constituent of the island was pumice. The reason for this, of course, is that they thought they might very well need the prison later on and didn't want this fact to be known. Frank Morris, the con who escaped

from the island apparently had done his homework, and in the movie where you see him digging through supposedly rotting concrete, in fact he actually dug through pumice, which is quite soft. The Hollywood filmmakers had to rewrite those details to keep the secret.

Obviously, no one that I know of has actually ever seen "rotten" concrete. It is one of the glories of Hollywood that they were able to make so many people go along with the gag that he used a soup spoon from the mess hall to supposedly dig through "rotten" concrete. In fact, he was digging through pumice, as many of us have done in high school or college classes.

Apparently what had tipped Morris on to the idea was that he had noticed from his cell window that, on a strong ebb tide in the spring when there was a lot of water flowing down from the rivers to augment the ebb tide, the island seemed much closer to San Francisco than usual.

He made a very crude surveyor's instrument which he could use from his cell window, and determined that during certain combinations of ebb tide and river flow, the island actually moved nearly 160 yards closer to the San Francisco shore.

Apparently he thought this was just the margin he needed to assure his ability to swim to shore. Most sailors here in the Bay have had similar experiences with the island moving somewhat in tidal currents. Who hasn't had the experience of feeling certain that they could sail to weather of the island without a tack, only to find at the last minute that the island had moved just enough to force a tack offshore?

This attempted escape gave the prison authorities serious worries and led them to request that the Army Corps of Engineers do a more careful survey of the area around Alcatraz in which they found that one of the old Spanish anchors had dragged considerably. The drift, together with the wearing between the links, had added this approximately 200-yard slack in the anchoring system. It is not known for certain, but there was some suspicion that the anchor chain might very well have been snagged by a Japanese midget submarine, however, that

is a totally unsubstantiated rumor.

As is usual with anything federal, the original budget for replacing the anchoring array with more modern equipment began at an estimated cost of \$32 million, and wound up costing you and me, the taxpayers, nearly \$182 million, including the casting of four stainless steel anchors, each weighing about 26 tons, and connected to the island with stainless steel cables and a rather sophisticated water cylinder damping system. The new anchor array was installed under the guise of yet another Army Corps of Engineers survey of the area. The anchors and cables were laid during the early morning hours, when the fewest people might be around. One side benefit from this last operation was that the cable layer was easily converted to its present use, and we have all seen it at one time or another wandering around the Bay collecting flotsam, jetsam, and debris in the forward scoop area in which used to be mounted the stainless cable laying guides.

The future of Alcatraz is somewhat uncertain. Although not made broadly public, there was apparently some talk a few years back about moving Alcatraz once again, either somewhere into the South Bay or perhaps up in the shoals near San Rafael, or even as far up as Carquinez to serve as a place on which the federal or state government, it was never clear which, would build low-cost housing.

Unfortunately, as it turned out, owing to the silting upon the Bay from soils carried down from the rivers, Alcatraz seems to be firmly aground at present and the next tide high enough to float it once again will come in the year 2014.

By that time, it is hoped that we will have found some other way to deal with the problems of the homeless and the need for low-cost housing, but it certainly would be grand to see the Bay once again open as it was when the Spanish explorers first came here.

Copyright 1995, BAY & DELTA YACHTSMAN

Gary Mull (September 27, 1937–July 14, 1993)-(Died of cancer aged 55.) He was a successful yacht designer behind many popular Fibre-reinforced plastic (FRP) boats.

Tall Ship Port Visit

MEXICAN NAVY TRAINING SHIP CUAUHEMOC RETURNS TO SAN FRANCISCO JULY 13–18

George C. Knies, DSO-PB

Cuauhtemoc last visited San Francisco July 28, 2005. The auxiliary participated in many festive events during her visit by providing assistance with crowd control during public visitation days and providing on-the-water security-zone assistance.

The ARM *Cuauhtémoc* BE-01 is a Sail Training vessel of the Mexican Navy, named for the last Aztec Emperor Cuauhtémoc who was captured and executed in 1525.



Like her sisterships, the Colombian *Gloria*, the Ecuadorian *Guayas* and the *Simón Bolívar* of Venezuela, the *Cuauhtémoc* is a sailing ambassador for her home country and a frequent visitor to world ports, having sailed over 400,000 nautical miles (700,000 km) in her 23 years of service with appearances at the Cutty Sark Tall Ships' Races, ASTA Tall Ships Challenges, Sail Osaka, and others.

