

DISTRICT ELEVEN NORTHERN REGION

NORTHWIND



AUXILIARISTS TEST NEW AMPHIBIOUS VEHICLE

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)



January, 2010

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← *Northwind* →

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The Editor

Send submissions to:
George Knies, DSO-PB—Microsoft "Word"
geoknies@att.net

2010 EDITION DEADLINES
JAN 01 * APR 08 * JUL 01 * OCT 01

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Northwind

The official publication of the
United States Coast Guard
Auxiliary, District 11 NR
Vol. X X X I 7- January 2010

Editor in Chief
George C. Knies, DSO-PB

Deputy Editor
Bill Kinsey, ADSO-PB

Design and Production
George C. Knies, DSO-PB

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

Photographers this issue
George Knies
Mike Lauro
Harry McBain
Gregg Stevens
Bruce Rogerson
John Gordon
The Glacier Society

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

Proofreaders
Bill Kinsey, ADSO-PB
John Gordon, ADSO-PB

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
Voice/Text: (925) 953-8432
GeoKnies@att.net



Victor J. Connell, DNACO-R/ IPDCO

ENTERING A NEW DECADE

Wow –what a decade! Over the past ten years our world has gotten even more fast paced and complex. Instant communication, information overload – many of us did not have a cell phone or email ten years ago!

We naively entered the 21st Century after the relative good times and calm of the 1990's. First, we dealt with the Y2K concerns that all of our computers would shut down and bring everything to a standstill. Shortly thereafter, our nation experienced a horrible terrorist attack in New York City, followed by a series of Gulf State hurricanes that left thousands homeless, and billions in damage. And now, finally this mind-boggling decade is ending with one of the most serious economic downturns since the Great Depression of the 1930's. And all this is going on while we are fighting two wars!

Thinking about all this, and having just gone through our holiday and New Year's celebrations ...which undoubtedly were exhausting to some ...but hopefully rejuvenating to others - I hope that we all take some time to reflect and "recharge our batteries" as we start the new year, and the new decade.

The most important thing we can do in these fast paced, exhausting, and economically challenging times is to remember to take care of ourselves, our friends and families, and our shipmates. Many of us are pushing ourselves to the limit and doing too much. This causes us to spread ourselves too thin, and can lead to less than optimal outcomes - and even illness. We may sometimes feel that we have no choice, that we are stuck, or even worse - hopeless.

Ultimately, the solution is to find the right balance in our lives, mindful that there is no one way to achieve this. Your personality, values, and goals will determine your best course.

So...let's all take a deep breath, and vow to pace ourselves. We will get our lives in balance, find the right rhythm - find our comfort zone. We resolve to determine what is really important to us, and then set priorities, and find the right balance of work, play and rest. We will be healthier and happier when we find and commit to what is really important to us as individuals.

For those of us lucky enough to have extra time and energy, and volunteer as Auxiliarists – we should take pride in what we are doing in support of our country, the Coast Guard, our maritime community, and our shipmates. In these challenging times, know that volunteering as an Auxiliarist, whether you volunteer a little or a lot, makes us part of something bigger than ourselves. We are part of something honorable and important. We are all in the business of protecting our environment, defending the homeland, and saving lives!

Admiral's Lighthouse Museum

The Aids to Navigation Support Team (Roger and Linda Haynes, Bob Cholka and Laurie Kerr) have spent many months refurbishing the lighthouse building on Yerba Buena Island, converting it into a museum, and preparing attractive exhibits on the history of the facility, and on changing lighthouse technology. On October 24, I was pleased to attend the official opening and dedication of the museum, the culmination of their efforts on a brilliantly sunny day. Admiral Breckenridge and Commander Chareonsuphphat did the honors, assisting Roger and Linda by cutting the ribbon and a commemorative cake. *Stephen R. Salmon, Auxiliary Sector Coordinator*



Rodney E. Collins, DCAPT-RBS

National Safe Boating Week, May 22-28.

When it comes to putting your calendar together for this year be sure to plan for National Safe Boating Week, May 22-28. This is the Auxiliary's largest public interaction event of the year and there is a multitude of ways to get the boating safety message out! The ways that come to mind are a booth at a boat launch ramp, walking the docks at your favorite marina and handing out information, performing a Vessel

exam station or hold a boating safety class. It does not matter which way we get that information into the hands of the boating public, just that we do it. Last year Lake Tahoe experienced **NO** boating fatalities. This is the type of result we are all trying to achieve and this example shows that it can be done. Every time you talk to someone or hand out material you are providing the foundation for their safe boating experience. National Safe Boating Week is a perfect time to get your flotilla together and plan an activity that gets the message out and is fun for all! *I'll be seeing you at the launch ramp!*

Boater recognition series:

Special Purpose Craft-Law Enforcement (SPC-LE)

The SPC-LE is a highly maneuverable boat capable of carrying out pursuit and intercept operations in seas up to eight feet. The boat features climate-controlled cabin and shock mitigating seats to support the four person crew.

The boats are equipped with **triple** Mercury Verado 275 horse power outboard engines that enable them to have a top speed of 60 MPH. The fully enclosed heated and air conditioned cabin, with up to six shock mitigating seats, reduces crew fatigue and allows operation in heavier seas.

The addition of a forward M240 gunners station and an increase in operational range at 10 nautical miles makes the 33' Defender Boat an ideal Law Enforcement platform.



Specifications:

LENGTH	33 feet
BEAM	10 feet
SPEED	50+ knots
RANGE	250+ nautical miles
POWER PLANT	(3) - 275 hp Mercury Verado outboard engines
ARMAMENT	2 mounts for M240 machine guns
COMPLIMENT	4
BUILDER	SAFE Boats International



Wayne C. Fanholtz , DCAPT-RES

There are many challenges ahead for the members as they embark on their auxiliary careers and expand them, not the least of which is meeting requirements for positions or qualifications they seek or in maintaining qualifications for those they now hold. Our missions of Recreational Boating Safety and Coast Guard support require constant training.

Two of the early areas of concentration Response is focused on this year for training are communications and correct terminology for orders given in line handling.

Communications is a vital link between operational facilities and their radio guard. There are requirements for training, reporting frequency and proper radio traffic. Since all radio communication is readily observed by the public and Coast Guard, it is vital that proper protocol be observed. Official business is conducted on the allocated frequencies assigned by the Director's Office, and these channels should be used in strict adherence to the published regulations. Any side or personal traffic should be switched to the public channels of your radios. Let's make this year one in which we demonstrate excellence in our communications operations.

In the latest Operations Report compiled by COMO Gail Ramsey DSO-OP the below terminology was directed for use by coxswains when giving orders to crew for line handling.

Put OVER or PASS	Pass the specified line to the pier and provide enough slack to allow line handlers to place the line over the bitt, cleat or bollard.
Hold (line number)	Do not let any more line out even though the risk of parting may exist.
Check (line number)	Hold heavy tension on the specified line but render it as necessary to prevent parting the line.
Surge (line number)	Hold moderate tension on a line but render it enough to permit movement of the ship.
Ease (line number)	Let a line out until it is under less tension, but not slacked.
Slack (line number)	Take all tension off a line.
Take the slack out of	Take all the slack out of a line, but do not take strain. (line number)
Shift (line number)	Move a line to a specified location.

Knowing the skills of line handling is very important, but knowing how to give and understand command directions using the proper terminology will help all evolutions be safe and successful.

Morale Support to a Stranded Coast Guard Crew

Last year CDR Chareonsuphiphat relayed a request from his counterpart in Hawaii to help the morale of a Coast Guard buoy tender's crew, who had been stranded at a dry-dock in San Francisco for almost six months. Several suggestions were offered; most notably, Division 12 arranged for up to 30 members of the crew to attend a Thanksgiving dinner. The offers were appreciated, and the Executive Officer commented on "how powerful and generous" the Auxiliary network could be. However, the final repairs proceeded faster than anticipated, and the ship left San Francisco sooner than expected. They celebrated Thanksgiving en route to their home port in Hawaii. *Stephen R. Salmon, Auxiliary Sector Coordinator*

Vessel Safety Check Report for 2009

By Mike Lauro, DSO-VC

Happy New Year! I'd like to thank ALL vessel examiners for their hard work and dedication to the VSC program this past year! As I write this, the final statistics for 2009 are continuing to trickle in, but we've reached 130% of the Commodore's 7,800 VSC objective with 10,092 VSC's! It shows YOUR continued dedication and support of the VSC program and Recreational Boating Safety in general. I hope I can count on your support for 2010 to help reach our new goal of 10,000 VSC's! We achieved several goals for 2009, briefly: 31 SUPERSTARS reached the 60+ VSC plateau. In addition, 95 examiners reached the 20+ VSC plateau. This is the most since inception of these programs in 2002! I hope everyone has been recognized for his or her hard work.

Welcome aboard to the District VSC staff to Alex Belleque from 11-05. Alex will join Tony Budlong from 6-4, Phil Grove 10-05, and Joaquin Duran 4-9 this year as an ADSO-VE. In addition to being a vessel examiner, he brings his talents to the staff to specialize in creating and maintaining our District website. Irene Wetzel, DSO-CS suggested that Alex help relieve some of her workload pressure. Now that we have Alex as a dedicated webmaster, expect to see many updates and changes! Remember, this site is for YOU the examiner and will

continue to make this is a ONESTOP resource for ALL of your VSC needs. We are still the ONLY District to offer an all in-one inclusive website. Congratulations to the D11NR members who, as a result of their hard work in 2008 and 2009, have qualified for the new RBS device. Once you've earned it, you'll be proud to wear it. Please help promote the Vessel Examiner class among your new flotilla members at the upcoming February PCA Fair. Anyone who has taken this 2-day class will admit it's a great bargain at \$10.00!

After I return from N/TRAIN in St. Louis, I'll have more to report about a possible VE workshop and other developments at the National level. Hopefully the orange 2010 VSC decals will be available for order before late January. Please encourage your Flotilla Commander and/or FSO-MA of RECORD to order the initial supply and other materials promptly. I'll notify everyone when the decals become available and the order form will be on the D11NR VE website: <http://rbsafety.d11nuscgaux.info/ve/ve.html>. Now is the time to make plans to "Adopt a Marina", support NSBW, National Marina Day (NEW DATE!) and the "Wear It" campaign.

Congratulations to the following examiners who completed 60 or more VSC's in 2009

2009:

Richard A. Saber*	01-02	Robert J. Aston*	01-04
Michael F. Nolan*	01-05	Stephen R. Salmon *	01-07
William W. Burns	01-07	Gary OL. Link	03-03
James R. Goff*	03-05	Charles M. Duncan Jr.	03-09
Lonny B. Singer*	03-09	Annette F. Herring	03-09
Dan W. Weggeland	03-09	Jim D. Blackburn*	03-10
Joaquin P. Duran*	04-09	Steven M. Johnson	05-01
Johannes A. Pattiradjawane	05-02	Charles E. Mc Carty	05-03
Linda C. Mc Carty	05-03	Wilfred Sumner II	05-05
Gary N. Murray*	05-05	Ronald A. Kram	05-05
Anthony T. Budlong*	06-04	Jeremiah P. Collins*	08-08
Michael J. Lauro*	10-02	Michael A. Rafatti*	10-02
Anthony D. Leonardi*	10-03	John L. Paval*	10-03
Phillip E. Grove*	10-05	Neil P. Sliva*	10-05
Von C. Webber*	10-05	Joseph W. Harris	11-01
Thomas B. Henderson III	11-01		

*Denotes repeat performer!

Mendocino Auxiliarist Qualifies as Coast Guard Motor Life Boat Crew

Bruce Rogerson SO-PB Division 8

Gregg Stevens is a member of U.S. Coast Guard Auxiliary Flotilla 8-7, Mendocino County on the rugged Northern California coast. He joined the Auxiliary in 2007 after taking a Boating Skills and Seamanship class offered by the Flotilla. The Flotilla meets at Coast Station Noyo River in Fort Bragg and supports the station in watchstanding, public affairs, boat training, remote area call out response, vessel safety exams and commercial fishing vessel inspections.

Late in 2008, Gregg had started training as a watchstander at Station Noyo River but was encouraged by Chief Ryan Sanford, the Station Training officer, to consider qualifying as a Coast Guard Boat Crew member on the 47-foot Motor Lifeboats, three of which are based at Noyo River. With an AOR stretching over 100 miles of rugged and exposed Pacific ocean coast from Punta Gorda in the north to the Mendocino-Sonoma County line in the south, the station is one of the primary Coast Guard surf and heavy weather training locations on the west coast.



Gregg Stevens onboard one of the 47-foot Motor Lifeboats at Station Noyo River, California. Photo by Bruce Rogerson

Gregg decided to accept the challenge offered and after meeting the rigorous Coast Guard physical fitness requirements for a candidate in his age group, he started his training in January 2009 along with a group of new Coasties just out of boot camp and probably on average half his age. Over the next six months Gregg put in over 120 hours at Station Noyo River underway on the Motor Lifeboats, in all weather conditions and in seas up to 15 feet. His training included line handling, MOB drills, and more towing evolutions than he wants to remember. Many hours were also spent at the station mastering other skills including marlinespike seamanship, communications, navigation, first aid, TCT and more.

I asked Gregg for the high points of the experience: “The

thing I enjoyed most was the chance to drive these powerful and responsive boats!” related Gregg. He continued “The young folk training alongside me were great and provided endless support and encouragement for the old guy when the going got tough. I can’t say enough about all the help I received from all levels at the Station.”



Gregg Stevens on the left during a helicopter ground familiarization review for the Coast Guard crews at Noyo River. Photo by Bruce Rogerson.

All the hard work paid off in August when Gregg sat a rigorous Boat Crew Board and passed on his second try to be followed by a successful check ride on one of 47-foot Motor Lifeboat at Noyo River. Gregg is now qualified to provide an additional crew resource for Station Noyo River and expects to be called upon from time to time to fill a slot on the four person ready crews at Noyo River or ride as fifth crew member on the 47s at the station.



Underway training on the MLBs off Noyo River in March

Continued next page ▶



MLB under tow approaching the narrow harbor entrance jetty at Noyo River in Northern California. Photo by Gregg Stevens.

“This is a long process for our active duty crewmen, for Gregg to have done this on his off time shows a lot of drive and initiative. This reflects well on him and the Auxiliary both,” said Senior Chief Donald Miterko, OIC of Station Noyo River.

Gregg says he still has other goals to fulfill including qualifying as boat crew on the 25-foot Safe Boat at Noyo and meeting his original goal of qualifying as a communications watch stander at the station. However, he needs a little breathing room to focus on his regular job as Manager of the Dolphin Isle Marina further up the Noyo River from the Coast Guard Station.

Gregg is well known on the Mendocino Coast where he has lived with his six kids since the early 90s, first in Elk and more recently in Albion River and Mendocino. He was born in California, ©

Fast-paced CGAUX Training *Jan Jewell, FSO-DL, FSO-CS FL 87*

Flotilla Commander Harold Hauck and Vice Commander Bruce Rogerson with Flotilla 87 in Mendocino County suggested that I describe how I came to complete so much Coast Guard Auxiliary training in two months.