The "Cuauhtemoc" tall ship was built by Celaya shipyards in Bilbao, Spain, from July 24, 1981 when the quill was built, until July 29, 1982 when the ship was delivered to her first crew. This unit was purchased by the Mexican Navy in order to solve the necessity of a vessel of exclusive use of training Captains, Officers, Cadets and crew. During her 26 years of service, the ship has been witness to the formation of several graduating classes of Officers from the Heroic Naval-Military School, who have among other missions,

transmitted the message of friendship and international cooperation.



Photograph by George C. Knies, July 28, 2005 ©

In addition to the main objective of promoting the professionalization of the Officers of the Mexican Navy, the "Cuauhtemoc" tall ship has been recognized on several occasions for her participation in important competitions, such as the Columbus Race, the Cutty Sark Races and the Centenary of the modernization of the Osaka Port Race. Likewise, the vessel has been part of the Nautical Festivals of Rouen, France; Portsmouth, England; Dundee, Scotland; Delfzijl, Netherlands; Bordeaux, France and Rostock, Germany.

It is worthy to note that the ship obtained second place at the Australian Race 98, sailing from Sydney to Hobart. The "Cuauhtemoc" won the **prestigious Cutty Sark trophy** during the Races of Great Tall Ships Cutty Sark 1998 and 2000, "highest prize given during this event to the ship whose crew contributes the most to friendship and international understanding." In 2002, the ship won the Boston Tea Pot, a trophy awarded by the International Sailing Training Association (ISTA), setting the second best time in the history of this competition; record that has improved all other ships in Europe and America. At the Funchal 500 Tall Ships Race 2008, she won the first place in the dragon boats competition; award given to the ship with more crew members with different nationalities.

During 2009 the vessel, also known as "Knight of the Seas" has crossed the Pacific Ocean to participate in the 400 year Communication celebration between Mexico and Asia in the route "Nao of China", in the frame of the instruction trip called "Japan 2009".

Class and type: Barque Displacement 1,800 tons; Length 220 ft 4 in (67.2 m); waterline Beam: 39 ft 4 in (12 m); Draft 17.7 ft (5.4 m); Propulsion one 1,125 hp engine; Sparred Length 296.9 ft (90.5 m); Sail Area 25,489 sq ft (2,368 m²); Fuel Capacity 220 tons; Officer and Crew Accommodations 186; Trainee Accommodations 90; Steel hulled vessel. ©



Qualification, Training and Flying with District 11 North AuxAir Ron Darcey, ADSO-AV/PAT

In recent months a good number of Auxiliary veterans have joined AuxAir and are undergoing Air Observer training. Aviation is a demanding activity and even more so when flying small, private aircraft in the Coast Guard environment.

Aviation training requires a demanding General Aviation and Coast Guard mission curriculum. District 11NR AuxAir has earned a respectful reputation as one of the finest and best trained aviation units in the nation. This reputation is the result of a training program that respects the Coast Guard mission and fully prepares each and every aviation candidate to step into an AuxAir cockpit.

The Air Program

Joining the air program is open to Auxiliarists interested in qualifying as an Aux pilot or Air Observer. The first step is requesting an Air Program Orientation that outlines each phase of candidate training, time needed to achieve qualification, the monthly training program and, equipment each candidate must obtain.

Orientations are held by the Aviation Training Team at the Livermore Airport terminal building, by appointment, usually on request on a weekday evening from 1900 to 2100 hours. Each candidate receives a comprehensive orientation packet that contains entry into the air program and procedures pertinent to observer qualification and training. Orientation includes AuxAir's AOR, mission (quite extensive), training and mandatory annual air safety workshops, swim and cockpit egress tests, etc. Training consists of monthly evening academic training syllabuses, with occasional Saturday courses conducted at Livermore Airport. Each candidate is assigned a mentor for individual training.

Training follows the Squadron Air Observer check list which differs from the National check list in that it contains two phases: Phase I consists of academic ground school and homework assignments and a 90% score on the Observer open book exam. Once completed candidates are interviewed by Training Team instructors, prior to advancing to flight training. Phase II begins the 10 hour flight training program while on patrol missions (each trainee is accompanied by a squadron instructor/mentor. Once Phase II is successfully completed the final qualification interview is conducted and the candidate signed off by Training Team instructors and DSO-AV.

On average, Air Observer qualification requires about 4 to 6 months depending upon candidate attention to training schedule. Pilots must qualify first as Air Observers before qualifying as co-pilot (250 hours PIC), first pilot (500 hours PIC) or Aircraft Commander (1500 hours; current instrument rated).

AuxAir Training

Once beginning aviation training, candidates quickly find the experi-

ence blends purpose of the Coast Guard mission with an inside introduction into aviation and flight. The syllabus is formal, intense, firmly dedicated to the mission, aviation knowledge and most important, the role of air observer. Primarily, aviation candidate training and follow-on, yearly training is focused on a standardized approach to training and a standardized manner of conducting AuxAir operations.