It took a combination of several things coming together at once.

First, my greatest interest within the Auxiliary had been our fuel maintenance and testing mission at the Point Arena fuel farm, which Flotilla 87 began in 2007. Unfortunately, that program has been on hold for many months due to an engineering problem at the fuel farm. In the absence of that mission, I had been feeling rather lost in the Auxiliary, and was trying to decide whether to dis-enroll, or find a different way to participate.

Second, I am interested in weather. I had been hoping to take the Auxiliary Weather specialty course, and when I saw that AUXWEA was going to be offered at the PCA Training Fair at CG Island in August, I jumped at the chance.

In the mean time, FSO-MT Ken Reynoldson had drawn my attention to the website at <http://www.comomike.info/Default.aspx>, established by DSO-MT (and past District Commodore) Mike Maddox. This website enables students to drill on the kind of questions which appear in the exams for various Auxiliary courses. Up-to-date Student Study Guides are also on the website. I used that site to help prepare myself for the AUXWEA exam after reading the AUXWEA text.

At the AUXWEA class, I met Mike Maddox, who encouraged me to take more specialty courses. He pointed out that

as a ham operator (KI6ORO) with a general-class license, I would find AUXCOM easy. He also suggested AUXPAT as another course that would not be difficult for me. He also invited my husband Chris and me to visit his home, where he could proctor the specialty exams online.

With Mike's encouragement, I studied AUXCOM, AUXPAT, and AUXAPC. We visited Mike and his wife Hannelore, where I passed all three exams, and Chris passed AUXAPC. Besides Mike's leadership and encouragement, I also benefited from the inspiring example of Hannelore Maddox, who is a coxswain, and for a number of years served as a watchstander and also augmented crew on CG patrol boats at stations in the Bay Area.

With Hannelore's example before me, I decided that I should also train as boat crew. Hannelore strongly encouraged us to attend the OPTREX at Whiskeytown Lake.

After prior study, and with some of the tasks that can be performed ashore signed off by Ken Reynoldson in his capacity as a qualified boat crewmember and mentor, Chris and I did attend OPTREX hosted by Flotilla 3-9. I had only expected to get some of the tasks signed off at Whiskeytown, and to continue pursuing boat crew training at the Division Tie Out and future training events. However, at OPTREX, DSO-OP Gail Ramsey, in her capacity as the district's chief QE, told me that she considered me ready for QE. She assigned Aurelio Leon as my QE, and I passed.

The Flotilla Commander and members of Flotilla 39, which hosted the OPTREX, were tremendously helpful and supportive of our learning the tasks required to qualify as crew. We made several new friends in Flotilla 39 as a result of attending the OPTREX, and we had a good time. In addition,

Hannelore Maddox taught marlinspike skills to us crew candidates, and she guided me through the navigation skills needed for boat crew qualification.



Mentor Ken Reynoldson on the right, explains the working of a skiff hook to crew trainee Jan Jewell. Photo by Bruce Rogerson



Mentor Ken Reynoldson on the right, explains the working of a his facility anchor to crew trainee Jan Jewell. Photo by Bruce Rogerson

With the help of Mike Maddox's extremely useful web-site, and with the loan of new training materials which Hannelore Maddox prepared, I also studied for the AUXSEA exam, which I passed on 14 October.

As I write this in mid-October 2009, I hope to pass AUXNAV and AUXSCE by the end of the year, thus going from zero to AUXOP plus Crew in about 4 months. Even if I don't quite manage to do all of that so soon, I have been having a lot of fun learning all these

things which make me a better Auxiliarist. I will certainly reach AUXOP, if not this year, in 2010.

I hope that other flotilla members, especially women who may not have felt encouraged or challenged to undertake such training, be motivated by my success, and study and pass the operational specialties, needed to reach AUXOP, and qualify in the boat crew program. The Auxiliary needs to, and intends to as a matter of policy, nurture, train, and apply the talents of every member who is willing to learn. Let's all take advantage of our opportunities to learn more as auxiliarists.

NATIONAL TRANSPORTATION SAFETY BOARD

Accident Report NTSB/MAR-0901 PB 2009-916401 *George C. Knies, DSO-PB*

Allision of Hong Kong-Registered Containership M/V Cosco Busan with the Delta Tower of the San Francisco-Oakland Bay Bridge, San Francisco, California November 7, 2007

I was searching the NTSB web site yesterday and came across the 161 page report of referenced accident. My initial inquiry pertained to a more recent marine mishap; however, when I commenced reading this report I was unable to put it down. In the past I had been involved with NTSB Air Mishap Investigations.

Until recently the NTSB and the U.S. Coast Guard were both Transportation Department Agencies. Even then the NTSB would investigate marine mishaps involving the Coast Guard.

The referenced accident report may be downloaded in pdf. Format:
[//media.tmmarket.com/marev/media/pdf/cosco_busan_mar_0901_NTSB.pdf](http://media.tmmarket.com/marev/media/pdf/cosco_busan_mar_0901_NTSB.pdf).

When the Board is notified of an accident involving numerous fatalities typically on a commercial air carrier, it launches a "Go Team," from NTSB Headquarters in Washington, D.C. This team varies in size depending on the severity of the accident and the complexity of the issues involved. The team may consist of experts in as many as 14 different specialties, coordinated by an investigator-in-charge. Each expert manages a group of other specialists from government agencies and industry in collecting the facts and determining the conditions and circumstances surrounding the accident.

After an investigation is completed, a detailed narrative report is prepared that analyzes the investigative record and identifies the probable cause of the accident.

Learning From My Mistakes

True Auxiliarist stories that share frustrating experiences and lessons learned

This chapter submitted by: “P” (Anonymity is okay)

What I did

I created an anchoring problem. Here is the whole story. With three others, I chartered a 34-foot Beneteau monohull sailboat in the British Virgin Islands. One day, we arrived at a popular anchorage an hour before sun-down. The harbor was packed: the few mooring balls were taken, and anchoring areas were loaded with sailboats of all sizes and shapes. We found a place on the extreme west end of the harbor, and, after checking our chart for depth, obstructions, and surface characteristics, we decided it would be okay to drop the hook at that spot, given our limited choices. We had adequate distance from the nearest boats, but a rocky shallow spot to our starboard was of some concern.

This harbor was an excellent place to overnight, with calm waters and light breezes. Our anchor rode was beefy chain. At my suggestion, we put out a scope of seven—a length of seven times the water depth plus the distance from the waterline to the deck. Per my first boating class, that was considered a sufficient length for the sea conditions and the duration of our stay.

At about 2:00am, we were awakened by a thumping sound against the hull. The skipper, my wife, and I scrambled to the deck, fearing we were hitting another vessel. Fortunately, that was not the case; all anchored boats had, as is customary, swung in the same direction...in this case to the west. It was then that we realized that our keel was bumping the charted rocky outcropping previously thought to be out of our way.

The three of us scrambled to start the engine, pull the boat away from the immovable hazard, and hoist the anchor...the men only our “tidy-whities,” my wife wearing slightly more clothing. (Sailors are not a modest lot.) A near-full moon helped us see our way around deck and around the harbor while we sought an alternative anchoring spot. The light sleepers aboard the other boats must have wondered what we were doing. We found a satisfactory place--a couple boats had slipped away in the late evening--we dropped anchor, and I spent the rest of the night on deck, awake, on anchor watch. The next day, I dove under the boat to inspect the keel. Whew, no damage.

What I learned

1. Few good anchoring choices remain for the last boat entering a busy anchorage. We knew of potential difficulty with the rocks, but we had no better choice at the time.
2. Arriving so late in the day--at least for novice boaters preferring to avoid night-boating—provides no time to retreat and head for another, less-occupied harbor.
3. An all-chain anchor rode doesn't require as much length as a conventional chain-and-nylon line set up. Hence, we could have put out less anchor rode, especially in the calm conditions. That would have kept our boat's tidal swing in a shorter arc, leaving us clear of the rocks.

We were lucky to have learned these lessons while avoiding injuries or boat damage. All that was lost was a good night's sleep...and maybe a little pride.

Send us your learning experiences, whether they relate to boating, instructing, vessel exams, comms, or any other Auxiliary specialty to Editor Northwind geoknies@att.net. Please include contact information so we can reach you if necessary. Your story may be listed “anonymously”, as they say, “The name has been changed to protect the now-wiser.”



It comes as no surprise that conflicts can arise between members within the Auxiliary. The more frequent the interaction, the more occasions there are for conflict. Certainly as Auxiliarists, we all have witnessed conflicts, both of personality and approach, and may even be enmeshed in some. Most of us probably would prefer to avoid those conflicts, but, in any case, would like to be able to handle them more effectively. Unless we have had relevant training or work in situations where exposure to conflict resolution is frequent, most of us are not likely to be very effective in resolving interpersonal conflicts. Our elected Auxiliary officers have responsibility to address these issues, but even elected leaders in volunteer organizations like ours have limited authority and tools with which to work.

A tool used regularly in the larger societal context is the introduction of a neutral third person to help facilitate the parties to resolve their disagreements. This mechanism or process is commonly known as mediation. Third-person intervention is routine, for example, with community boards to resolve matters such as loud music, reckless driving endangering children by neighbors, or trees overhanging a neighbor's property. Similarly the use of a third person is used repeatedly in legal disputes. Business persons rely on a neutral person to resolve partnership disputes; automobile accident cases are often resolved among litigants by a neutral third party mediator.

The use of a mediator to help resolve interpersonal conflicts could also be used within the Auxiliary. When a situation is at an impasse and tensions are rising, introducing a neutral third person might help with resolution. Some examples of issues which might be amenable to mediation are: frequently interrupting others during meetings, angry outbursts without provocation, or attempts to exert inappropriate control over others rather than seeking consensus on patrol missions. We expect our leaders to use their leadership skills to resolve these matters, but often they are either involved or too close to the situation to be considered neutral. They might be reluctant to confront someone they have known a long time, or with whom they patrol often, or who fills a key staff position. Pushing such matters up the chain is one approach, but having some tools to resolve them at a lower level would seem consistent with Auxiliary policy.

While Auxiliarists can file formal complaints

against each other under Chapter 3 of the Auxiliary Manual to try and address these matters, and often do, the complaint and discipline procedures do not lend themselves particularly well to interpersonal disputes. Mediation may be a better tool and is worthy of consideration. It goes on informally already, when a leader asks a trusted figure to 'get those two together' and sort out their issues. A more recognized and formal process might give that leader another tool with which to address problems, especially when that 'trusted figure' is not available, and could help remove some issues from the Chapter 3 process. Often people just want to be heard, and the neutral third-party forum of mediation can give them that outcome as well as lead to an actual resolution of the underlying problem.

The process of mediation is rather simple: A typical format would involve the two sides meeting initially with a neutral third party, the mediator. Both sides would have an opportunity to present their stories, with the party who initiated the mediation starting first. After both sides have spoken, the mediator may choose to meet with each side separately to explore positions of compromise. What is told to the mediator is kept confidential and not passed on to the other side. If the mediator wants to pass on an idea or position, he or she would first seek approval to divulge it. If approval is not given, then the information is not presented to the other side. The mediator may choose to shuttle back and forth between the parties until they arrive at a resolution, or until it is evident that no resolution is possible. The parties and mediator can also choose to continue the mediation or end it whenever they want. The underlying theory, however, is that both sides want to resolve the situation.

The following is an example of an issue which may be fruitful for mediation. Auxiliarists John and Louis have been having difficulties. John finds Louis interrupting at meetings too much. Not only that, John thinks Louis is demeaning in his remarks directed either at himself or others. John previously asked Louis to be more considerate by raising his hand and to be recognized before speaking. Louis did not receive those comments well. Some days later, while both were sitting at the same table at the galley, Louis spilled coffee on John. John thought it was deliberate, but Louis claimed it was accidental. John wanted to start a disciplinary proceeding. The flotilla commander suggested that they have meditation with a neutral person, Carol finds a

convenient time for all three of them and meets with both John and Louis jointly. She has each side tell his story. Following she may meet separately with each side to see what is acceptable. For instance, Carol may ask John if an apology from Louis about the spilled coffee is sufficient, without any reference to the action having been intentional. She may meet separately with Louis to see if giving an apology is something Louis was prepared to do. This shuttling back and forth continues until John and Louis arrive at terms acceptable to them, or when it becomes evident, that resolution is be-

yond reach.

We think it is well worth exploring this possibility and welcome others' views. For those who would like to participate in exploring the concept of including some form of formal mediation in our elected leaders' toolbox, please send an email to Bob Liu at li-borsf@sbcglobal.net, noting in the subject line: Coast Guard Auxiliary – Mediation, to avoid the message being deleted as spam. Alternatively leave a message at (415) 387-9010 with your name and telephone number.

©

QUAGGA / ZEBRA MUSSELS

Co-authored by: Richard McSorley & Vic Beelik

Aquatic Invasive Species (AIS) threat is real and extremely serious. These species include aquatic plants, animals and bacteria brought from their native regions to new harbors, lakes and native habitats. These invaders consume or out-compete native species. Some foul vessels, beaches and coastal structures. The really dangerous species are the Quagga and Zebra Mussel that represent a major threat to our freshwater lakes and rivers.

If the spread of Quagga and Zebra mussel is not stopped, we are in danger of losing our surface drinking water supplies, access to our favorite waterways and our boat privileges.

It is important that we, the auxiliaries, understand the problem so we can help educate the boating public through our public education courses and as vessel examiners. The following is a brief overview of the problem we are facing.

History:

The Quagga and Zebra mussels have invaded the Great Lakes, the Western Waterways, Colorado River, and lakes Mead, Mojave, and Havasu; they have been found in several reservoirs in San Diego, Riverside and San Benito counties. These nasty pests arrived from Europe in the late 1980's aboard vessels, mostly in ballast water. Unfortunately there is no easy or inexpensive way to eliminate them once they have become established.

The economic impact to the Great Lakes alone ran into billions of dollars.

Here in California, the spread of these mussels are threatening our water delivery systems, hydroelectric facilities and motor vessels by plugging up water intake pipes. They will impact agriculture, recreational boating, fishing and the environment in general. If not controlled and eradicated, the loss of our drinking water supply, hydroelectric power, native fish, recreational boating and potential water pollution in the states inland waters could happen.

The mussels thrive in large colonies and are fast growing, and the dead ones contaminate beaches. The dead mussel shells are razor sharp, thus rendering walking on the beach impossible without wearing protective shoes.

What are these mussels?

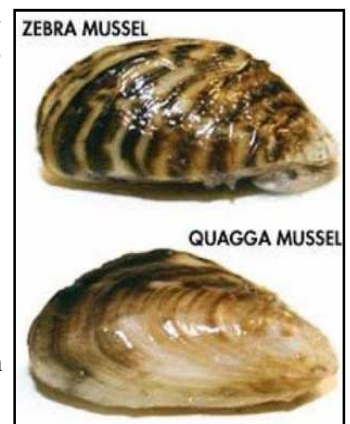
The Quagga:

- Typically the same size of a fingernail, but can grow to about 2 inches long.
- Common color patterns vary wildly with black, cream, or white bands.