Training begins with the first phase of the observer check list. Communications; marine radio installation, navigation, search patterns, crew resource management (CRM), aircraft and cockpit familiarization, situational awareness, emergency procedures and cockpit egress.

Upon completion of the first phase, the required 10-hour flight training commences. Primary equipment requirement is the military Nomex flight suit, high-top boots and kneeboard. For the first couple of flights the candidate is in a 100% learning mode, concentrating communications, aerial geographic knowledge and cockpit familiarity (procedure, nomenclature and protocol).

Once the flight training phase is completed, a final qualification interview is held between candidate and training team: an informal discussion of the candidates and mentors insights regarding candidate's capabilities. AuxAir facilities are two-place aircraft which places considerable responsibility on the observers capabilities under pressure in both aviation and the mission objectives. The pilot is responsible for the safe operation of the flight, the observer to carry out the mission through situational analysis, and competent communicational skills. It is not unusual for example, that a candidate requests additional training in specific areas prior to qualification.

Once qualified as an Auxiliary Air Observer, candidates receive their qualification certificate and Operations Program medal and ribbon, awarded by their respective Flotilla Commander.

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Once the flight training phase has been accomplished, a final qualification interview is held including the candidate and training team; considering the candidates and mentors insights regarding candidate's capabilities. AuxAir facilities are two-place aircraft placing great responsibility upon observers capabilities under pressure in both aviation and the mission objective. The pilot is responsible for the safe operation of the flight, the observer to carry out the mission by activity tasking, situational analysis, and competent communicational skills. It is not unusual for a candidate requesting additional training in specific areas prior to qualification.

Once qualified as an Auxiliary Air Observer, candidates are awarded their qualification certificate, Operations Program medal and ribbon, by their respective Flotilla Commander.



Standing L-R: Dennis Caponigro, Randy Parent, Kathy Culver (Leaning over table). Sitting L-R: Judy Estaban, Rusty and Phil Barnett

Concurrent Aviation Training

Twice each year an Aviation Safety Workshop (ASW) is held in April at Coast Guard Island and October at Air Station Sacramento. ASW is a mandatory annual requirement in which all aviators must attend at least one to maintain currency and flight status currency qualification. ASW involves training in crew resource management CRM, aero-medical for aircrew, Air Traffic Control (ATC) procedures, 75-yard swim test into a life raft and other selected aviation safety courses. For operational recurrent and refresher training the Squadron holds an Air Education Training Course (AETC), at Air Station Sacramento. AETC is a "post graduate" course, focusing on skill retention, CRM, Spatial Disorientation and select mission readiness courses.

Flying in the General Aviation and Coast Guard communities requires considerable expertise and knowledge. The AETC program provides courses that help hone skills, sharpen awareness and accentuate the importance of AuxAir capability. Standardized training is what aviation safety and the Coast Guard mission is all about.

Last years Safety Workshop invited a flight safety team from Beale AFB that presented an excellent course on CRM. This year AETC invited the Beale team to conduct their mid-air collision avoidance course. This course being extremely beneficial for observers by situational awareness from the cockpit in the crowded skies over the Bay Area.

Participating in the District's air program is an exciting and fulfilling experience. Standardized training, periodic refresher, recurrent and operational training contribute to the excellent reputation District 11N aviators now enjoy. District AuxAir aviators are pro-active, regularly attending aviation training functions and seeking to improve operational and training techniques ©

Labor Day Transport Support

The Bay Bridge is scheduled to close for four days starting Thursday night, September 3, until Tuesday morning, September 8 (in the event of bad weather, the closure will be from Wednesday night, September 9, to Monday morning, September 14). As with the closure last year, Sector has again asked the Auxiliary to provide surface transportation to and from Yerba Buena Island, supplementing the shuttle service to be provided by CalTrans.

Communications Watch-standers at Patrol Boat Stations

In response to the call for volunteers to stand watch at Sector San Francisco's patrol boat stations, we've received expressions of interest from 13 Auxiliarists: one for Rio Vista, two for Monterey, three for Vallejo, three for Golden Gate, and two for either San Francisco or Golden Gate. In addition, four Auxiliarists have already begun their training at Station Lake Tahoe, with three more to follow! The names and contact information for the volunteers have been forwarded to each station's Auxiliary Liaison so that they can arrange for personal interviews.

Recent U.S. Coast Guard Notices in the Federal Register

Coast Guard Establishes and Seeks Members for Merchant Mariner Medical Advisory Committee. The new Committee will advise, consult with, report to, and make recommendations to the Secretary of Homeland Security on matters relating to the medical evaluation process and evaluation criteria for medical certification of merchant mariners. Details in June 10th 2009 Federal Register.