- Habitat varies – they can colonize both hard and soft surfaces in freshwater, from the surface to more than 400 feet in depth.

The Zebra:

- Typically is the same size of a fingernail, but can grow to about 2 inches long.
- Commonly has alternating dark and light stripes.
- Inhabits freshwater at depths from 4 to 180 feet (most commonly 6-12 feet) and prefer hard surfaces.



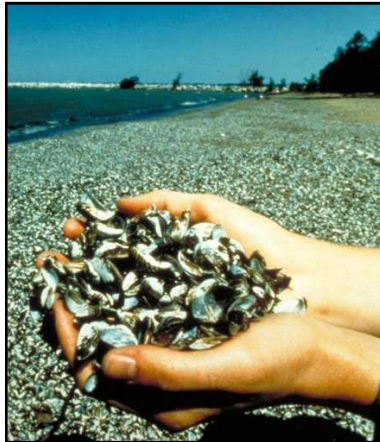
Both mussels:

- Produce young (larva) that are too small to see with the naked eye, but newly settled larva feel like sandpaper on smooth surfaces.
- May release 40,000 egg/larva in a reproductive cycle and up to 1 million in a spawning season. Colonies are fast growing and larva floats freely in freshwater.
- Attach to aquatic plants, boats, motors, trailers and recreation equipment or can be present in water (in addition, attach to substrates, docks, piers, anchors, etc.).
- As they grow, can be found on boat hulls, especially around trim tabs, transducers, along keels, outboard motors and propellers. They also migrate into motor cooling systems, once inside of engines they are difficult to detect, resulting in a possible engine failure.
- Can also be found in bilges, live bait wells and any other damp place in boats.
- Can survive 3 to 5 days out of water depending upon temperature and humidity in summer, up to 30 days in the winter

Infestation is propagated by:

These nasty creatures are hard to see and stopping their migration is not easy. Since the larvae could be free floating in streams, any down-stream migration is impossible to control. As an example, in theory, should Lake Tahoe be infected, the larva would migrate down the Truckee River and thus contaminate all waters between Tahoe and Pyramid Lake.

Most likely method of being transmitted is by boats, boat trailers, towing vehicles and smaller car top vessels, i.e. peddle boats and kayaks. One method for transporting the mussels is by float plane. The mussels could be transported in rubber rafts that are folded. The damp spots could harbor the larva. Wow—what a list! How to stop all of these potential hazards?



How can we get rid of them? It may be possible (but unlikely) to eradicate Quagga/Zebra mussels if they are in small masses and low density. However, preventing their spread is the best course of action. Since their larvae are free drifting, preventing their spread downstream or around lakes from known infestations may not be possible. Eradication will be expensive and just may not work.

What is being done to prevent their spread?

State and federal agencies are mounting a unified response using the Incident Command System. The principal state agencies include the California Departments of Fish and Game, Water Resources, Food and Agriculture, Boating and Waterways, and Parks and Recreation. Along with U.S. Fish and Wildlife, National Park Service and Bureau of Reclamation, San Diego Metropolitan Water District and City of San Diego and multiple local authorities such as the Tahoe Regional Planning Agency.

Actions include:

- Increased inspections by the California Department of Food and Agriculture.
- Training and deployment of survey teams to inspect water bodies statewide.
- Development and implementation of monitoring plans for high risk waters in the state.
- Training of wardens and biologists and other agencies staff to conduct inspections.
- Purchase and deployment of portable wash stations.
- Developing plans for eradicating mussels from San Justo reservoir (a trial attempt).
- Public information and education efforts including direct mailings to boat owners, posting notifications at water bodies, distribution of informational cards at multiple locations and media efforts.

How to disinfect boats and trailers?

When taking boats and equipment out of the water at any lake:

Drain water from the motor, bait wells, and bilge on land before leaving the immediate area of the lake.



Completely inspect your vessel and trailer, removing any visible mussels, but also feel for any rough or gritty spots on the hull. These may be young mussels that can be hard to see.

Remove any vegetation and mud attached to the equipment before driving out of the local community: Flush the motor and bilges with hot soapy water. Wash the hull, equipment, and any other exposed surface with hot soapy water. Clean and wash the trailer, vehicle, and any other equipment that has come in contact with lake water.

When you return home:

Air-dry the boat and other equipment for at least five days before launching in any other waterway.

Do not re-use bait once it has been in the water and allow all fishing tackle to air dry for at least 5 days before fishing in other lakes and streams.

Note: At the present time, inspections are conducted by n one law enforcement officers, therefore the only action these can take is not let the contaminated boast/vehicle launch. If an authorized law officer would issues a citation to decontaminate, this order is the same as a traffic ticket, it must be carried out by the owner. If not, a serious fine could be imposed.

- Keeping the infected boats, trailers and vehicles quarantined for over 30 days. (This of course is not going to happen.)
- Clean the infected boats, trailers and vehicle with hot water (steam) at a specially designed and controlled cleaning station. The cost of such decontamination would be paid for by the owner.
- The effective solution is the special decontamination stations. These are not inexpensive and since the order to decontaminate must be a government mandate, such stations will most likely be paid for by some government or agency. At the present time there are limited funds available and with the budget problems in the State there is little or no hope in sight.

What can law enforcement agencies doing about the mussel threat?

- Stop and inspect any conveyance (boat, trailer, truck, car, etc.) that may carry or contain adult or larval mussels.
- Order all areas in a conveyance that contains water to be drained, dried or decontaminated pursuant to procedures approved.
- Impound or quarantine conveyances for the period of time necessary to ensure that mussels can no longer live on or in the conveyance.
- Conduct inspections of surface waters and facilities located within waters that may contain mussels.
- Close or restrict access to waters or facilities that are either infested or may be infested with mussels.



What should we, the Auxiliarists, be doing?

- Educate our fellow Auxiliary Members about this serious threat.
- Introduce the subject in public education and Vessel Examination programs.
- Learn more about these mussels by attending education classes conducted by the Department of Fish and Game

and other agencies.

- During our vessel examinations keep a keen eye out for infestation. Make the owner aware of the problem
- State agencies have limited trained staff; we need to assist these agencies however possible by volunteering.

Authors note: This article has been prepared to educate and inform on the present danger of infestation by the Quagga and Zebra Mussel in our western states' freshwater lakes, reservoirs and rivers.

For more information

contact:

**Quagga hotline – 866
440-9530**

**California Department
of Fish and Game
4001 N. Wilson way
Stockton, CA 95205
Catherine Mandella
(209) 942-6107**



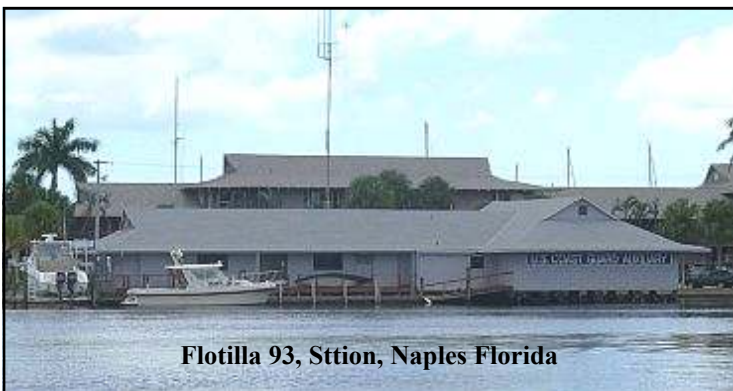
My Florida Flotilla (*East Coast-West Coast hybrid*)

George C. Knies DSO-PB

Introduction:

For a period of 12 years in the 80's and 90's Ann and I split our time between the San Francisco Bay Area and Naples Florida (summer here in District 11 NR and winter in District 7). Flotilla 93 was located in Central Naples one block from the City Dock and adjacent to the Chart House Restaurant. The flotilla gave me a warm welcome, as I was a Coxswain, Senior Pilot, Instructor and a Vessel Safety Examiner, and most important, owned a speedy Grady White named "Tailhooker".

The "U.S. Coast Guard Auxiliary Naples" building (Flotilla 93 Station) is an impressive modern, on-the-water structure with docks, an auditorium that had a capacity of 110 persons, a commercial galley, two classrooms, administrative office, a radio room, navigation planning room, two heads and state of the art electronic equipment. The building was owned by the Flotilla Corporation free and clear. The city appreciating our presence levied a one dollar annual tax fee.



Flotilla 93, Station, Naples Florida

Naples is an affluent city sporting many yachts from the U.S., UK and other European Countries. Our flotilla had several attorneys who directed estate tax write-offs in the form of yachts and marine equipment. My wife Ann chaired the annual Marine Rummage Sale;

that usually generated about \$12,000.00.

I completed my coxswain five year refresher prior to departing the Bay Area for our first season in Naples. I was eager to commence my Florida patrols; however, I needed twenty hours of on-the-water AOR familiarization patrols and then a night check ride on the IW (*Inner Waterway*),

Operations:

We were under the control of Coast Guard Station Fort Myers Beach (*hereafter referred to as CGSFMB*). Whenever we had patrols out we manned our radio room and made all reports locally, except during emergency cases. All coxswains were supplied cell phones for direct communication with CGSFMB, since VHF did not allow secure transmissions. Our patrol schedules were mainly on weekends, and special event days. Every Wednesday we had a special training and AOR indoctrination patrol for active duty personnel from CGSFMB.

Our operations extended beyond scheduled patrols assisting the Active Duty search and drug enforcement evolutions. Several times a month we would respond to a request to tow a recovered stolen vessel or drug runner that was 40 miles out in the Gulf of Mexico. The active duty crew would return to CGSFMB with the perpetrators leaving us with a 6 knot tow, back to Naples. This required manning our radio room as well as providing a full facility crew.

Due to the high drug enforcement activity in our AOR we would provide our larger facilities as replacement vessels for active duty facilities that were down for maintenance. This meant assigning crews to reside at the station on 48 hour duty segments. When launched on patrol an active duty Petty Officer was assigned as navigator on the auxiliary facility which then flew the

Coast Guard Colors.

My fishing buddies were all coxswains, and occasionally we were pressed into service by CGSFMB while fishing. On one occasion we were forty miles out fishing for grouper when we reported a Shrimp Boat with crab buoys stuck in it's nets to CGSFMB. The Shrimper was headed north with no crew on deck or in the pilot house. GCSFMB launched a 41' and they intercepted a fleet of armed Crab Boats ready to intercept the Shrimper as she passed Fort Myers. There are hundreds of crab pots in the gulf that tangle our props and get caught in Shrimpers nets.

One year a special request came in from District to support weekend law enforcement patrols from our station. A trailer delivered rigid hull and crew from CGSFMB would operate from our station from Friday evening until Sunday afternoon. To accommodate them we fabricated a bunkroom and shower, at our expense exclusively for their use.

One of our members worked at a local TV station, so we decided to make a tape of our local AOR. CG Air Station Clearwater Florida provided us with a helo. for all the aerial shots that brought the overall presentation together. We produced a professional presentation that was subsequently aired on several TV stations.

My second five year coxswain renewal was conducted in Naples. The Executive Officer and one Petty Officer from GCSFMB arrived at our station about noon with two Aux. QE's . We immediately conducted de-watering pump drills, and other hands-on evolutions. We were then given a SAR problem in the gulf of Mexico; did initial planning in our radio room then departed the station. At sea we conducted several tows, returning to our station for dinner. Our night patrols on the IW included several tows and finally a rapid response exercise requiring a bow searchlight as the markers were not illuminated and required accurate passage. CGSFMB XO was on my boat and initially seemed apprehensive as our speed was in excess of 30 kts. All went well and we returned to our station at midnight.

During National Safe Boating Week we co-sponsored with Naples Navy League Council a weekend Port Visit and Boating Safety Demonstrations. CGSFMB would provide the USCGC Point Steel WPB 82359 and other patrol craft. CG Air Station Clearwater Florida would provide Helo. and C-130 air support demonstrations. We hosted all active duty personnel and their dependents for Saturday night dinner and an eggs Benedict breakfast Sunday morning at our facility. This event

was highly received by the city and drew many thousands of spectators each day.

Public Education

Our Boating Skills & Seamanship classes usually drew 50-60 members during the summer and Fall semesters. The classes were two hours in length and consisted of 15 sessions. In addition to these full courses we offered special courses in navigation, weather, etc. both to the general public as well as our membership.



Cooperation and Respect

Flotilla 93 was a valued asset to the city of Naples and highly respected by their boating community. There was a constant interchange of activities and support going both ways. Our relationship with the "Gold Side" at all levels was one of mutual respect and support. One of the things that impressed me initially was the authority level granted to the flotilla regarding conduct of it's local on-the-water operations. When conducting operations at CGSFMB auxiliaries and active duty personnel worked side-by-side, as crew members, refueling, washing and maintaining our Auxiliary facilities.

This era of community cooperation and respect seems to be deteriorating because of political correctness and beaureaucratic arrogance. This along with the current economic situation is eroding the once-ideal working relationship the Flotilla enjoyed with City, Public and Coast Guard entities.

Each year flotilla activities are saddled by more restrictions if they are not eliminated completely. Those were the "good-ole-days" when the flotilla ruled.

The opinions and facts expressed herein are those of the author and do not represent that of any other person or organization. ©

Obama to nominate Papp as USCG Commandant



President Obama intends to nominate Vice Admiral Robert J. Papp, Jr., as Commandant of the U.S. Coast Guard. If confirmed by the U.S. Senate, Vice Admiral Papp would relieve Admiral Thad Allen in May 2010.

Department of Homeland Security (DHS) Secretary Janet Napolitano today applauded President Obama's choice.

"The Coast Guard plays a vital role in protecting our nation--securing America's borders, protecting our ports, and providing critical aid during disasters," said Secretary Napolitano. "Vice Admiral Papp's extensive knowledge of the Coast Guard's operations and broad mission will strengthen our efforts to ensure the nation's maritime security."

As Coast Guard Commandant, Papp will lead one of DHS's largest components--with approximately

42,000 Active Duty men and women and more than 7,000 civilian employees--and oversee Coast Guard functions as a branch of the armed services and a federal law enforcement agency.

Biography

Admiral Papp currently serves as Commander of the Coast Guard Atlantic Area (LANTAREA) and Defense Force East--functioning as the operational commander for all Coast Guard missions within the eastern half of the world. Prior to assuming command of LANTAREA, he served as the Chief of Staff of the Coast Guard in Washington.

Papp served as Ninth Coast Guard District Commander from 2004-2006, and was previously promoted to Flag rank in October 2002 and appointed Director of Reserve and Training. His Coast Guard career includes extensive tours on both land and sea including service on six Coast Guard Cutters and posts such as Chief of the Capabilities Branch in the Defense Operations Division; Chief of the Fleet Development Team; and Chief of the Coast Guard's Office of Congressional Affairs.

Papp graduated from the U.S. Coast Guard Academy and holds a master's in national security and strategic studies from the U.S. Naval War College and a master's in management from Salve Regina College.

Public Boating Education ...

The Need is Still Huge *John Gordon, ADSO-PB*

Coast Guard boating fatality statistics consistently show that roughly eighty percent of all boating deaths involve vessels skippered by people who have had no formal boating training. So, each year the Auxiliary and other organizations deliver important boating safety courses to the public. And, as the statistics show, every person trained is possibly a life saved.

We are making an impact, and we should feel very good about that. Unfortunately, we also encounter incidents that remind us that there is still a lot of public education left to do. The following story--almost unbelievable--is one of those incidents.

In late September, Auxiliarist Robert West (Flotilla 113-4-3), an experienced boater, Aux crew candidate, and qualified VE, had just launched his 16-foot, 2009 Achilles inflatable at the Redwood City ramp. When he returned from parking his

tow vehicle, a personal watercraft was tied up aft of him, and its operator was distraught.

The operator--we will call him Andy--said that he and his friend ("Bobby") on another PWC had become separated out in Redwood Creek or just out in the South San Francisco



Andy & Bobby, after the rescue.

Bay. Andy had searched until he was nearly out of fuel, so now he had returned to the launch ramp seeking help.

Using his cell phone, Robert contacted Coast Guard Station San Francisco to report the missing vessel and operator, and a search was launched. Two helos (at least one was a USCG chopper) and a Coast Guard 41-foot cutter soon appeared further out Redwood Creek. Robert loaned Andy five gallons of fuel, and Andy headed back out to continue searching for his friend. After communicating again with Station San Francisco, Robert, not on Aux duty, pushed away from the dock to start his boating day, also watching for signs of the missing PWC operator.

Out near the mouth of Redwood Creek about a half-hour later, Robert could see that the Coast Guard, now joined by a 25-foot rescue boat, had found the missing PWC and was providing assistance. Robert resumed his recreational boating, feeling good that, as usual, the Coast Guard had done a fine job.

Later, when Robert returned to the Redwood City launch ramp, he encountered both Andy and Bobby at the wash-down/engine-flush station, and he learned about the circumstances leading to the emergency. Here is the short version:

Bobby's PWC had a bad battery and had to be jump-started before launching. This was routine for the vessel.

Bobby was unfamiliar with the day's tides and bottom conditions—it was a very low tide when the incident happened, and Bobby had not consulted a chart.

Bobby disregarded the aids to navigation (if he even understood them) and rode south, out of the channel, beaching the PWC in twelve inches of water.

Because he had no means of communication, Bobby could not contact Andy or anyone else for assistance. So, he tried to push the PWC through the mud toward deeper water. Even in deeper water, the PWC would not start because of the faulty battery.

At the launch ramp, Robert tactically counseled Andy and

Bobby about charts, GPS, tide tables, channel markers, marine radios, and the importance of staying at the dock when the vessel has problems...like a weak battery. Andy and Bobby agreed that they should improve their knowledge and diligence; they had been thinking about doing so since (are you ready for this?) “**the last time this happened, a year ago(!).**”



Robert West (Flotilla 113-4-3)

Robert was flabbergasted, reflecting on the repeated danger to these men and the senseless drain on Coast Guard resources. But he kept his cool. He repeated his encouragement to learn more about staying safe on the water, perhaps even taking a boating course.

Andy and Bobby thanked Robert for his advice and his help with contacting the Coast Guard. Out of thanks, they offered Robert a cold beer, which he declined. There was no mention of reimbursing Robert for the fuel he had provided to Andy.

Ending the day on a sour note, Andy discovered he didn't have the adapter for flushing his engine, so he left the marina. Bobby then remembered that Andy had the jumper cables required to jump-start Bobby's dead PWC battery to flush the engine. So, further discouraged, he left as well.

During his drive home, Robert thought to himself, “They should have taken their beer money and put it toward a new battery.”

Andy and Bobby are probably well-intentioned, decent guys, but their lack of knowledge could be deadly. In spite of our ongoing, energetic efforts, we still have some big challenges in educating the public about boating safety. ©

United States Coast Guard Auxiliary Multiplies Coast Guard Response to Haitian Earthquake

New York - Within hours of the tragic Haitian earthquake, the United States Coast Guard Auxiliary stepped up its tempo as a force multiplier for the Coast Guard. For the last 70 years the Coast Guard Auxiliary has assisted the Coast Guard in nearly all of its missions. In times of national or regional crisis, the Auxiliary has stepped in to assist with logistical and administrative tasks as well as assisting with operations assisting the US Coast Guard and the public.

As in Hurricane Katrina, the Auxiliary is manning such posts in Public Affairs, Logistics, Aviation, Small Boat Crews, Communications, Chefs, Carpenters, Motor Vehicle Drivers, and all sorts of Administrative assignments. These volunteers enable their Active Duty and Reserve counter-parts to focus in on the other aspects of the mission, where their training and conditioning made them the more appropriate element of Team Coast Guard.

HISTORIC U.S. ICEBREAKER IN SUISUN BAY SUBJECT OF RESTORATION EFFORT

"Save the Glacier" is the rallying cry of former crewmembers

Bill Kinsey ADSO-PB

The ex-USCGC *Glacier*, once the flagship of Admiral Byrd and currently anchored in Northern California's Suisun Bay mothball fleet, is the subject of a long restoration effort organized by former crewmembers.

USCGC
Glacier
1966-1987



Glacier in
Suisun
Bay as
currently
seen. .

The non-profit Glacier Society, based in Stratford, Connecticut, is dedicated to the restoration and operation of the *Glacier* in honor of all who served in the exploration of the North and South Poles. Its chairman, Bernard Koether, served as a navigator and scientific officer aboard the *USS Glacier*. He participated in "Operation Deep Freeze," an Antarctic exploration and navigated the deepest penetration of the Bellingshausen Sea and Charter Thurston Island, where he delineated Porter's Pinnacles and Koether Inlet in 1961.

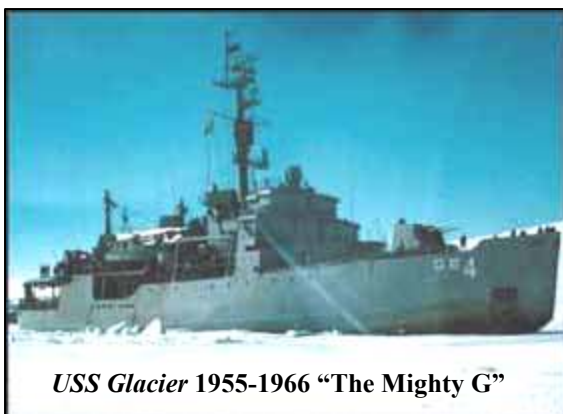
The mission of the Glacier Society includes scientific goals in polar research, and the educational goal of operating the vessel as a certified school ship. Additionally, by housing a museum when in port, *Glacier* will honor all men and women who have explored vast regions of the world and served for their country. In addition to *Glacier's* restoration, the Glacier Society undertakes the myriad of administrative and fundraising tasks associated with the restoration. The society also currently operates maritime education youth programs with its other vessels, the Arctic Scout (former U.S. Coast Guard Arctic survey boat ASB 39020), and the Arctic Gayle (*Glacier's* own 26-foot motor surf boat).

Restoration commenced in 1998, and continues today. Current plans include securing dock space for the next phase of restoration tasks, and bolstering the West Coast volunteer contingent. For more information on *Glacier* and the Glacier Society visit www.glaciersociety.org

Glacier Facts From www.glaciersociety.org

Photos courtesy of Thee Glacier Society

Ship construction and engineering: Designed and built for the U.S. Navy at Ingalls Shipbuilding Company in Pascagoula, Mississippi. Construction began in August 1953, completed and commissioned in May 1955. 310 feet overall, beam of 74 feet, draft of 28 feet, 8915 gross tons. Powered by ten Fairbanks/Morse Diesel engines developing 21,000 horsepower. 17 knot maximum speed.... Icebreaking capability of six or more feet thick.



USS Glacier 1955-1966 "The Mighty G"



Continued next page ►

Service and missions

Boston, Massachusetts first home port

39 Arctic and Antarctic deployments

Served under U.S. Navy and U.S. Coast Guard colors

Fourth ship with the name *Glacier* and the first and only icebreaker.

Flagship of Admiral Richard Byrd during Operation Deep Freeze 1955-1956

Re-established America's presence on the Ross Ice Shelf at Little America V in 1957

Carried Dr. James Van Allen, discoverer of "The Van Allen Radiation Belt" of high-energy particles held captive by the magnetic influence of the earth, Dr. William Littlewood who pioneered research in ocean density layers, and U.S. Geological Survey scientists who studied the earth's mantle and the emerging theory of plate tectonics.

Transferred from U.S. Navy to U.S. Coast Guard in 1966

Submarine Arctic Warfare Project and the SLAR (Side Looking Airborne Radar) Project participation in 1976

Meritorious Unit Commendation awards in 1961, 1969, 1971, 1975, 1980, 1983 and 1985

29 penguins painted on *Glacier's* stack representing Antarctic patrols. ©

Lack of boater education linked to rise in recreational boating fatalities

WASHINGTON - The U.S. Coast Guard Auxiliary has expressed concern over statistics reporting a rise in recreational boating fatalities in a recently released publication of the 2008 boating safety statistics.

The fatality rate, a measure of the number of deaths against the number of registered recreational boats, increased from 5.3 in 2007 to 5.6 deaths per 100,000 registered recreational boats in 2008. During this time, the Coast Guard recorded 709 deaths, 3,331 injuries and approximately \$54 million dollars in damage to property, stemming from 4,789 recreational boating accidents.

Operator inattention, careless or reckless operation, no proper lookout, operator inexperience and passenger or skier behavior rank as the top five contributing factors to recreational boating accidents.

Alcohol consumption continues to be of major concern in fatal boating accidents and is listed as the leading contributing factor in 17 percent of the deaths.

Rear Adm. Kevin Cook, the Coast Guard's director of

prevention policy, emphasized the importance of boating education saying, "The 2008 report shows a clear link between safety and boating education by highlighting that only 10 percent of deaths occurred on boats where the operator had received boating safety education.

This statistic indicates that boaters who have taken a boating safety course are less likely to be involved in an accident. In addition, two-thirds of all fatal boating accident victims drowned; and of those, 90 percent were not wearing a life jacket. The Coast Guard urges all boaters, whether as an operator or passenger, to take a boating safety course and to always wear your life jacket."

For seventy years the Coast Guard Auxiliary has provided boater education to the American boating public. Courses are taught by experienced and knowledgeable instructors committed to the highest standards of the U.S. Coast Guard. For more information about Coast Guard Auxiliary boater education course please visit <http://www.cgaux.org/boatinged/>. In addition to boater education courses the Auxiliary also offers free Vessel Safety Checks. (<http://www.cgaux.org/vsc/>)

Auxiliary Assistance to Sector's Planning and Force Readiness Department

Nineteen Auxiliarists responded to my call for volunteers to assist the Planning and Force Readiness Department (formerly the Contingency Planning Department) with certain projects. From that group, the department's Auxiliary liaison (Jerry Bynum) has selected four highly qualified members for follow-up interviews.

Steven R. Salmon, Auxiliary Sector Coordinator

Why Pay to Be a Volunteer?

Flotilla Personnel Services Officers often get to break the news to member candidates that we must all pay annual dues to serve as U.S. Coast Guard Auxiliaries. Most new members hardly flinch when hearing that news, until recently. “So, why is there a charge to be a volunteer in your organization?” asked a prospective member.

We are all accustomed to dues, so the question may sound crude or bizarre. But there is, admittedly, some irony in paying to be a volunteer, though many charitable organizations receive donations in time and money from their volunteers.

Fran Fisher, the District Finance Officer, points out that “Every Flotilla, Division, and District uses its monies per its own budget, in compliance with broad Auxiliary guidelines. So it is rather hard to say in every case what funds are used for. One can be assured, however, that dues are used exclusively for the benefit of the Auxiliary and its members. We don’t contribute to other causes or organizations.”

Portions of our flotilla-paid dues are actually Division, District, and National dues: \$15 of each member’s dues goes to District and \$12 to National. Division dues vary as each Division sets its own dues. Remember, the Auxies serving at the Division level and above pay their dues to their home flotillas, yet those monies must also fund programs developed and introduced at higher levels.

For example, our District subsidizes “D-Train,” the large annual, training, recognition and communication event. Dues also pay for awards, Executive Committee travel to Changes of Watch, District Staff Officer budgets, etc.

So, our “investments” in dues come back to us via broad Auxiliary programs, recognition, and developmental opportunities. Member dues, therefore, could be considered pre-payments for the many Auxiliary benefits and programs available to us all...a pretty good deal. ©

United States Coast Guard Auxiliary Prepares to Assist Haitian Earthquake Victims Auxiliary readies its Interpreter Corps to bridge the language gap

St. Augustine: Within minutes of the 7.0 magnitude earthquake in Haiti and its subsequent widespread news dissemination, Auxiliarist Klaus Bauman, Director of the Interpreter Corps for the United States Coast Guard Auxiliary was on the phone contacting the key members of his staff to gear up for a possible deployment.

Bauman, 68 year old, has been with the USCG Auxiliary for 16 years. As the founder of the Interpreter Corps, he leads over 380 volunteers who speak 46 different languages. His second stop was to review the database of Interpreters for those who have both verbal and written fluency in Haitian Creole and French.

At the same time, multiple members of the Interpreter Corps were contacting Baumann and/or his staff trying to find out what they could do to assist. Within just a few short hours Baumann had an initial team of seven Auxiliary Interpreters standing by to deploy wherever the Coast Guard or the relief effort needed them. Within the next few days, they had identified an eighth, and already hot-listed others for future deployments. The average deployment is thought to be between two and three weeks.

News from Haiti and the deteriorating conditions makes this

assignment ever more difficult for America’s Volunteer Guardians. “Our members for the most part are not youngsters, and are not used to such ‘primitive’ conditions”, Baumann commented. “But we are Coast Guard and we will brave it for the mission”, he concluded.

“The Interpreter Corps is an extremely active and diverse group of Americans”, Baumann said. “Many of those who participate in the Interpreter Corps are able to speak multiple languages and they have deployed all over the world for the Coast Guard, the US Navy and the new US Africa Command.”

Back at Coast Guard Headquarters, the Chief of the Office of Auxiliary and Boating Safety, CAPT Mark Rizzo was involved in high level discussions with his superiors. CAPT Rizzo serves as the Chief Director of the USCG Auxiliary, the direct representative of the Commandant, ADM Allen, to this 30,000 member volunteer uniformed component of the Coast Guard. They requested assistance from the Auxiliary, and the first assistance requested was Interpreters.

The Interpreter Corps has provided the Coast Guard with a unique cost effective solution to the problem of communication when you deal with multiple nationalities and languages.”